

THE LIFE-BOAT

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PORTRAIT OF A COXSWAIN



By courtesy of]

[Basil M. Kidd

Coxswain Henry C. Brown, of the Walmer life-boat *Charles Dibdin* (Civil Service No. 32). A member of the crew since 1945, he was appointed second coxswain of the Walmer life-boat in February, 1962, and coxswain in April, 1966. Since February, 1962, the life-boat has launched 55 times and has saved 49 lives.

NOTES OF THE QUARTER

As many supporters of the life-boat service will be aware, the R.N.L.I. had a serious deficit in 1967. Expenditure amounted to over £1,921,000 and receipts to just over £1,500,000. This has left a gap of more than £410,000. With the major programme of reconstruction and modernisation on which the Institution had to embark a few years ago, and with a sudden and disturbing decline in the amounts received from legacies—not in the numbers of legacies—a deficit last year was inevitable. It was, in fact, by far the largest deficit the Institution has incurred in any one year. Indeed the deficit itself was not much less than the total cost of running the service a little more than twenty years ago. In 1946, the first year of peace, total expenditure on the life-boat service was £450,597.

Energetic steps are, of course, being taken both to control expenditure and, equally important, to increase revenue. A new system of financial control has been introduced to ensure the most effective possible expenditure of all moneys collected. Among projects for increasing revenue are the holding of a lottery or national competition; and a drive to obtain more support from those to whom the life-boat service is of most direct and immediate benefit, particularly boat owners and insurance companies. The possibilities which a competition offers were indicated by the remarkable achievement of Mr. and Mrs. Donald Steward, who staged a competition last year. As a result of this competition Mr. Steward was able to hand over a cheque to the Institution for £7,320. Many of the branches of the Institution did, of course, co-operate in this scheme, but the administrative work was done entirely by Mr. and Mrs. Steward with limited secretarial help.

Branches of the Institution will, of course, be kept informed of these and other plans for increasing revenue, and their help will naturally be sought.

BUSIEST YEAR EVER

The year with the biggest deficit was also by far the busiest year the life-boat service has ever known. R.N.L.I. rescue craft were launched 2,141 times in 1967. The previous record figure, which was set up in 1966, was 1,784. Life-boats were launched on service 1,103 times compared with 1,054 in 1966, and IRBs 1,031 times compared with 730 a year earlier. When it is realised that IRBs first came into service in 1963 the fact that they are now launched almost as frequently as life-boats gives some indication of the tremendous expansion in the work of this arm of the service.

Many more lives were saved in 1967 than the year before. Life-boats saved 644 people compared with 492 in 1966, and IRBs 492 compared with 328.

NEW CHAIRMAN

Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., has been elected Chairman of the Committee of Management of the Institution. He succeeds Captain the Honourable V. M. Wyndham-Quin, R.N., who has retired after serving as Chairman since 1964. Captain Wyndham-Quin remains a member of the Committee of Management.

Admiral Woods, whose home is at Burley, Hampshire, joined the Committee of Management of the R.N.L.I. in 1966. He served in submarines and on the staff of the Commander-in-Chief, Mediterranean, during the last war. He was Commander-in-Chief, Home Fleet, and N.A.T.O. Commander-in-Chief, Eastern Atlantic, from 1960 to 1962 and Commander-in-Chief, Portsmouth, and



By courtesy of]

[Blyth News

Admiral Sir Wilfrid Woods, the newly appointed Chairman of the Institution, visited Blyth life-boat station in September, 1967, with Lady Woods. Here he is shown talking to Coxswain S. Crawford aboard the life-boat.

Allied Commander-in-Chief, Channel, from 1963 to 1965. He was First and Principal A.D.C. to the Queen from 1962 until he retired in 1965.

In 1963 he became Commodore of the Royal Naval Sailing Association.

Captain Wyndham-Quin joined the Committee of Management in 1936 and became Deputy Chairman in 1956. He succeeded the late Earl Howe as Chairman eight years later.

In recognition of his outstanding services, his colleagues on the Committee of Management recently decided that the new Clacton-on-Sea life-boat should be named *Valentine Wyndham-Quin*. Captain Wyndham-Quin worked tirelessly throughout his period of service as chairman, visiting many stations, taking passage in new life-boats and continually and energetically seeking to raise funds for the service.

Air Vice-Marshal Sir Geoffrey R. Bromet, K.B.E., C.B., D.S.O., D.L., and Commander F. R. H. Swann, O.B.E., R.N.V.R., remain Deputy Chairmen.

REVIEW OF LIFE-BOAT REQUIREMENTS

In 1965 the Committee of Management set up a working party to make recommendations on the future deployment of the life-boat fleet. Many factors had to be taken into consideration. Among the most important of these were the introduction of the inshore rescue boat and the increased speed and greater range which new forms of design and construction had made possible in life-boats. A detailed analysis was made of every service carried out at every life-boat station over a period of eleven years. The first meeting of the working party took place on 13th September, 1965, and its work continues. Some of the results of this detailed and exhaustive review are now beginning to emerge.

A new life-boat station is already in being at Lochinver, and the Harwich station has been reopened after nearly 50 years. The No. 2 life-boat was withdrawn from Cromer and an IRB placed at the station. It was also decided to withdraw the Liverpool-type life-boat from Clovelly, where the 70-foot steel life-boat is stationed and where there is an IRB.

It has now been decided to withdraw the life-boats stationed at Boulmer and Holy Island in Northumberland, and at Criccieth in Caernarvonshire. The IRB is remaining on service at Criccieth, and the life-boat house at Boulmer is being retained against the possibility of providing some other form of rescue craft at the station at a future date.

These changes may be seen as part of an historic process. Earlier in this century the number of life-boat stations exceeded 300, but with the greater power provided by the internal combustion engine it was possible for many of the pulling life-boats to be withdrawn without any decrease in the efficiency of the service.

NEW FORM OF JOURNAL

Because of the huge increase in the number of services carried out by life-boats and IRBs, and in the interests of economy, a major change has had to be introduced in the contents of the journal. Hitherto all effective services have been reported in full, but in order to do this it was found necessary to produce a 90-page number in December, 1967. From now onwards reports will be limited to those services in which lives were saved.

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 June, 1968.

LETTER

Let's Put Out More Flags

●I attended the London District Conference when the present financial problems of the R.N.L.I. were explained to the delegates. Subsequently the excerpt from the article – ‘Why put out more flags?’ included in the last issue of THE LIFE-BOAT brought it home most forcibly why the financial strain on the R.N.L.I. resources has assumed such enormous proportions.

Like the correspondent quoted from Birmingham I too live a long way from the sea but the Hornsey Branch is determined to back the R.N.L.I. to the hilt in helping to switch the overdraft to the credit side of the ledger. Could I appeal to all other branches to join us in this effort? If only we could all promote *one* additional fund raising event during the coming year – whether this brings

in £5 or £50 per branch collectively the results would go some way towards extinguishing the Institution's problems.

Let's all go to it so that the R.N.L.I. crews can continue their admirable efforts in saving lives around our coasts.

*Jane S. Kenney,
Joint Chairman,
Hornsey Branch.*



Main attraction on the R.N.L.I. stand at this year's International Boat Show at Earls Court, London, on 3-13 January was the new McLachlan boat (18-02) which is foreseen as a high speed rescue craft and also for taking crews from the shore to life-boats which lie afloat. Here Mr. Edward Heath, Leader of the Conservative Party, is pictured tossing a coin into one of the attractions on the R.N.L.I. stand. A model was exhibited wearing the Institution's latest life-jacket and protective suit which was supported by photographs depicting the history of the development of the life-jacket. On the stand of William Osborne Ltd. the new R.N.L.I. Hatch boat (18-03), designed for the same role as the McLachlan boat, attracted attention.

RESCUE IN FORCE 10 GALE

At 8.28 on the evening of 16th October, 1967, the coastguard told the acting honorary secretary of the Clacton-on-Sea life-boat station, Mr. C. A. Perry, that a red flare had been sighted at the entrance to the River Blackwater. The maroons were fired at 8.40.

At that time the strength of the west south westerly wind was force 5 or 6, but it was increasing steadily. The sea was moderate to rough, and there was a moderate swell. There were rain squalls, but visibility was fair. The tide was half flood.

At 9.20 the life-boat *Sir Godfrey Baring*, which is one of the 46-foot 9-inch Watson class, put out. After a passage of about six miles she reached the entrance to the River Blackwater, but there was no sign of the casualty, and the life-boat began a search.

At 10.12 Walton coastguard passed a message from air traffic control at Southend that 10 minutes earlier an aircraft had reported a red flare three miles east of Burnham-on-Crouch. The life-boat made for this position, and after a passage of eight miles against a flood tide and a rough sea she reached the South Buxey buoy shortly after 11 o'clock.

A parachute flare was fired, and the life-boat began a search towards the entrance to the River Crouch. At 12.10 a red flare was sighted about one mile west of the Sunken Buxey buoy. Twenty minutes later the life-boat found the catamaran at anchor one mile from this buoy. She was lying head to sea, yawing, pitching violently, and ranging to her cable, with seas breaking over her bow. Her sails, standing and running gear were carried away and her engines were waterlogged.

The wind had veered to the south west and was gusting to force 10. There was a very rough and confused sea, and heavy rain squalls now made visibility poor. High water in the Whittaker Channel was at 12.28, and the tide was virtually slack.

The searchlight was played on the *Yana* and the life-boat then approached her on her port side. Coxswain George Ellis ordered the engines to be put ahead to keep the life-boat alongside, and seven men, six of whom were policemen, were taken off. One elderly man still remained, and he seemed reluctant to leave the yacht. Coxswain Ellis skilfully manoeuvred the life-boat alongside again and this time the last man was taken off.

LEFT AT ANCHOR

The survivors asked to be landed at Wallasea Bay, and in view of the weather conditions Coxswain Ellis decided to anchor off Hilliwell Point until first light rather than risk navigating the sparsely lit channel of the River Crouch in the dark. The *Yana* was left anchored as it would have been impossible to take her in tow under the conditions prevailing.

The eight survivors were landed at Wallasea Bay at 8.2 and an hour and a quarter later the life-boat left for Brightlingsea. The wind remained in the south west, its strength being force 9 during the return passage. The sea was very rough, and Coxswain Ellis decided to stream the drogue from the Sunken Buxey buoy until the life-boat arrived off Clacton at 12.15.

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain George Ellis.

Certificates on vellum recording their part in the service have been issued to the other members of the crew. They are Second Coxswain Charles Bolingbroke, Bowman Arthur Griggs, Motor Mechanic Clarence Marshall, Assistant Mechanic William Dale, and crew members A. Harman, J. Bolingbroke, and E. Cobb.



By courtesy of]

[Eastern Daily Press

The Lowestoft life-boat rolling in heavy seas at the entrance to Lowestoft harbour as she returns to port after escorting a longshore boat to safety on 7th October, 1967.

THE LONG TOW

WHEN THE new Gorleston 44-foot steel life-boat *Khami* on 5th September, 1967, went to the aid of the m.v. *Aureity*, whose steering gear had broken down, no one knew then that the life-boat would end up by towing the auxiliary cutter *Theodora*, also in distress, into Gorleston. A framed letter of thanks, signed by the then Chairman of the Institution, Captain the Honourable V. M. Wyndham-Quin, R.N., has been sent to Coxswain/Mechanic J. Bryan and the crew.

On that day at 7.44 a.m. the honorary secretary, Mr. J. S. Ling, learnt that the m.v. *Aureity* was in a position two miles south west of Smith's Knoll light-vessel with her steering gear broken down. She required a vessel to stand by.

The maroons were fired at 7.54 a.m. and at 8.2. a.m. the life-boat slipped her moorings. The wind was southerly, force 8, gusting to force 9, with a very rough sea and a heavy south westerly swell.

At 9.55 a.m., after a passage of 20 miles, the m.v. *Aureity* was seen some three miles south west of the lightvessel. She was head to sea and was pitching heavily. Her speed was about two knots. The wind by then was south west, force 9, and the tide was setting in a southerly direction at two knots.

DIRECTED TO ANOTHER VESSEL

A tug was expected at 3 o'clock and another ship, the *Wakefield*, was also in the vicinity. By 10.28 a.m., however, it appeared that the *Aureity* was comfortable and the coxswain therefore was prepared to return to harbour. It was then that the life-boat was requested to proceed to the Newarp lightvessel and search in the vicinity for the *Theodora* which had last been seen three miles north north east of the Newarp at 8.30 p.m. on 4th September.

Meanwhile, the master of the *Aureity* had indicated to the coxswain that, following the complete failure of his vessel's steering gear, he would like the

life-boat to continue to stand by in case *Aureity's* head fell across the sea.

In view of this the Cromer life-boat *Ruby and Arthur Reed*, which is a 48-foot 6-inch Oakley, was launched to search for the *Theodora*.

At 2.45 p.m. a message was received that the *Theodora* required assistance in a position 25 miles from Smith's Knoll lightvessel. Having established that the *Aureity* was in a much better position, and that a tug was on the way, the Gorleston life-boat set out to find the *Theodora*.

'MOST ARDUOUS'

After a passage of 26 miles, which proved to be the most arduous of the whole service, the life-boat made contact with H.M.S. *Diamond* at 5.40 p.m. and learnt that the *Theodora* was now 12 miles to the north east.

Finally, at 8 o'clock that night, the Gorleston life-boat came up with the casualty. The *Theodora* was lying beam on to the sea and swell with heavy seas breaking over the full length of her port side. She had her sea anchor streamed from her bow.

It was judged that the yacht was capable of withstanding a tow, and taking advantage of a lee provided by H.M.S. *Diamond*, the towline was passed at the first attempt at about 8.5 p.m.

The wind was by then south west, force 8, moderating slowly and veering, though with a very rough sea and a heavy swell. H.M.S. *Diamond* continued to escort the pair until the Gorleston life-boat and the *Theodora* were five miles off Gorleston.

The life-boat returned to her station at 4 o'clock on the morning of 6th September, having been at sea in very bad weather for a total of some 20 hours. During that time she travelled nearly 100 miles.

GREEK SHIP AGROUND IN HURRICANE

At 9.25 on 25th October, 1967, Valentia radio informed the assistant honorary secretary of the Galway Bay life-boat station that the Greek motor vessel *Razani* was aground three quarters of a mile east south east of Black Head, Galway Bay. She was not thought to be in immediate danger.

An hour and three quarters later the *Razani* asked for life-boat help, and at 11.15 the maroons were fired.

A force 10 south south westerly gale was blowing. The sea was very rough and visibility was poor. It was high water.

Conditions at Kilronan, where the life-boat is moored, were such that the life-boat crew spent two hours trying to reach the life-boat in their boarding boat. Three times they were driven back on the strand. The first time the boarding boat struck a boulder near the slipway and was nearly capsized. Nevertheless the crew persisted, and having launched the boarding boat successfully they approached the life-boat. This time they were driven back past the pierhead, and the wind by now had reached hurricane force.

FIFTH ATTEMPT

For the fifth attempt an extra member of the crew was embarked to help steer the boarding boat, and this time she reached the life-boat successfully. At 2 o'clock the life-boat *Mabel Marion Thompson*, which is one of the 46-foot Watson class, slipped her moorings and put out with a crew of nine. All were wet to the skin.

The life-boat reached the *Razani* at 4.15 and lay off to windward until 7.30.

The Greek motor vessel's boats had been smashed alongside. The life-boat took off eight members of the crew, the master and four others deciding to remain aboard.

The eight survivors were landed at Galway Docks at 9.30 and at 3 o'clock in the afternoon the life-boat left for her station, arriving at 7.30 in the evening. The Greek motor vessel remained fast aground, the other five members of the crew being taken off by a helicopter.

For this service framed letters of commendation signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., were sent to Coxswain Coleman Hernon and the other eight members of the crew. They were Second Coxswain Thomas Flaherty, Bowman Brian Fitzpatrick, Motor Mechanic Bartley Mullin, and crew members Jack Gill, Anthony O'Brien, Malachy Beatty, Thomas Joyce, and Patrick Mullin.

18-YEAR-OLD BOYS IN IRB RESCUE

A FIRST-CLASS IRB rescue, carried out in near extreme conditions for an IRB, has earned Mr. Idris Evans, aged 23, the helmsman, and crew members Mr. Trevor Evans and Mr. Peter Evans, both aged 18 of the New Quay, Cardiganshire, IRB the thanks of the Institution inscribed on vellum.

At 4.59 p.m. on 12th August, 1967, the coastguard told Coxswain David W. Evans of the New Quay life-boat that two bathers were in difficulties and were being swept out to sea off Cwmttydu.

BOTH CREWS CALLED

Shortly after five o'clock Coxswain Evans, not knowing which boat the honorary secretary would send on account of the weather conditions, fired the maroons to assemble both the life-boat and the IRB crews. As speed was essential the honorary secretary, Captain J. B. Jones, O.B.E., decided to send the IRB ahead and to back her up with the life-boat. The IRB was therefore launched

SOUTH AFRICAN LIFE-BOAT SERVICE

A new life-boat service has recently come into being. This has been formed in the Union of South Africa and is known as the National Sea Rescue Institute of South Africa. The organisation is a voluntary one and aims to establish some 38 life-boat stations. Four of these are already operative. As part of its duties of providing a central secretariat for life-boat societies throughout the world the R.N.L.I. undertakes to help any country which wishes to establish a new life-boat service with advice and guidance. Writing to the Secretary of the Institution, Mr. Stirling Whorlow, O.B.E., to announce the formation of the new society its chairman, Mr. P. J. O'Sullivan, stated: "I would like to record once again our grateful thanks to you and your colleagues, and to the R.N.L.I. as an organisation, for the wonderful help and guidance we have received from you."

PORTABLE TV GIFT

A portable TV set was presented to the crew of the life-boat 70-002 *Grace Paterson Ritchie* on 18th December, 1967, at Kirkwall, Scotland. Lord Windlesham, chairman of Grampian Television Ltd., made the presentation on behalf of his company.

at 5.8 p.m. with the life-boat's second coxswain, Mr. Idris Evans, at the helm. With him were two young life-boat helpers.

The wind was north west, force 6, gusting to force 7 in squalls, with a correspondingly rough sea. Visibility was good.

The IRB was kept as close in to the cliffs as the sea conditions allowed. Once round New Quay head the sea became very confused and speed had to be reduced at times to enable the IRB to ride the waves.

PEOPLE SPOTTED

Cwmttydu was reached at about 5.20 p.m. and, directed by people on the cliffs, the IRB crew spotted two people in the water about 12 yards off the cliffs among the confused seas caused by the heavy backwash from the cliffs.

The first bather seen turned out to be a woman wearing a life-belt, and a life-line was thrown from the IRB. The woman, however, was barely able to hold on and the IRB was therefore manoeuvred closer and she was pulled aboard. The two young helpers at once started to administer mouth-to-mouth resuscitation on the woman. Then the second bather—the woman's husband—was picked up dead.

As beach conditions at Cwmttydu were very bad for a landing, the coxswain headed back for New Quay. The body of the man was laid across the bow and the woman was laid on the centre line of the boat in the most favourable position to allow resuscitation to continue. Although the speed of the IRB was reduced by half, the movement of the boat and the lack of space made resuscitation difficult. Mr. Peter Evans had to use the Brooke airway while Mr. Trevor Evans held the woman's head.

About half way back towards New Quay head the life-boat *St. Albans*, which was launched at 5.10 p.m. was sighted. Sea conditions were so bad that the IRB was unable to lie alongside even to transfer the body. The life-boat therefore radioed for a doctor and an ambulance to be waiting at the harbour. Blankets were transferred to the IRB which then continued her journey to New Quay.

Resuscitation on the woman was continued until the harbour was reached at 5.40 p.m. The woman subsequently recovered.

FISHING BOAT AGROUND OFF BUCKIE

At 1.22 on the morning of 10th October, 1967, the honorary secretary of the Buckie life-boat station, Mr. A. J. I. Wilson, learnt from the coastguard that a fishing boat was aground on the West Muck rocks about a quarter of a mile north west of the harbour entrance. The maroons were fired five minutes later.

A west by northerly wind was blowing, estimated at that time to be force 4. There was a moderate sea, visibility was good, and it was two hours after low water.

The life-boat *Laura Moncur*, one of the 47-foot Watson class, slipped her moorings at 1.35. Five minutes later she approached the casualty, which was the fishing vessel *Briar Rose* of Buckie. She had stranded on the north east shelf of the rocks and was heading south south east.

SEARCHLIGHT USED

The life-boat's searchlight was played on to her and it was seen that she had a 45 degree list to port and was rolling and pounding heavily in the westerly swell. Four other fishing boats were standing by, but none was able to come close enough to give effective help.



By courtesy of]

[Great Yarmouth Press Agency

During a visit to the shipyard of Brooke Marine Ltd., Lowestoft, the Duke of Edinburgh inspected two of the R.N.L.I.'s 44-foot steel life-boats which were then nearing completion. Pictured with the Duke is Mr. Harry L. Dowsett (right), the chairman and managing director, and Mr. Douglas Wait, the yard director. In the background is the hull of one of the 44-foot boats.

The skipper of the *Briar Rose* then shouted that his boat was breaking up.

Coxswain George Jappy had intended to anchor and veer down on to the fishing vessel, but he now decided to go alongside at once.

The life-boat approachd the *Briar Rose* on a south westerly course, and Coxswain Jappy put her port bow alongside the port quarter of the fishing vessel. Two men were taken aboard the life-boat, but she was quickly swept away by the backwash off the rocks.

Coxswain Jappy made a second run in, and this time the nylon securing rope was made fast to the stem of the fishing vessel. Three of her crew were taken aboard the life-boat, which was again swept away.

By the use of the securing rope Coxswain Jappy was able to return alongside almost immediately, and the remaining three men on board the *Briar Rose* were rescued. At this third attempt the life-boat's fender on the port side forward was slightly damaged.

BRUISED AND SHAKEN

The life-boat was brought clear of the rocks and entered Buckie harbour at 2.10. Some of the rescued men were bruised and badly shaken, but none was seriously injured. The life-boat was secured at 2.20.

For this service the thanks of the Institution inscribed on vellum has been accorded to Coxswain George Jappy.

Certificates on vellum recording their part in the service have been issued to the other members of the crew. They are Second Coxswain J. Innes, Bowman J. Murray, Motor Mechanic J. G. Cole, and crew members A. Slater, R. Davidson, W. Jappy and G. Smith.

Five saved from Cabin Cruiser

FOR a rescue from a cabin cruiser, which led to the saving of five lives, including that of an elderly lady who was trapped in a cabin, Mr. Robert Jefford, helmsman, and Mr. Lionel Fisher, crewman, both of Lyme Regis, have been accorded the thanks of the Institution inscribed on vellum.

At 4.8 in the afternoon of Sunday, 25th June, 1967, a telephone call was put through to the home of the honorary secretary of the Lyme Regis IRB station, Wing Commander F. A. Buckingham, R.A.F. (Retd.). His wife took the call and learnt that a cabin cruiser had capsized at the eastward end of Lyme Regis Bay. She immediately sounded the telephone klaxon alarm to the boathouse, and three minutes later the IRB manned by Mr. Jefford and Mr. Fisher put out.

There was a southerly wind of force 4 to 5 with a choppy sea. It was low water. The IRB made for the cabin cruiser at full speed and found her capsized and low in the water. One man was being rescued by a rowing boat, a woman was clinging to the bottom of the cruiser, and two boys were hanging on to the bows. Another man was the water. The IRB crew threw the rescue ring and line to the man in the water, and he was successfully pulled aboard. The woman and the two boys were taken aboard shortly afterwards.

TRAPPED IN CABIN

The IRB was about to return to her station, when the rescued man said that there was an elderly lady trapped in a cabin of the casualty. It was thought that she had been under water for some time and had probably drowned.

Mr. Jefford and Mr. Fisher tried to right the cabin cruiser and managed to turn her on her side. Mr. Fisher then held her in position while Mr. Jefford tried to open the cabin door. To do so he had to pull the door off its hinges.

Mr. Jefford groped around in the cabin, and the inrush of water washed the woman out. She was dragged aboard the IRB, where Mr. Fisher applied mouth-to-mouth resuscitation, while Mr. Jefford drove the IRB back to Lyme Regis at full speed.

A local doctor was standing by when the IRB returned. He gave medical assistance to the woman who had been trapped in the cabin and also to the survivor who had been landed by the rowing boat. All five people taken out of the water survived.

ATTEMPTED RESCUE BY SECOND COXSWAIN

Shortly after 4 p.m. on 12th September, 1967, Mr R. W. S. Gould, who is second coxswain of the Bembridge life-boat, was working in his café on the beach at Bembridge when his attention was called to a bather in difficulties some 200 yards away in Whitecliffe Bay. Mr. Gould's café is some two miles south of the Bembridge life-boat station, and he decided that the quickest way of saving the bather's life would be to put out in his own rowing boat.

With some difficulty he managed to launch this through a rough sea which was breaking heavily on the beach. It was too rough for a motor boat to be launched at that point.

An east north easterly wind of force 6 was blowing. The weather was cloudy but clear, and it was two and a half hours before high water. This part of the beach is exposed to the northerly winds, and there were rough breaking seas.

Soon after he launched his boat, Mr. Gould lost sight of the bather but he had made a note of his position. The weather and sea conditions prevented him

from turning his boat in the direction of the bather, and he therefore had to stem the seas and allow the wind to drift him down. This required skilful seamanship, and eventually Mr. Gould found the bather face down in the water with the top of his head showing. The man was then about 20 yards off the point of the bay with rocks around him. Mr. Gould boated his oars and with some difficulty he managed to drag the body aboard. He began to apply mouth-to-mouth resuscitation as soon as possible.

The weather conditions made it impossible for him to continue with his attempts at revival, and he decided to make for the shore as soon as he could. He succeeded in landing on the south side of the bay, where a number of bystanders waded into the sea to help.

WAS ON HOLIDAY

A member of the Operations Department at the Head Office of the R.N.L.I., Mr. B. Barry, happened to be on holiday in the area, and he and the police carried on with mouth-to-mouth resuscitation. An ambulance crew later applied oxygen, but the man did not recover.

A framed letter of thanks, signed by the Chairman of the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N., was sent to Mr. R. W. S. Gould, and the Committee of Management expressed their thanks to Mr. Barry.

NEW WAYS OF RAISING MONEY

When the Barnt Green ladies' life-boat guild had their annual meeting the collecting box from the Barnt Green sailing club was opened. It contained over £3—mostly in half-crowns. This is because there is a local rule in the sailing club that anybody capsizing puts 2s. 6d. in the life-boat box.

When Mr. John Banks, a Glasgow bookmaker, handed over a cheque for £383 in September last year to the Daily Record—it was Mr. Banks' profit from betting on the name for the Q.4—he said: 'Just see that it goes to four nautical charities'. The R.N.L.I. share was £100.

A pet cormorant named 'Charlie', who belongs to Mr. and Mrs. Cedric Morgan, of Saundersfoot, Glamorganshire, is being trained to retrieve fish. And last year he helped to raise money for the R.N.L.I. by standing alongside a collecting box.

A St. David's resident, who went out fishing early one Sunday morning and caught 70 mackerel, offered them to the two surf life-saving teams at Whitesands for sale to visitors on condition that any takings would be shared with the R.N.L.I. Outcome was £1 10s. for the Institution.

The honorary secretary of the Fishguard and Goodwick ladies' life-boat guild has been acting as a breathalyser guard and driving people home after parties. Donations from grateful passengers are credited to the local life-boat guild.

The daughter of the R.N.L.I. organiser in Conway has been knitting attractive little woolly hats for sale at 6s. 11d. in aid of the life-boat service. Last year she raised £6 from this source—and a picture of the hat being worn is shown (right).



Miss A. Morris, honorary treasurer of the North Shore, Blackpool, ladies' life-boat guild, has for two years been conducting business with a mail order company. The commission derived from these sales has on both occasions been credited to the guild's finances, last year the amount realised being £15.

Crew Strengths

The Committee of Management of the R.N.L.I. have decided that the authorised full crew of all conventional life-boats shall in future be seven. Until now the authorised crew of wooden life-boats of over 41 feet in length was eight. The six 44-foot steel life-boats, however, will continue to be manned by five men.

Chairman's Thanks

The new Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., and the retiring Chairman, Captain the Hon. V. M. Wynham-Quin, R.N., wish to take this opportunity of expressing their thanks for the very many kind letters they have received in recent weeks from people connected with the life-boat service.

Question in The House

In the House of Commons on 11th December, 1967, there was a written question put by Mr. Edward Rowlands, M.P. for Cardiff North, on the R.N.L.I.

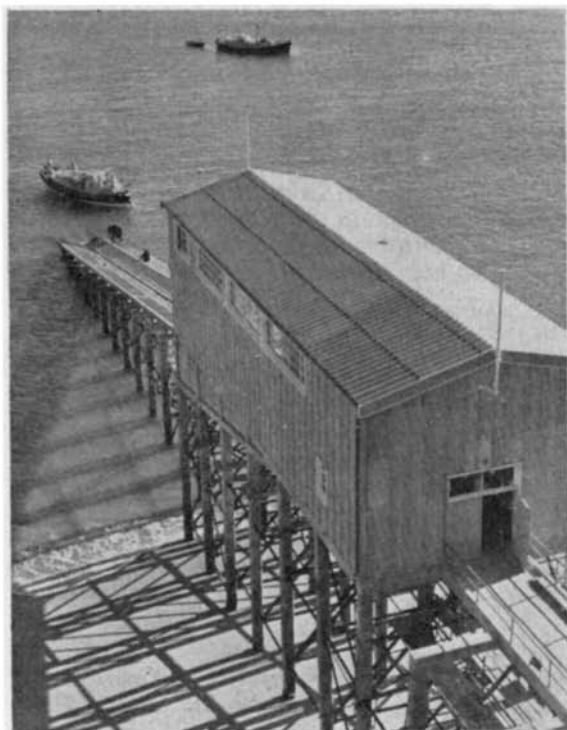
Mr. Rowlands asked the President of the Board of Trade whether he would take steps to provide a grant to the R.N.L.I. in order to further its work.

Mr. J. P. W. Mallalieu, Minister of State, said: 'The R.N.L.I. has not asked for a grant and . . . it prefers to be completely independent.' The Institution, it was stated, provided an excellent life-saving service and there was no reason for the Government to intervene.

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.

THE NEW TREVOSE HEAD STATION



The operational opening of the Trevoze Head, Padstow, lifeboat station took place on 23rd October, 1967, when the new lifeboat *James and Catherine MacFarlane* was launched down the 240-foot long slipway. On the left is the new boathouse.

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BOOK REVIEWS

● With his series of books telling the stories of different life-boat stations Grahame Farr is making a unique contribution to the history of the life-boat service. *Wreck and Rescue in the Bristol Channel (Part II): The Story of the Welsh Life-boats* (D. Bradford Barton Ltd., Truro, 30s.) is the fifth of his books to appear in this series. In earlier books he has told the stories of life-boat stations in Cornwall and North Devon. Mr. Farr has in preparation further histories of life-boat stations in South Devon and in Dorset.

His high standard of accuracy and the excellent quality of his writing are fully maintained in this new work, which gives the histories of stations which have at one time or another been in existence at Penarth, Barry Dock, Atlantic College, Porthcawl, Port Talbot, Swansea and the Mumbles, Port Eynon, Llanelli, Pembrey and Burry Port, Laughrane and Ferryside, Tenby, and Angle.

INSPIRING STORIES

Many inspiring stories of life-boat rescues are told. One such was carried out by the Barry Dock life-boat in 1935. In Mr. Farr's words, 'the two miles journey along the coast in the teeth of the gale with the life-boat, according to observers, more often submerged than visible, took twenty-five minutes. They found the *Goeland* almost on her beam ends, surrounded by ribbons of sail and ropes.

'Having no time whatever to manoeuvre to leeward the acting coxswain boldly went in to windward with a grave risk of fouling his propeller with the drifting cordage. One man aboard the schooner jumped too soon, missed the life-boat, and became entangled in the wreckage. The life-boat quickly changed course, picked the man up and then drove forward to the front quarter of the schooner where five men were ready to slide down ropes into the life-boat.'

Another remarkable story emerges from the records of the Angle station. This took place in 1894 when a large iron full-rigged ship bound from Adelaide and Melbourne went aground on Thorn Island. A number of her crew landed on the island where the life-boat crew saw them waving to attract attention. Their position was inaccessible from the sea, and the honorary secretary of the station, Colonel Mirehouse, landed with two members of the life-boat crew. With ropes and a lantern they scrambled up to a point where a narrow path, which was little more than a ledge on the edge of the cliff, encircled the island.

'They crawled along in pitch darkness, feeling their way past places where the path had eroded to little more than a foot wide, with a considerable drop on the seaward side, until they came to the place above the indentation in which the survivors were huddling. Lowering the ropes, in a long and patient operation they hauled up 27 people, one a lady passenger, very weak and exhausted.'

MUMBLES

Of all the life-boat stations in South Wales none has suffered more tragically from disasters than that of the Mumbles. Mr. Farr movingly recalls the most recent Mumbles disaster when the whole crew were lost when trying to go to the help of the *Samtampa* in 1947. Disasters also occurred in 1883 and 1903, and one man, Thomas Michael, was a member of the crew on both occasions and on each occasion survived.

Interesting facts which emerge are that the Llanelli boat was kept on davits on a lightvessel anchored off the harbour entrance and that the son of the founder of Port Talbot, C. R. M. Talbot, appears to have been the only Member of Parliament to have received a life-boat medal for gallantry.

A number of outstanding shore boat rescues are recorded in this work, one which took place at Penarth in 1907 leading to the award of the gold medal to a local yachtsman, Daniel Rees. Shore boat services do, indeed, play a significant

part in the early history of rescues around this part of the coast, for it was some time after the establishment of the R.N.L.I. that a satisfactory life-boat organisation came into being in South Wales. Mr. Farr quotes the report which was issued at the time of the competition staged for the Duke of Northumberland's prize in 1851 to the effect that 'on the south coast of Wales from Cardiff round to Fishguard, a distance of 200 miles, there is one life-boat at Swansea and that unserviceable'.

The publishers, Messrs. D. Bradford Barton, a Truro firm, are to be congratulated on the excellent standard of production in this series.

The story of the Essex life-boats, which has been written by Mr. Robert Malster, is to appear shortly, and the publishers are keen to make contact with writers qualified to treat the histories of life-boat stations in any particular area. *It is greatly to be hoped that such writers will be found and that they will achieve the same standards of excellence as Grahame Farr.*

● *Heavy Weather Sailing* by K. Adlard Coles (Adlard Coles Ltd, 75s.) is a finely produced volume with some splendid photographs. The author gives accounts of his own experiences in gales at sea in a number of parts of the world and draws from all these experiences informative and useful conclusions. The earliest experience which he recounts was that of a gale in 1925. He had set out from the Dutch coast in a 12-ton ketch for Dover but was driven up the east coast of England, spending some 53 hours at sea. Other experiences occurred off Bermuda and the Spanish coast.

BUSIEST DAY

One of the most interesting chapters describes in detail the occurrences at the end of July, 1956. This was in fact the busiest day in the entire history of the life-boat service, and among the incidents recorded was the rescue of the crew of the yacht *Bloodhound* by the Selsey life-boat. In this chapter Mr. Coles has written not from first-hand experience but from a detailed analysis following a questionnaire sent by the editor of *Yachting World* to those taking part in the Channel Race.

This most useful work has a foreword by Alasdair Garrett, editor of the *Journal of the Royal Cruising Club*, who is also chairman of the Kensington and Chelsea branch of the R.N.L.I.—P.H.

Joint Charities Christmas Card

A company has been set up known as Joint Charities Christmas Appeal Limited to sell Christmas cards on behalf of 19 charities, one of which is the R.N.L.I. The cards will be known as 'Help Cards' and will be sold in packets through ordinary retail channels. These may include dispensing machines in branches of multiple stores. The cards will not give any significant publicity to the individual charities, and this is purely a money-raising venture.

The R.N.L.I. will continue to produce its own Christmas card, details of which will be announced later.

Corrections

On page 307 of the December issue of *THE LIFE-BOAT* the heading, Littlestone-on-Sea, was missed from above the service beginning 'At 2.15 p.m. on 11th August, 1967...'

The New Quay, Cardiganshire, IRB service mentioned on page 310 of the same issue of *THE LIFE-BOAT* appears in fact on page 10 of this issue.



Photograph by courtesy of the Evening Argus, Brighton

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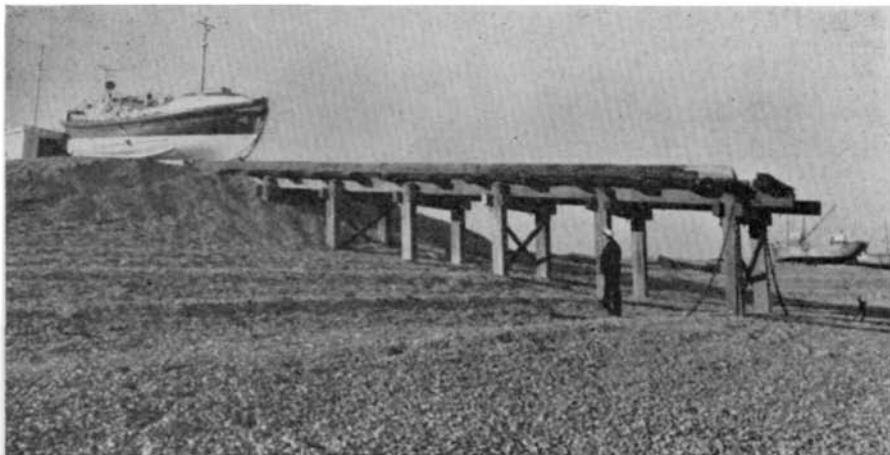
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[Syndication International

The upkeep of the Dungeness station has cost the R.N.L.I. huge sums of money over the years. The sea has receded so steadily that older Dungeness life-boat houses are far inland. This picture taken in November 1967 indicates some of the difficulties.

Life-boat services round the Coasts

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st September to 30th November: Launches 475, lives saved 258

SEPTEMBER

No. 1 Life-boat Area

Buckie, Banffshire – At 12.20 a.m. on 10th September, 1967, the coxswain informed the honorary secretary that a small yacht or fishing boat was in distress in the vicinity of Covesea Skerries, Lossiemouth. The life-boat *Laura Moncur* slipped her moorings at 12.35 in a light westerly breeze and a moderate sea. The tide was flooding. The position of the yacht was given as a quarter of a mile north west of Covesea Skerries. The life-boat had difficulty in locating the casualty as it had no lights. The searchlight and three flares were used in the search. A flare was then seen

in a south west by south direction. The life-boat came alongside a 25-foot boat with four men on board. Her engine had broken down. She was anchored in six feet of water 20 yards from the Skerries Reef. The life-boat took the men on board and towed the boat to Buckie. The life-boat returned to her station at 5.30.

No. 2 Life-boat Area

Douglas, Isle of Man – At 11.28 a.m. on 18th September, 1967, the coast-guard informed the honorary secretary that a distress message had been received from the power boat *Magnum*, which had broken down 15 miles from Douglas head. There were three men on board. The life-boat

Henry Blogg, on temporary duty at the station, was launched at 11.43 in a moderate westerly breeze and a smooth sea. It was high water. The power boat was found at 2.20 p.m. and taken in tow. Douglas harbour was reached at 4.30 and the casualty was moored to a buoy. The life-boat returned to her station at 4.35.

Barrow, Lancashire – At 5 p.m. on 24th September, 1967, the coastguard informed the honorary secretary that the yacht *Falcon* appeared to be in difficulty at the south end of Walney. The IRB was launched to investigate at 5.15. On reaching the casualty it was found that her mainsail had been blown away and that she required assistance. Red flares were fired to summon the life-boat. The life-boat *Herbert Leigh* was launched at 6.30 in a fresh south south easterly breeze and a choppy sea and the IRB returned to her station which she reached at 6.50. It was three hours after high water. At 7.35 the life-boat reported that she had taken the *Falcon* with her crew of four in tow. She was taken to moorings at Piel harbour and the life-boat returned to her station at 10.5.

No. 3 Life-boat Area

Tynemouth, Northumberland – At 8 p.m. on 18th September, 1967, the coastguard informed the honorary secretary that a flare had been sighted one and a half miles south of South Shields pier. The life-boat *Tynesider* was launched at 8.5 in a smooth sea. The tide was ebbing. A small boat with three people on board was found near the wreck buoy off South Shields. The boat's engine had broken down and she was taken in tow to the

River Tyne. The life-boat returned to her station at 9.15.

Flamborough, Yorkshire – At 2.16 p.m. on 2nd September, 1967, the coastguard told the honorary secretary that six people were cut off by the tide on a ledge at Thornwick³ bay, one mile north west of the life-boat station. The life-boat *Friendly Forester* was launched at 2.30 in a west by northerly gale and a choppy sea. The tide was flooding. The life-boat proceeded to the position given and found a woman and three children stranded. Two members of the life-boat crew jumped on to the ledge after the life-boat had dropped her anchor. They passed the three children into the life-boat, having to wait their opportunity owing to the swell. When they were taken on board the woman said her husband and another child had gone to find a way up the cliff. A member of the crew was sent to search for them. When they were found they were taken on board the life-boat, which returned to her station at 3 o'clock.

Blyth, Northumberland – At 5.28 p.m. on 24th September, 1967, the coastguard informed the honorary secretary that flares had been seen one and a half miles off Blyth beach. The IRB was launched at 5.29 in a gentle south easterly breeze and a smooth sea. It was two hours before high water. The casualty was the motor boat *Karron* with seven people aboard. Her engines had broken down. Three of her passengers were transferred to the IRB which then returned to her station with a request for the services of the life-boat to assist the *Karron*, which was

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drifting steadily northwards. The life-boat *Winston Churchill* (Civil Service No. 8) was launched at 6 o'clock and the IRB guided her through the mist by the use of flares. The *Karron*, with the remaining four people on board, was towed to Blyth harbour. The IRB and the life-boat returned to station at 7 o'clock.

No. 4 Life-boat Area

Southend-on-Sea, Essex - At 8.1 p.m. on 3rd September, 1967, the coastguard informed the coxswain that a yacht was in difficulties with engine trouble. The life-boat *Greater London II* (Civil Service No. 30) was launched at 8.23 in a strong south westerly breeze and rough sea. The tide was flooding. The life-boat came up with the yacht *Humbug*, with two people on board, one mile east of the No. 1 Sea Reach buoy, and took her in tow to Southend. The life-boat returned to her station at 10.15.

Great Yarmouth and Gorleston, Norfolk - On 5th September, 1967, the life-boat *Khami* proceeded on a service to the auxiliary cutter *Theodora* for which special awards were granted. A full account of this service appears on page 8.

No. 5 Life-boat Area

Margate, Kent - At 4.43 p.m. on 26th September, 1967, the coastguard reported that a fishing boat was in difficulties with a fouled propeller six miles north east of the North Foreland lighthouse. The life-boat *North Foreland* (Civil Service No. 11) was launched in a moderate south westerly breeze and a moderate sea. The tide was flooding. When the life-boat arrived she found that the fishing boat *Gay Star* of Castletown with four people on board had drifted eight miles from North Foreland. The life-boat took the *Gay Star* in tow to Ramsgate harbour. The life-boat returned to her station at 10.30.



By courtesy of]

[East Anglian Daily Times

A sick seaman being taken ashore from the Walton and Printon reserve life-boat at Harwich on 5th September, 1967.

During the service a watch was kept following a report of flares being fired off Dumpton Gap. No vessel was found in distress.

At 6.10 a.m. on 17th September, 1967, the coastguard told the honorary secretary that a small speedboat which had left Ramsgate harbour for Margate at 2.35 had not arrived at 6.33. As the life-boat was about to search for the boat a message was received that a small boat with two men on board had just entered Ramsgate harbour. The life-boat *North Foreland (Civil Service No. 11)* was, however, launched at 6.59. The tide was flooding. Owing to visibility being reduced to less than 50 yards the life-boat proceeded at half speed towards Ramsgate. When about a quarter of a mile east of Foreness Point, the outlines of a small boat were seen. On reaching the scene, the life-boat found the missing speed-boat *Sea Spray* with four people and a dog on board. The four people and the dog were taken on board the life-boat and the boat was taken in tow to Ramsgate. The life-boat returned to her station at 9.45.

No. 6 Life-boat Area

Weymouth, Dorset – At 3.15 p.m. on 14th October, 1967, the coastguard informed the honorary secretary that a seabat had capsized five to six hundred yards off the Clock tower. The boy on board was unable to right her. The life-boat *Frank Spiller Locke* slipped her moorings at 3.26 in a west south westerly gale and a choppy sea. The tide was flooding. The life-boat proceeded and found the boy on top of the upturned seabat which was rapidly drifting out to sea. The boy and the seabat were taken on board the life-boat and brought to the harbour where the boy was given a hot drink. The life-boat returned to her station at 3.48.

Salcombe, Devon – At 1.5 p.m. on 6th September, 1967, the coastguard

informed the honorary secretary that a swimmer had been seen in difficulties off Rickham sands. The life-boat *Baltic Exchange* slipped her moorings at 1.11 in a fresh westerly breeze and a rough sea. It was one hour before low water. The swimmer was found in an exhausted condition clinging to a crab-pot marker buoy. Some skin-divers had also reached the scene in an open boat. He was taken on board the life-boat and made as warm as possible. Arrangements were made to have an ambulance and doctor meet the life-boat. On arrival he was attended by the doctor and then transferred to hospital. The life-boat returned to her moorings at 1.57.

Fowey, Cornwall – At 4.24 p.m. on 19th September, 1967, the coastguard informed the honorary secretary that a dinghy had capsized one mile south of the entrance to Fowey harbour. The life-boat *Deneys Reitz* slipped her moorings at 4.42 in a moderate west north westerly breeze and a choppy sea. The tide was flooding. The life-boat rescued the crew of two and took the dinghy in tow to Fowey harbour. The life-boat returned to her station at 5.30.

The Lizard-Cadgwith, Cornwall – At 8.12 p.m. on 9th September, 1967, the coastguard told the honorary secretary that a yacht appeared to be in difficulties off the Blackhead, Lizard. The honorary secretary suggested that the yacht be guided to the life-boat moorings at Kilcobben Cove for the night. At 9 o'clock the yacht was seen under the cliffs and in view of a bad weather forecast it was decided to launch the life-boat. The life-boat *Duke of Cornwall (Civil Service No. 33)* was launched at 10.20 in a smooth sea. It was low water. The yacht *Chanticleer* with four people on board was taken in tow to Falmouth and the life-boat returned to her station at 4.15 a.m. on 10th September.

Appledore, Devon – At noon on 29th September, 1967, while returning from an exercise with the R.A.F., the coxswain of the life-boat *Louisa Anne Hawker* saw a sailing cruiser ashore in broken water on the North Tail. There was a moderate south westerly breeze and a moderate sea. The tide was flooding. The life-boat towed the vessel clear of the broken water and took her to her moorings. The life-boat returned to her station at 1 o'clock.

No. 7 Life-boat Area

New Quay, Cardiganshire – At 9.20 p.m. on 2nd September, 1967, the coastguard informed the honorary secretary that flares had been reported about five miles west of Aberaeron. The life-boat *St. Albans* was launched at 9.55 in a strong west south westerly breeze and a slight sea. The tide was ebbing. The life-boat found the motor yacht *Pandora* drifting with her engine broken down and rudder jammed. The life-boat took her in tow to New Quay harbour where she was anchored and the five people on board were landed. As the weather was deteriorating the yacht was moved to another anchorage and extra moorings were laid out by the life-boat crew. As there was insufficient water for the life-boat to be rehoused she was anchored inside the inner groyne. The life-boat was rehoused at 8 a.m. on 3rd September.

Minehead, Somerset, and Life-boat 70-001 at Clovelly – At 12.50 a.m. on 24th September, 1967, it was learnt that a youth had taken out a yacht which was now drifting out to sea. The life-boat *B.H.M.H.* was launched at 1.12 in a light variable breeze and a slight sea. The tide was ebbing. The life-boat searched as far as Porlock and then mid-channel. Instructions were given for her to search as far as Lynmouth. Finding nothing, the life-boat returned eastward up mid-channel. At 7 o'clock a helicopter

which was also taking part in the search reported sighting the missing yacht. The life-boat came up with the yacht *Sharon* with the youth on board at 8.20 10 miles north east of Minehead. The youth was embarked and the yacht taken in tow to Minehead. The life-boat returned to her station at 10.55. The coxswain of the life-boat *Charles H. Barrett* (*Civil Service No. 35*), which was on moorings at Clovelly, was informed of the incident at 1.30 and the life-boat slipped her moorings at 6.50 to join in the search. On receiving information that the missing yacht had been found the life-boat proceeded to Ilfracombe, arriving at 8.30.

Swanage, Dorset – At 2.32 p.m. on 3rd September, 1967, the coastguard informed the honorary secretary that four skin-divers were in difficulties off Ballard head. The life-boat *R.L.P.* was launched in a strong south westerly breeze and a moderate sea. The tide was ebbing. The life-boat found two men attempting to swim to the cliffs, while the other two men were attempting to row ashore in a rowing boat as their motor boat had run out of fuel. The life-boat rescued the four men and towed the two boats to the pier. The life-boat returned to her station at 3.45.

The Mumbles, Glamorganshire – At 10.39 p.m. on 2nd September, 1967, the coastguard informed the honorary secretary that flares had been sighted one and a half miles north of The Mumbles life-boat station. The life-boat *William Gammon—Manchester and District XXX* was launched at 10.55 in a strong south west westerly breeze and a rough sea. The tide was ebbing. The life-boat found a motor cruiser with engine failure. There were two people on board. The life-boat took the boat in tow to Swansea harbour, and returned to her station at 12.30 a.m. on 3rd September.

No. 8 Life-boat Area

Beaumaris, Anglesey – At 11.15 p.m. on 4th September, 1967, the coastguard informed the honorary secretary that flares had been seen in the Straits off Beaumaris. The life-boat *Field Marshal and Mrs. Smuts* was launched at 11.40 in a south westerly strong gale. It was high water. When the life-boat reached the position where the flares had been reported she found that they had been fired by the yacht *Robbie*, which was lying at the yacht club mooring and was being severely pounded by the gale. Two adults and a baby were put on board the life-boat and taken to Menai Bridge. The life-boat remained at Menai Bridge as it was impossible to moor at Beaumaris. The life-boat returned to her station at 2.0 a.m. on the 6th September.

At 9.35 p.m. on 3rd September, 1967, the coastguard told the honorary secretary that a small sloop anchored near Penman point was being buffeted by gale force winds and that anxiety was felt for her safety in the fading light. The life-boat *Field Marshal and Mrs. Smuts* was launched at 9.45 in a south westerly gale and a rough sea. The tide was flooding. The life-boat found the yacht *Perichole* with two people on board. The life-boat took her in tow to Beaumaris pier and returned to her station at 11.30. Owing to weather conditions she could not be rehoused until 4th September.

Porthdinllaen, Caernarvonshire – At 4.10 p.m. on 2nd September, 1967, the coastguard informed the honorary secretary that the motor boat *Cannibal*, which had broken down,



By courtesy of]

[Devon & Dorset Photos

As was reported in the December, 1967, issue of *The Life-boat* 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, after their marriage left the local church aboard the local IRB. Details of a rescue in which Mr. Jefford recently took part are given on page 13.

was drifting with the strong flood tide and would very soon be ashore under Garray-y-Fron. The life-boat *Charles Henry Ashley* was launched at 5.50 in a moderate south westerly breeze and a moderate sea. The tide was flooding. Three of the four people on board the *Cannibal* were embarked and the motor boat was taken in tow to Porthdinllaen harbour. On returning to the slipway the coxswain noticed a sailing dinghy capsize several times. There was one crew member on board. The life-boat escorted the dinghy to smoother waters. Another sailing boat was then sighted and she too was escorted to safety. The life-boat returned to her station at 6.30.

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

Aldeburgh, Suffolk – 5th.
 Amble, Northumberland – 8th.
 Angle, Pembrokeshire – 4th.
 Anstruther, Fife – 14th.
 Appledore, Devon – 18th.
 Baltimore, Co. Cork – 14th.
 Barra Island, Outer Hebrides – 13th.
 Beaumaris, Anglesey – 5th.
 Bembridge, Isle of Wight – 9th.
 Berwick-upon-Tweed, Northumberland – 30th.
 Boulmer, Northumberland – 26th.
 Bridlington, Yorkshire – 3rd, 12th, and 17th.
 Broughty Ferry, Angus – 20th.
 Clacton-on-Sea, Essex – 6th and 22nd.
 Cromer, Norfolk – 3rd and 5th.
 Cullercoats, Northumberland – 3rd.
 Donaghadee, Co. Down – 2nd. and 23rd.
 Dover, Kent – 7th, 10th, and 28th.
 Dun Laoghaire, Co. Dublin – 6th.
 Exmouth, Devon – 19th.
 Eyemouth, Berwickshire – 17th.
 Fishguard, Pembrokeshire – 15th.
 Flamborough, Yorkshire – 2nd.
 Fleetwood, Lancashire – 18th and 30th.
 Fraserburgh, Aberdeenshire – 13th.
 Galway Bay, 6th, 12th, and 25th.
 Harwich, Essex – 30th.

Holyhead, Anglesey – 11th.
 Holy Island, Northumberland – 9th and 30th.
 Howth, Co. Dublin – 6th and 7th.
 Humber, Yorkshire – 1st.
 The Lizard-Cadgwith, Cornwall – 15th.
 Llandudno, Caernarvonshire – 17th.
 Margate, Kent – 14th, 19th, and 22nd.
 Moelbfre, Anglesey – 4th.
 New Brighton, Cheshire – 4th, 8th, 11th and 17th.
 New Quay, Cardiganshire – 24th.
 North Sunderland, Northumberland – 21st.
 Padstow, Cornwall – 20th.
 Peel, Isle of Man – 2nd.
 Penlee, Cornwall – 10th, 12th, and 22nd (twice).
 Plymouth, Devon – 7th and 13th.
 Port Erin, Isle of Man – 10th and 30th.
 Portrush, Co. Antrim – 15th.
 Pwllheli, Caernarvonshire – 8th.
 Ramsey, Isle of Man – 4th.
 Ramsgate, Kent – 9th.
 Rhyl, Flintshire – 4th.
 St. Peter Port, Guernsey – 12th.
 Salcombe, Devon – 6th (twice) and 15th.
 Seaham, Co. Durham – 18th.
 Sennen Cove, Cornwall – 12th and 18th.
 Shoreham Harbour, Sussex – 30th.
 Southend-on-Sea, Essex – 1st and 3rd.
 Stromness, Orkneys – 16th.
 Stronsay, Orkneys – 26th.
 Thurso, Caithness-shire – 6th and 15th.
 Troon, Ayrshire – 24th (twice) and 25th.
 Valentia, Co. Kerry – 17th.
 Walton & Frinton, Essex – 5th, 11th, and 17th.
 Weymouth, Dorset – 1st, 2nd, and 19th.
 Whitby, Yorkshire – 18th.
 Wick, Caithness-shire – 15th.
 Workington, Cumberland – 24th.
 Yarmouth, Isle of Wight – 3rd (twice).
 Lifeboat 70-001 – 21st and 24th (twice).

The following life-boat service should have been included in the September, 1967, issue of THE LIFE-BOAT.

Arklow, Wicklow – At 12.15 p.m. on 3rd May, 1967, the harbour master informed the honorary secretary that the motor vessel *Manta* of Liverpool was approaching Arklow harbour with her engines stopped. Before she reached the entrance she was driven on to the beach south of the harbour. The master requested that the life-boat stand by. The life-boat *Inbhear Mor* launched at 12.30 in a strong easterly breeze and a rough sea. The tide was flooding. The life-boat stood by until it was confirmed her services were not required and she returned to her station at 2.25.

IRB LAUNCHES

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

No. 1 Life-boat Area

Tighnabruaich, Argyllshire – At 12.35 p.m. on 2nd September, 1967, the honorary secretary was informed that a rowing dinghy was being driven towards the rocks at Bute. The IRB was launched at 12.45 in a west north westerly gale and a corresponding sea. The tide was ebbing. The IRB came up with the dinghy and took a man and boy on board. With the dinghy in tow the IRB returned to her station at 1.15.

No. 2 Life-boat Area

Kippford, Kirkcudbrightshire – At 11.12 a.m. on 2nd September, 1967, the honorary secretary was told that a French student was adrift in an eight-foot dinghy about 800 yards off Portling. The IRB was launched at 11.15 in a fresh westerly breeze and steep seas. The tide was ebbing. The IRB came up with the dinghy and took

the student on board. The dinghy was left at anchor as it was considered unwise to tow her in the prevailing conditions. The IRB returned to her station at 12.5 p.m.

North Berwick, East Lothian – At 12.55 p.m. on 17th September, 1967, the coastguard told the honorary secretary that three girls on board a sailing dinghy were in difficulties about three quarters of a mile from North Berwick harbour. The IRB was launched at 12.57 in a moderate to fresh easterly breeze and a rough sea. The tide was flooding. The IRB took the dinghy *Argkla* with the three girls aboard in tow to North Berwick harbour. The IRB returned to her station at 1.15.

At 3.35 p.m. on 30th September, 1967, a member of the IRB crew informed the honorary secretary that a sailing dinghy with a crew of two, a man and a girl, had capsized in the rough seas about 200 yards west of the Platcock rocks. The crew had separated from the dinghy which was drifting towards the rocks. The IRB was launched at 3.37 in a strong westerly breeze and a rough sea. It was two and a half hours after high water. She rescued the crew of two and transferred them to the East Lothian yacht club's rescue launch which had arrived on the scene. The launch then took the waterlogged dinghy *Vivatne* in tow and the IRB returned to her station at 4.5.

Port St. Mary, Isle of Man – At 7.40 p.m. on 7th September, 1967, the coastguard informed the coxswain that a small yacht was signalling for assistance on the west side of the Calf of Man. The IRB was launched in a light north westerly breeze. The tide was ebbing. On reaching the scene the yacht's crew of two told the crew that they feared that the yacht, which had been caught in a strong current, would be swept on to the rocky shore. The IRB

took the yacht in tow, brought her ashore, and returned to her station at 8.50.

Berwick-upon-Tweed and Holy Island, Northumberland – At 12.55 p.m. on 30th September, 1967, the coastguard informed the honorary secretary that three canoes with five people aboard were being swept out to sea off Cocklawburn beach. The Berwick-upon-Tweed IRB was launched at 1.5 in a strong south westerly breeze and a choppy sea. It was high water. The Holy Island life-boat *Gertrude* was launched at 1.35 and the Berwick-upon-Tweed life-boat *William and Mary Durham* at 2.25. The North Sunderland life-boat and a helicopter also joined in the search. The helicopter rescued two people from the water and the IRB rescued one. In view of deteriorating weather conditions the IRB returned to her station, arriving at 4.30. The life-boats continued the search and the *Gertrude* recovered two of the missing canoes. Nothing else was found and the *Gertrude* returned to her station at 7.50 and the *William and Mary Durham* at 8 o'clock.

No. 3 Life-boat Area

Tynemouth, Northumberland – At 12.22 p.m. on 2nd September, 1967, the second coxswain told the honorary secretary that a small dinghy with two young boys aboard was being swept down river towards Black Middins rocks. The IRB was launched at 12.27 in a strong south westerly breeze and a choppy sea. The tide was flooding. The IRB found the dinghy. It was without oars and the boys were using a broken brush and plank for paddles. The two boys were rescued and the dinghy was taken in tow to the life-boathouse. The IRB returned to her station at 12.42.

At 1.58 p.m. on 30th September, 1967, the coastguard told the honorary secretary that a small outboard

dinghy was in difficulties near the south pier. The IRB was launched at 2.5 in a moderate to strong westerly breeze and a slight sea. It was high water. On arrival at the south pier the IRB found a dinghy whose engine had broken down and her crew of three were unable to row because of a broken thole pin. She was being blown on to the rocks. The IRB, with some difficulty, managed to get a line aboard the dinghy and after being towed clear of the rocks she was towed to a safe mooring at South Shields quay. The IRB then returned to her station, arriving at 2.45.

At 11.28 a.m. on 30th September, 1967, the coastguard reported that a sailing dinghy had capsized near the harbour mouth and a rescue boat which had gone alongside had broken down. A fishing coble was endeavouring to take them in tow. A few minutes later the coastguard reported that two more dinghies had capsized, and requested that the IRB be launched to render assistance. She was launched within three minutes in a moderate to strong westerly breeze and a slight sea. It was four hours after low water. She went first to a dinghy which was on a lee shore near the south pier. The dinghy whose rudder had broken had a crew of three boys, one of whom was in the water, holding the boat off the rocks. The IRB rescued the boy from the water and then took the other two off the dinghy which was towed to the shore at the South Shields sailing club where the three survivors were landed. The second dinghy was also found on the rocks near the pier and the three boys on board were unable to get her off the lee shore. The IRB took the dinghy in tow and beached her at South Shields. A seine net boat had been trying to assist a dinghy in the estuary, which had capsized several times. The crew had been in the water for about 20 minutes. The IRB took her crew—a man and a boy—

aboard and towed the dinghy to the sailing club. She then returned to her station, arriving at 12.35 p.m.

Blyth, Northumberland – The IRB was launched on 24th September, 1967, and rescued three people from the motor boat *Karron*. A full account of this service, during which the life-boat *Winston Churchill* (*Civil Service No. 8*) was launched, appears on page 23.

No. 5 Life-boat Area

Littlestone-on-Sea, Kent – At 10.9 a.m. on 2nd September, 1967, the crew of a capsized catamaran which was being kept under observation by the IRB crew was seen to fire a flare. The IRB was launched at 10.10 in a strong south westerly breeze and a slight sea. The tide was flooding. The IRB found that the catamaran with three people on board had been dismasted. Assistance was given to recover the rigging and one member of the catamaran's crew was taken on board the IRB. With the catamaran in tow the IRB returned to her station, arriving at 10.45.

At 5.15 p.m. on 13th September, 1967, while the IRB was being inspected, two men were seen to launch a sailing dinghy. In view of the prevailing weather conditions it was decided to keep the yacht under observation. Approximately three quarters of a mile from the shore the yacht capsized twice and the IRB was launched in a fresh to strong north easterly breeze and a moderate sea with heavy surf. The IRB went alongside and took the dinghy in tow after taking the two men on board. The dinghy capsized again and two members of the IRB crew went into the water in order to right her. The dinghy was then towed to the shore and the IRB returned to her station at 6.15.

Shoreham Harbour, Sussex – At 4.20 p.m. on 2nd September, 1967, soon after the IRB had returned

from a previous service, a sailing dinghy was seen to capsize close to the inner side of the west breakwater. The IRB was launched in a moderate south westerly breeze and a moderate sea. It was one hour before high water. The IRB found the disabled dinghy with a man on board and a woman in the water with a leg injury. The woman was taken on board the IRB and brought to the IRB station where she received medical attention before being taken to hospital. The IRB returned to the dinghy and assisted her back to the beach. The IRB returned to her station at 4.45.

Lymington, Hampshire – At 4.20 p.m. on 4th September, 1967, a member of the IRB crew saw a capsized dinghy in the Solent near the mouth of the Lymington river. The IRB was launched at 4.25 in a fresh west south westerly breeze and a moderate sea. It was one hour before low water. The dinghy's crew of two were taken on board the IRB, and the dinghy was taken in tow to Lymington. The IRB returned to her station at 4.53.

Eastbourne, Sussex – At 11.30 a.m. on 13th September, 1967, the motor mechanic saw a dinghy capsize one mile south east of the station. The IRB was launched at 11.32 in a gentle north easterly breeze and a moderate sea. It was four and a half hours after high water. The IRB rescued the dinghy's crew of two and took them to Pevensey Bay. On the way back to her station the IRB took the dinghy in tow and brought her to the life-boat station which was reached at 12.30 p.m.

Whitstable, Kent – At 2.35 p.m. on 26th September, 1967, the coastguard told the honorary secretary that a dinghy, from which two men and a woman were fishing, had capsized about one and a quarter miles offshore, near the pier at Herne Bay. One man and the woman were cling-

ing to the boat but the other man had tried to swim to safety. A fishing trawler had found the overturned boat and took the survivors aboard. She had radioed for assistance as the other man could not be found and the breeze was strengthening. The IRB was launched at 2.40 in a fresh south westerly breeze and a short breaking sea. It was three hours before high water. After an intensive search, in co-operation with the trawler and a helicopter, the IRB found the man who was still swimming but appeared to be almost exhausted. He was taken aboard the IRB which took him to Herne Bay, where an ambulance conveyed him to hospital. The IRB returned to her station at 3.45.

No. 6 Life-boat Area

Torbay, Devon – At 1.33 p.m. on 13th September, 1967, the coastguard reported that a speedboat which had broken down off Goodrington sands was being blown ashore. There were three people on board. The IRB was launched at 1.46 in a gentle gusting to moderate north easterly breeze and a moderate swell. The tide was flooding. The IRB found that the speedboat was being kept off the rocks by the crew using their skis as paddles. As the sea was too choppy to transfer the occupants the boat was taken in tow to Paignton harbour. The IRB returned to her station at 2.48.

St. Ives, Cornwall – At 1.59 p.m. on 2nd September, 1967, it was reported that a boy had fallen over the cliffs at Parkminster point. The IRB was launched at 2.5 in a light westerly breeze and a slight sea. It was three hours after low water. The injured boy, who was found on the rocks at the foot of Leigh Hole Cliff, was embarked. He received first-aid from a member of the IRB crew before being taken to hospital by ambulance. The IRB returned to her station at 2.16.

No. 7 Life-boat Area

Mudford, Hampshire – At 3.25 p.m. on 12th September, 1967, a member of the IRB crew saw a sailing dinghy capsized in the heavy swell on Christchurch bar. The dinghy's crew had made several attempts to right the dinghy but had been unsuccessful. The IRB was launched at 3.30 in a fresh easterly breeze and heavy seas. The tide was ebbing. She rescued the crew of two and attempted to right the dinghy. As the survivors were feeling the effects of the cold the IRB abandoned her attempt to save the dinghy and returned to her station, arriving at 3.45. After watching the unsuccessful attempts to right the dinghy, two other members of the IRB crew put to sea in a shore boat lying alongside the quay and towed the capsized dinghy to the beach.

At 5.15 p.m. on 18th September, 1967, a member of the IRB crew saw a sailing dinghy with two people on board capsize on the bar and after seeing that her crew could not right her alerted the other members of the IRB crew. The IRB was launched at 5.20 in a moderate westerly breeze and a slight swell. The tide was ebbing. The dinghy could not be righted and so, after rescuing the dinghy's crew of two, the IRB took her in tow to shallow water where she was baled out by the owner. The IRB returned to her station at 5.45.

Atlantic College, Glamorganshire – At 12.30 p.m. on 8th September, 1967, the honorary secretary was told that a man on the beach half a mile east of the station was waving and shouting that his wife had drowned. The IRB was launched at 12.33 in a light westerly breeze and a calm sea. The tide was ebbing. The IRB found that the woman, who was still breathing, had been rescued from the sea by her husband. After resuscitation had successfully been carried out by the IRB crew, she was

taken to Atlantic College, arriving at 12.40, where a doctor was waiting to treat her.

Pwllheli, Caernarvonshire – At 12.10 p.m. on 24th September, 1967, the honorary secretary reported that a red flare had been seen close to Gimblett rock. The IRB was launched at 12.15 in a moderate to fresh southerly breeze and a rough sea. It was one hour after high water. The IRB found the speed boat *Kitten Kat* with a crew of two a few yards from the rock with both engines stopped. The IRB towed the speed boat to the Pwllheli outer buoy where her crew managed to start the engines. The tow was then cast off and the IRB returned to her station at 12.45.

Little and Broad Haven, Pembroke-shire – At 12.29 p.m. on 28th September, 1967, a local boatman informed the honorary secretary that, while he was at sea, he had noticed that the motor dinghy *Seagull* appeared to be in difficulties. On going to investigate he had found that her engine had broken down and she was being carried out to sea by the freshening breeze. The dinghy's motor could not be restarted so he had endeavoured to tow them. The rope was not long enough and he came ashore to alert the inshore rescue boat. The IRB was launched at 12.34 in a fresh to strong southerly breeze and a rough sea. It was high water. The IRB took the dinghy, with a man and woman on board, in tow using the anchor rope. The man had been rowing but had been unable to stop the dinghy drifting out to sea. The IRB towed the dinghy back to her station, arriving at 1 o'clock.

No. 8 Life-boat Area

West Kirby, Cheshire – At 11 a.m. on 3rd September, 1967, a member of the IRB crew saw a dinghy capsize several times. The helmsman had been swept away, and after the dinghy

had been righted by the crew she drifted still further away from him. The IRB was launched at 11.1 in a strong westerly breeze and heavy seas. It was high water. The helmsman, who was in an exhausted condition, was rescued by the IRB and returned to the dinghy. With the dinghy in tow the IRB returned to her station at 12.30 p.m.

Abersoch, Caernarvonshire – At 2 p.m. on 17th September, 1967, the honorary secretary was informed that flares had been fired from the yacht *Znieh* moored three quarters of a mile south east of Benar head. The IRB was launched at 2.3 in a fresh to strong southerly breeze and a rough sea. The tide was ebbing. An elderly member of the yacht's crew was found to have collapsed. The IRB returned ashore to embark the honorary medical adviser, and an ambulance was called. The sick man and doctor were brought ashore and the man was taken to hospital. In view of the bad weather the remainder of the yacht's crew were taken off and brought ashore. The IRB returned to her station at 3.45.

Llandudno, Caernarvonshire – At 11.5 a.m. on 3rd September, 1967, a local boatman informed the motor mechanic that two men were stranded on a yacht in the bay. The IRB was launched at 11.40 in a south westerly gale and a choppy sea. The tide was ebbing. The IRB came alongside the yacht and assisted the owner to lay extra anchors. The two men came ashore in the IRB and their small punt was towed ashore. The IRB returned to her station at 1.15 p.m.

Fleetwood, Lancashire – At 5 p.m. on 30th September, 1967, the coast-guard told the honorary secretary that three people were stranded on the north wharf sandbank by the Lyn light. The IRB was launched at 5.3 in a west south westerly gale and a rough sea. It was one and a

half hours after low water. She rescued the three youths and returned to her station at 5.20.

No. 10 Life-boat Area

Howth, Co. Dublin – At 12.10 p.m. on 3rd September, 1967, the motor mechanic informed the honorary secretary that a sailing dinghy was being swept out to sea. The IRB was launched at 12.15 in a south westerly gale and a choppy sea. It was high water. The IRB came up with the dinghy and took two people on board. The third crew member was left on board to steer the dinghy, which was then taken in tow to the harbour. The IRB returned to her station at 1 o'clock on 4th September.

At 7.10 p.m. on 30th September, 1967, a member of the public told the life-boat's motor mechanic that a speedboat had broken down about half a mile north east of the station and was rapidly drifting seawards. The IRB was launched at 7.14 in a westerly gale and a moderate sea. It was one hour before high water. The IRB found the speedboat *Bee Bee* with her engine broken down. One of the crew of two was taken off and a line was secured to the speedboat. After the speedboat was safely moored the IRB returned to her station, arriving at 8 o'clock.

See page 45 for other IRB services

OCTOBER

No. 1 Life-boat Area

Buckie, Banffshire – On 10th October, 1967, the life-boat *Laura Moncur* rescued the crew of eight from the fishing boat *Briar Rose* for which special awards were granted. A full account of this service appears on page 11.

No. 2 Life-boat Area

Isle of Islay, Inner Hebrides – At 10.45 p.m. on 22nd October, 1967, the coastguard informed the honor-

ary secretary that red flares had been reported in the area of the island of Scarba. The life-boat *Francis W. Wotherspoon of Paisley* slipped her moorings at 11.15 in a fresh to strong south westerly breeze and a rough sea. The tide was ebbing. The life-boat proceeded to the island, which is uninhabited and searched the west shore. The search continued until 5.50 a.m. when she came up with a ship's life-boat from the Fleetwood trawler *Boston Seafoam* which had gone aground on the isle of Jura. Three men were rescued by breeches buoy. The life-boat then proceeded northwards to a small bay where the second coxswain was floated ashore on the trawler's life-raft. He found the remaining crew of three of the trawler ashore and they were conveyed by the raft to the life-boat. After a meal the survivors were returned to the *Boston Seafoam* which had refloated and was sheltering in Bonahaven bay. The life-boat returned to her station at 5 p.m. on 23rd October.

Troon, Ayrshire – At 1.37 p.m. on 4th October, 1967, the coastguard informed the honorary secretary that two small boats were adrift near Garrock head. The life-boat *James and Barbara Aitken* slipped her moorings at two o'clock in a north westerly gale and a rough sea. It was high water. The life-boat proceeded and found one dinghy with one man on board, which was taken in tow to Millport. The other dinghy was taken in tow by a coaster to a position near Garrock head where the occupant was able to get ashore and beach the dinghy. The life-boat returned to her station at 6.50. The rescued people made a donation to the Institution's funds.

No. 3 Life-boat Area

Humber, Yorkshire – At 1.45 p.m. on 7th October, 1967, the coastguard informed the coxswain that a fishing

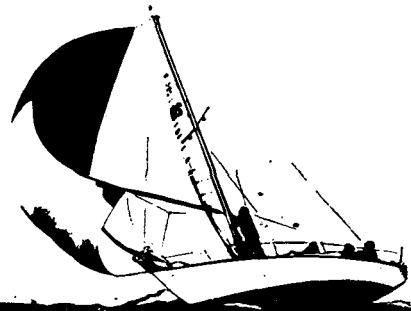
boat had broken down and was drifting one mile south-east of Chequer buoy. The life-boat *Edward and Isabella Irwin*, on temporary duty at the station, was launched at 1.55 in a fresh west north westerly breeze and a moderate sea. It was low water. The life-boat came up with the fishing boat *Sea Venture* of Immingham with four people on board and took her in tow to Grimsby, arriving at 4.45. The life-boat left Grimsby at 5 o'clock and returned to her station at 6.30. The owner made a gift to the life-boat crew.

No. 4 Life-boat Area

Great Yarmouth & Gorleston, Norfolk – At 1.52 a.m. on 4th October, 1967, the coastguard informed the honorary secretary that a yacht was in difficulties seven miles from Smiths Knoll and another yacht appeared to be in difficulties 14 to 16 miles from Lowestoft. It was agreed to launch to the yacht at Smiths Knoll. The life-boat *Khami* slipped her moorings at 2.23. The tide was ebbing. The life-boat came up with the casualty at 4.36. The yacht with two people on board was leaking badly and her rudder had jammed. A line was passed and she was taken in tow to Gorleston harbour. On nearing the harbour the tow was brought alongside the life-boat to negotiate the harbour mouth. The life-boat returned to her station at 1 p.m.

Clacton-on-Sea, Essex. – On 16th October, the life-boat *Sir Geoffrey Baring* rescued eight people from the catamaran *Yana* for which special awards were granted. A full account of this service appears on page 7.

Cromer, Norfolk – At 9.3 p.m. on 29th October, 1967, the coastguard informed the honorary secretary that the master of the m.v. *Assurity* of London had had a heart attack and



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needed to be brought ashore. The life-boat *Ruby and Arthur Reed* with a doctor on board was launched at 9.30 in a gentle west north westerly breeze and a moderate sea. It was one hour before low water. The life-boat met the vessel about three miles off Cromer, and the doctor was put on board. He informed the coxswain that the sick man should be landed as soon as possible. The doctor and patient were then embarked. As the weather had deteriorated considerably, it was with great difficulty that the doctor and the sick man were landed at Cromer. Owing to the conditions the life-boat proceeded to Gorleston and was rehoosed on 3rd November.

No. 5 Life-boat Area

Ramsgate, Kent – At 5.47 p.m. on 29th October, 1967, the Deal coast-

guard informed the life-boat coxswain that a small boat near the entrance to the river Stour needed help. The life-boat *Michael and Lily Davis* slipped her moorings at 6.5 in a moderate west north west breeze and a moderate sea. It was two hours before high water. The life-boat made a search and found a motor boat with a man on board two and a half miles west of Ramsgate. The boat had broken down, but the life-boat towed her to Ramsgate, arriving back at her station at 7.5.

Bembridge, Isle of Wight – At 3.43 p.m. on 3rd October, 1967, the coastguard informed the honorary secretary that a yacht with her engine broken down and her sail torn was firing flares four miles south south east of Ventnor. The life-boat *Jesse Lumb* was launched at 3.55 in a moderate south westerly breeze and moderate sea. The tide was ebbing. At 4.3 the life-boat was informed that a submarine was altering course and proceeding to the yacht. The life-boat reported she was half a mile off Dunrose head, but had seen nothing. The submarine fired flares to direct the life-boat to the casualty. By 5.43 the life-boat had passed a line to the trimaran *Threesome* with a crew of four on board. The trimaran was listing badly and the tow was difficult. A helicopter from Thorney island offered to winch the people from the casualty, but they decided to stay on board. The life-boat continued the tow to Under Tyne where the trimaran was moored. Three of the crew were brought ashore and the fourth elected to stay on board. The life-boat returned to her station at 9.9.

Yarmouth, Isle of Wight – At 8.50 p.m. on 17th October, 1967, the coastguard informed the honorary secretary that a red flare had been seen north west of the Needles near the shingle bank. The life-boat *The Earl and Countess Howe* slipped her

moorings at 9.11 in strong westerly wind gusting to gale force and a choppy sea. The tide was flooding. The life-boat found the motor fishing vessel *Solent Gull* of Poole, her engines broken down. The *Solent Gull* with a crew of two was taken in tow to Yarmouth, and the life-boat returned to her station at 10.20.

Margate, Kent – At 6.36 p.m. on 16th October, 1967, the coastguard informed the coswain that a small boat with two men on board was in difficulties one and a half miles off the coastguard lookout at Foreness. In view of approaching darkness and worsening weather conditions they were likely to need assistance, although no distress signal had yet been made. The life-boat *North Foreland (Civil Service No. 11)* was launched at 6.50 in a fresh gusting to strong south westerly breeze and a rough sea. It was low water. On reaching the scene the small boat could not be found. The life-boat then proceeded eastwards for a quarter of a mile and with the aid of a flare the small boat was seen. Her outboard motor had broken down. The boat was taken in tow to Palm bay so that the two men could make their way to Palm bay sands. They had, however, some difficulty in rowing as the rowlocks had been broken. The two men were taken on board the life-boat and their boat was towed to Margate jetty. The life-boat returned to her station at 8.45.

Selsey, Sussex – At 10.34 a.m. on 8th October, 1967, the coastguard informed the honorary secretary that a motor cruiser was aground on Kirk Arrow shoal, half a mile south of Selsey Bill. It was hoped she would refloat unassisted but at 10.45 she fired a flare. The life-boat *Canadian Pacific* was launched at 10.50. The tide was flooding. Contact was made with the motor cruiser *Gay Toucan* with two people on board. Her engines could not be

restarted after she had grounded. The cruiser was taken in tow to Littlehampton and the life-boat returned to her station at 3 p.m.

No. 6 Life-boat Area

Padstow, Cornwall – At 7.30 p.m. on 18th October, 1967, the coastguard informed the honorary secretary that red flares had been seen six miles from Port Isaac. The life-boat *Joseph Hiram Chadwick* slipped her moorings at 8 o'clock. The tide was ebbing. The life-boat came up with the motor fishing vessel *Eleanor Anne* of Padstow with engine trouble. The fishing vessels crew of two were embarked, and with the vessel in tow the life-boat returned to her station at 11.45.

No. 7 Life-boat Area

Swanage, Dorset – At 11.13 a.m. on 14th October, 1967, the coastguard informed the honorary secretary that a white yacht was in difficulties with a broken rudder 15 miles off Anvil point. The life-boat *R.L.P.* was launched at 11.32 in a strong south westerly gale and a rough sea. The tide was ebbing. When the life-boat arrived she found that the casualty had been holed. A line was passed to the yacht *Pigganin* with two people on board, and she was taken in tow. The motor vessel *Malasin*, which had been standing by, then proceeded on her voyage. The tow was reduced to half speed and on one occasion the life-boat filled with water. The yacht's samson post was pulled out and the tow line had to be secured to her mast. The yacht was towed into Poole harbour, where she was moored alongside the quay, and the life-boat returned to her station at 7.8 p.m.

At 2.48 p.m. on 6th October, 1967, the motor mechanic informed the assistant honorary secretary that a coaster two miles off Anvil point had reported that a small boat inshore of

her was firing flares. In the meantime a message was received from St. Albans head coastguard reporting that a fishing vessel was firing flares two miles west of Anvil point. The life-boat *R.L.P.* was launched at three o'clock in a fresh south westerly breeze and a slight sea. The tide was ebbing. The life-boat came up with the fishing vessel *Kentish Maid* with two people on board. Her propeller had been fouled and the engine had broken down. The life-boat took the vessel in tow to Swanage harbour and returned to her station at 4.7.

No. 8 Life-boat Area

Holyhead, Anglesey – At 4.37 a.m. on 14th October, 1967, the coastguard informed the honorary secretary that workmen from British Rail had reported sighting a red flare, possibly outside the breakwater. At 4.39 the coastguard sighted a white light, but due to poor visibility could not be sure whether it was inside the outer harbour or outside the breakwater. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 5.9 in a strong south westerly gale and very rough sea. The tide was flooding. The life-boat found the yacht *Prelude* with two people on board being pounded against the breakwater and unable to get alongside due to heavy seas. A line was passed and secured, but it parted as the life-boat started

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to tow. A second line was passed and a heavier rope was secured. The yacht was towed to the inner harbour and beached. As the yacht was taking in water one of the two men on board scrambled to the breakwater before the tow commenced. The life-boat returned to her station at 7.30 but owing to weather conditions she could not be rehoused until 12.15 p.m.

Hoylake, Cheshire – At 12.30 a.m. on 21st October, 1967, the coast-guard informed the honorary secretary that red flares had been seen about one mile off Leasowe lighthouse. The life-boat *Oldham IV* was launched at 1.13 in a gentle gusting to moderate south westerly breeze and a slight sea. It was high water. The life-boat proceeded and found the local fishing boat *Triarda* with her propellers fouled. The *Triarda*, with two people on board, was taken in tow to Hoylake and the life-boat returned to her station at 2.35.

No. 10 Life-boat Area

Arranmore, Co. Donegal – At 5.15 p.m. on 19th October, 1967, the coxswain was informed that there was a sick man on Tory Island. Owing to weather conditions it was impossible for another boat to reach the island. The life-boat *W. M. Tilson* slipped her moorings at 6.15 in a south westerly gale and very rough sea. The tide was flooding. The patient was embarked and brought to Burtonport where an ambulance was waiting to take him to hospital. The life-boat returned to her station at 4.30 a.m. on 20th October.

Galway Bay. – On 25th October, 1967, the coxswain and crew boarded the life-boat *Mabel Marion Thompson*, under very severe weather conditions, to go to the help of the motor vessel *Razani* for which special awards were granted. A full account of this service appears on page 9.

The following life-boats were also called out in October.

Amble, Northumberland – 4th.
Anstruther, Fife – 6th.
Appledore, North Devon – 16th.
Barra Island, Outer Hebrides – 9th.
Beaumaris, Anglesey – 22nd.
Berwick-upon-Tweed, Northumberland – 1st and 8th.
Boulmer, Northumberland – 30th.
Buckie, Banffshire – 10th.
Caister, Norfolk – 9th (twice).
Clacton-on-Sea, Essex – 1st, 5th and 22nd
Cromer, Norfolk – 10th and 17th.
Dunmore East, Co. Waterford – 6th.
Falmouth, Cornwall – 26th.
Fleetwood, Lancashire – 16th.
Fowey, Cornwall – 3rd.
Galway Bay, Co. Galway – 16th, 17th, and 29th.
Great Yarmouth & Gorleston, Norfolk – 5th.
Harwich, Essex – 17th and 18th.
Holyhead, Anglesey – 23rd.
Holy Island, Northumberland – 4th.
Humber, Yorkshire – 31st.
Ilfracombe, North Devon – 27th.
Kilmore, Co. Wexford – 7th.
Llandudno, Caernarvonshire – 1st.
Longhope, Orkneys – 18th.
Lowestoft, Suffolk – 7th.
Margate, Kent – 5th and 17th.
New Brighton, Cheshire – 25th.
Newcastle, Co. Down – 28th.
New Sunderland, Northumberland – 1st and 30th.
Peterhead, Aberdeenshire – 15th.
Plymouth, South Devon – 3rd and 16th.
Portparick, Wigtownshire – 14th and 25th.
Portugal, Co. Antrim – 19th.
Port St. Mary, Isle of Man – 2nd
Rhyl, Flintshire – 1st and 28th.
Rosslare Harbour, Co. Wexford – 16th.
Runswick, Yorkshire – 10th.
St. Ives, Cornwall – 12th.
St. Mary's, Scilly Islands – 13th.
Scarborough, Yorkshire – 25th.
Selsey, Sussex – 3rd and 25th.
Southend-on-Sea, Essex – 11th and 14th.

Stornoway, Outer Hebrides - 18th,
 19th, 23rd, and 26th.
Stronsay, Orkneys - 15th.
Swanage, Dorset - 8th.
Torbay, South Devon - 1st.
Troon, Ayrshire - 18th and 26th.
Valentia, Co. Kerry - 16th.
Walton & Frinton, Essex - 2nd and
 25th.
Wells, Norfolk - 31st.
Weston-super-Mare, Somerset - 7th.
Whitby, Yorkshire - 1st and 17th.
Workington, Cumberland - 15th.
Lifeboat 70-002 - 14th.

IRB LAUNCHES

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

No. 3 Life-boat Area

Cullercoats, Northumberland - At 5 p.m. on 15th October, 1967, the second coxswain informed the honorary secretary that two youths in a rowing boat who were two miles out to sea would not be able to row back to the shore. The IRB was launched at 5.2 in a moderate to fresh westerly breeze and a slight sea. It was high water. The IRB brought the youths and the boat to Cullercoats and returned to her station at 5.55.

Scarborough, Yorkshire - At 1.10 p.m. on 4th October, 1967, the coastguard informed the honorary secretary that a man was marooned on some rocks in Cornelian bay. The IRB was launched at 1.12 in a gentle south westerly breeze and a choppy sea. It was one and a half hours after high water. The IRB contacted the coble *Rosemary* on the way and she followed the IRB to Cornelian bay. The IRB found the man clinging to an old ship's boiler about 20 yards inside a scar of rocks. The IRB was rowed and manhandled over the rocks and the man was hauled aboard. After returning over the rocks the coble *Rosemary*, which had just arrived, was asked to radio for an

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ambulance. The IRB proceeded to the harbour and landed the man at the slipway. He was then transferred to the waiting ambulance and conveyed to hospital. The IRB returned to her station at 2.15.

Tynemouth, Northumberland - At 4.1 p.m. on 7th October, 1967, the coxswain and other crew members saw a dinghy capsized on the harbour bar. She was not righted for some time. While the IRB was preparing to launch a small motor boat went to the dinghy's aid. At 4.10 another dinghy capsized east of the life-boat house. The IRB was launched at 4.16 in a fresh to strong squally westerly breeze and a choppy sea. The tide was flooding. The occupant of the second dinghy was rescued and his boat was towed to South Shields beach. At 4.25 the IRB went to the assistance of a motor boat which had run out of fuel and was being blown seawards. The motor boat was taken in tow to the fish quay and the IRB returned to her station at 4.35.

No. 4 Life-boat Area

Southend-on-Sea, Essex - At 2.50 p.m. on 7th October, 1967, the coastguard informed the coxswain that a yacht had capsized three quarters of a mile south east of the lookout. The IRB was launched in a strong gusting to gale south westerly

wind and a rough sea. The tide was ebbing. The IRB found the yacht with a crew of two in the water. They were rescued and taken on board. The IRB crew tried to right the yacht but without success. A pilot boat righted the yacht and the IRB then towed her to the beach. The IRB then returned to her station at four o'clock.

At 3.30 p.m. on 8th October, 1967, while the coxswain was going into the boathouse, he saw a dinghy with two men and a boy on board drifting half a mile south of the boathouse. The IRB was launched in a moderate south westerly breeze and a slight sea. It was high water. The three occupants were taken on board the IRB and the dinghy was taken in tow to the boathouse. The IRB returned to her station at four o'clock.

No. 5 Life-boat Area

Eastney, Hampshire – At 4.5 p.m. on 8th October, 1967, the coastguard informed the honorary secretary that their boat had launched to assist a sailing dinghy in rough water at the entrance to Langstone harbour. The IRB was launched at 4.15 in a fresh to strong south westerly breeze and a heavy breaking swell. It was half an hour after high water. The IRB drew alongside the capsized dinghy and a man who was clinging to the dinghy was rescued. The dinghy was first towed by the coastguard boat and then by a cabin cruiser. Two lines parted during the tow in rough seas and the dinghy was finally beached by the IRB with one man still aboard. The IRB returned to her station at 4.55.

At 3.55 p.m. on 1st October, 1967, a member of the IRB's crew saw a motor boat drifting with engine trouble east of the station. The IRB was launched at 4 o'clock in a strong gusting westerly breeze and a smooth sea. The tide was flooding.

The IRB took the motor boat with two people on board in tow and beached her on Sinah sands. She returned to her station at 4.37.

At 1.25 p.m. on 14th October, 1967, the coastguard informed a member of the IRB crew that a sailing dinghy which had just put out had capsized and her crew of two were clinging to her at the entrance to Langstone harbour. The IRB was launched at 1.30 in a southerly gale. The sea was slight to moderate and choppy in the harbour. The tide was ebbing. The IRB rescued the two men and took the dinghy in tow. After beaching the dinghy the IRB returned to her station, arriving at two o'clock.

Shoreham Harbour, Sussex – At 4.30 p.m. on 7th October, 1967, whilst the IRB was on exercise outside the harbour, a sailing dinghy was seen to capsize off the eastern arm of the harbour. The occupant was in difficulties in the water. There was a moderate west south westerly breeze and a moderate sea. It was high water. The IRB rescued the man and then assisted in righting the dinghy *Duno*. The owner and dinghy were landed on the beach and the IRB returned to her station at 4.50. The rescued man made a donation to the Institution's funds.

No. 6 Life-boat Area

Plymouth, Devon – At 3.55 p.m. on 28th October, 1967, members of the IRB crew saw a sailing dinghy capsize, throwing two men into the water between Drake's island and Devil's point. The IRB was immediately launched in a moderate south westerly breeze and a corresponding sea. It was three and a half hours after high water. The IRB rescued the two men and the sailing dinghy was then righted and a tow line secured. The sailing dinghy was taken to Mutton Cove where she was

beached and the two men landed. The IRB returned to her station, arriving at 4.30.

Newquay, Cornwall – At 5.44 p.m. on 22nd October, 1967, the coastguard informed the honorary secretary that three people were cut off by the tide on a rock at Trevellas Porth. The IRB was launched at 5.53 in a gentle south south westerly breeze and a moderate sea. The tide was flooding. The three people were seen on the rocks 20 to 30 yards off the cliff, the top of the rocks being almost awash. The bow was placed up on the rock so that the one who was suffering from shock and exposure could be carried on board. The IRB returned through the surf and landed the three people on St. Agnes' beach. She returned to her station at 7.11.

No. 7 Life-boat Area

Aberystwyth, Cardiganshire – At 11 a.m. on 28th October, 1967, the coastguard informed the honorary secretary that a sailing dinghy had capsized at the harbour bar, and nine others would be in difficulties if they attempted to enter the harbour in the prevailing conditions. The IRB was launched at 11.5 in a heavy ground swell and a strong wind. The tide was ebbing. The IRB rescued the dinghy's crew of two from the heavy surf near the Castle rocks and then started to return to her station. As the IRB entered the harbour mouth her crew saw a canoe overturn which was then swept into the Trap. The IRB landed the rescued men and then went to the assistance of the canoeist who was then being pounded by the surf. Before she could reach the canoeist, however, he managed to scramble ashore. The IRB then towed with some difficulty six of the remaining sailing dinghies into the harbour, while the sailing club rescue boat towed in the other three. The IRB finally returned to her station at

1.15 p.m. For this service the crew were sent a letter of appreciation signed by the Secretary of the Institution.

No. 8 Life-boat Area

Flint, Flintshire – At 8 a.m. on 16th October, 1967, a local resident informed the honorary secretary that his friend who had gone fishing at 3.30 p.m. the previous day had not yet returned home. The IRB was launched at 8.20 in a light south easterly breeze and a calm sea. The tide was flooding. She carried out an extensive search in conjunction with a helicopter but without success. As she was beaching at Greenfield, a boat was sighted about one mile away. The IRB was relaunched and she found a boat stranded on a sandbank with one man aboard. He informed them that he had been stranded there all night. The IRB towed the boat to Connah's quay and then returned to her station, arriving at 12.10 p.m. The man made a donation to the Institution's funds.

See page 45 for other IRB services

NOVEMBER

No. 3 Life-boat Area

Tynemouth, Northumberland – At 8.45 p.m. on 18th November, 1967, the coastguard informed the honorary secretary that the fishing vessel *Scarthoe* had grounded in the Tyne estuary in thick fog. Her crew were preparing to abandon ship. The life-boat *Tynsider* was launched at 9.5 in a light south westerly breeze and a smooth sea. The tide was ebbing. The life-boat came up with the fishing vessel and after passing through shallow water found the *Scarthoe's* crew of five on a life-raft. They were taken on board the life-boat which then anchored to await the turn of the tide. Two hours after low water, the crew were returned to the vessel. There quarters of an hour later the life-boat was able to tow the *Scarthoe*

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clear. The fishing vessel was taken to the fish quay where she was safely moored, and the life-boat returned to her station at 2.10 a.m. on 19th November.

Bridlington, Yorkshire – At 3.5 p.m. on 6th November, 1967, the coastguard informed the honorary secretary that a fishing coble had broken down one mile south west of the North Smithie buoy. The life-boat *William Henry and Mary King* was launched at 3.20 in a strong west north westerly breeze and a choppy sea. It was two hours after low water. The life-boat was directed to the coble by the *S.S. Bearwood* which was sheltering with other ships in Bridlington Bay. A line was passed to the coble, *Kate and Violet* of Bridlington, which had a crew of two and a fishing party of seven on board. She was taken in tow to Bridlington harbour and the life-boat returned to her station at 4.20.

Humber, Yorkshire – At 3.38 p.m. on November, 1967, the coxswain reported that there was a sick man on board the tanker *Peking* of Odessa. The life-boat *Edward and Isabella Irwin*, on temporary duty at the station, was launched at 3.50 with a doctor on board. There was a light south westerly breeze and a smooth sea. The tide was ebbing. The doctor was put on board the tanker, which was four miles south of Spurn, at 4.30. He

returned to the life-boat with the sick man at 5.10 and they were landed at Grimsby at 6.15. The life-boat waited for the doctor to return from the hospital and then sailed for her station which was reached at 10 o'clock. The life-boat landed the doctor at 10.15 but owing to the state of the tide she could not be re-housed until 12.15 a.m. on 28th November.

Redcar, Yorkshire – At 2.30 p.m. on 23rd November, 1967, the coastguard informed the honorary secretary that a cabin cruiser had broken down one mile east of the life-boat station. The life-boat *Aguila Wren* was launched at 3.10. It was shortly after low water. In spite of dense fog the life-boat found the casualty, the cabin cruiser *Dolores*, carrying a crew of two, within half an hour and took her in tow to Hartlepool. The life-boat returned to her station at 7.15.

No. 4 Life-boat Area

Great Yarmouth and Gorleston, Norfolk – At 2.55 p.m. on 1st November, 1967, the coastguard informed the honorary secretary that a small fishing boat which had been under observation for some time appeared to be making little headway against wind and tide. The life-boat *Khami* slipped her moorings at 3.9 in a south south easterly gale and a rough sea. It was low water. The life-boat came up with the fishing boat *Rose Marie*, with two people and a dog on board, three quarters of a mile north north east of the harbour entrance. The fishing boat was taken in tow to moorings and the life-boat returned to her station at 4.25.

Lowestoft, Suffolk – At 2.30 p.m. on 1st November, 1967, the coastguard informed the honorary secretary that a yacht was aground on the Newcombe bank. The life-boat *Frederick Edward Crick* slipped her moorings at 2.40 in a southerly gale and a

rough sea. It was low water. Owing to the state of the tide the life-boat was unable to close the yacht *Vale* which had a crew of two, but a line was made fast at the third attempt and the yacht was pulled slowly clear. The yacht was towed to the harbour and the life-boat returned to her station at 4 o'clock.

No. 6 Life-boat Area

Torbay, Devon – At 8 p.m. on 5th November, 1967, the coastguard informed the honorary secretary that two climbers were stranded at the foot of Long Quarry cliffs, Babbacombe, and could not be rescued from the shore. The life-boat *Peter and Sarah Blake*, on temporary duty at the station, slipped her moorings at 8.15 in a fresh to strong west north westerly breeze and a choppy sea. The tide was flooding. The life-boat proceeded with the boarding boat in tow. On arrival off Long Quarry the life-boat was guided to the position by lights from the police cars at the top of the cliffs. As there were a number of rocks off shore the coxswain fired a flare before going in close. The two youths were seen and the boarding boat was manned and set off towards the cliffs. The two men were transferred to the life-boat and were landed at Brixham. The life-boat returned to her station at 10 o'clock.

No. 7 Life-boat Area

Tenby, Pembrokeshire – At 1.36 p.m. on 4th November, 1967, the coastguard informed the honorary secretary that red flares had been sighted off Caldy. The life-boat *Henry Comber Brown* slipped her moorings at 1.44 in a moderate north easterly breeze and a slight sea. It was low water. The life-boat found the m.f.v. *Saucy Sue* with a crew of three on board. Her engine had failed and she

was taken in tow to Sandersfoot harbour. The life-boat returned to her station at 4.45.

Life-boat 70-001 at the Mumbles, Glamorganshire – At 12.10 p.m. on 5th November, 1967, a member of the life-boat crew saw a small dinghy close by which appeared to be dragging her anchor. Five minutes later the occupant raised anchor and the dinghy started to drift rapidly seawards. The coastguard were advised by radio, and the IRB carried aboard the life-boat *Charles H. Barrett* was made ready to launch. She was launched at 12.40 in a strong north westerly breeze and a choppy sea. It was two hours before low water. On closing with the dinghy it was found that her engine had broken down and she was taken in tow alongside the life-boat at 1 o'clock. After engine repairs she was able to make her own way to shore. The IRB was re-stowed at 1.15.

At 10.30 a.m. on 5th November, 1967, a member of the life-boat crew saw a sailing dinghy capsize in Mumbles Bay. As there was no boat in the vicinity the IRB carried on board the life-boat *Charles H. Barrett* was launched at 10.33 in a strong north westerly breeze and a choppy sea. It was two and a half hours after high water. The IRB crew assisted the dinghy's crew of two to right her and then took them aboard the IRB. The dinghy was then towed ashore. The IRB was re-stowed aboard the life-boat at 10.55.

No. 8 Life-boat Area

Beaumaris, Anglesey – At 8.50 a.m. on 1st November, 1967, the coastguard informed the honorary secretary that a yacht appeared to be in difficulties in Conway Bay. The life-boat *Field Marshal and Mrs Smuts* was launched at 9.25 in a south easterly gale and a rough sea. It was shortly before high water. The crew

of two of the yacht *Sabine* of Conway fired flares to indicate her position. Her engine had broken down and she was drifting. The life-boat took the yacht in tow to Beaumaris and returned to her station at 11.15.

Arranmore, Donegal – At 11.30 a.m. on 25th November, 1967, the doctor at Bunbeg informed the coxswain that the life-boat's assistance was required to convey a sick man from Tory Island to Burtonport. The life-boat *W. M. Tilson* slipped her moorings at 12.45 p.m. in a strong north westerly breeze and a rough sea. The tide was ebbing. The life-boat proceeded to Tory Island and the patient was embarked. He was landed at Burtonport where an ambulance was waiting to take him to hospital. The life-boat returned to her station at eight o'clock. The man's life was saved by the life-boat's services on this occasion.

The following life-boats were also called out in November.

Amble, Northumberland – 4th and 21st.

Angle, Pembrokeshire – 14th.

Barrow, Lancashire – 20th and 24th.

Beaumaris, Anglesey – 5th.

Bridlington, Yorkshire – 1st and 11th.

Caister, Norfolk – 1st.

Douglas, Isle of Man – 6th.

Dunmore East, Co. Waterford – 6th.

Eastbourne, Sussex – 4th.

Fleetwood, Lancashire – 20th and 24th.

Fraserburgh, Aberdeenshire – 7th.

Galway Bay – 19th.

Great Yarmouth & Gorleston, Norfolk – 5th (twice), 15th, and 18th.

Hartlepool, Co. Durham – 17th.

Holyhead, Anglesey – 15th, and 16th.

Humber, Yorkshire – 6th and 11th.

Islay, Inner Hebrides – 28th.

Lowestoft, Suffolk – 4th, and 30th.

Margate, Kent – 2nd, 3rd, 5th, and 7th.

New Brighton, Cheshire – 13th, 18th, and 21st.

Plymouth, Devon – 20th.

Port St. Mary, Isle of Man – 14th.
Ramsgate, Kent – 6th, 8th and 25th.
Rosslare Harbour, Co. Wexford – 16th.

Runswick, Yorkshire – 8th.

St. Helier, Jersey – 12th.

St. Ives, Cornwall – 18th.

St. Peter Port, Guernsey – 18th.

Seaham, Co. Durham – 27th.

Selsey, Sussex – 4th (twice).

Southend-on-Sea, Essex – 12th.

Stromness, Orkneys – 26th.

Sunderland, Co. Durham – 15th.

Tenby, Pembrokeshire – 30th.

Thurco, Caithness-shire – 11th.

Torbay, Devon – 8th.

Walmer, Kent – 5th.

Workington, Cumberland – 22nd.

Yarmouth, Isle of Wight – 1st.

Life-boat 70-001 – 18th.

Life-boat 70-002 – 11th and 30th.

IRB LAUNCHES

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

No. 5 Life-boat Area

Eastney, Hampshire – At 3.45 p.m. on 5th November, 1967, the harbour master informed the honorary secretary that a fishing vessel which was half a mile from the Stulip beacon in the main channel off Langstone harbour had fired a flare. The IRB was launched at 3.47 in a strong north westerly breeze and a rough sea. The IRB found the fishing vessel *Rose Valley* with a crew of four. Her engine had broken down. The IRB went alongside and one of the crew members boarded the fishing vessel. The main anchor was laid out in the channel, to the north-west of the *Rose Valley*, and as a strong gale had been forecast for the Isle of Wight area a kedge anchor was laid out to the north. The IRB's crew man and the four fishermen together with their tackle were taken off the *Rose Valley* and the IRB returned to her station, arriving at 4.30.

Flint, Flintshire, and West Kirby, Cheshire – At 10.37 a.m. on 3rd November, 1967, a local resident informed the honorary secretary of the Flint IRB station that a man was marooned on a sandbank at Neston marshes. The Flint IRB was launched at eleven o'clock in a strong south westerly breeze and a rough sea. The tide was flooding. At 11.3 the Formby coastguard advised the coxswain of the Hoylake life-boat of the situation and the West Kirby IRB was launched at 11.10. She proceeded to Parkgate where the man was seen, but large patches of marsh barely covered by water prevented the IRB from closing. As the West Kirby IRB

made her way through the marshes, the Flint IRB approached from the other side and rescued the man. She then returned to her station. While the Flint IRB was effecting the rescue, an R.A.F. helicopter arrived and winched a man down into the West Kirby IRB for information. He was told that the man was safe in the Flint boat and the helicopter then winched him back and both the helicopter and the West Kirby IRB returned to their respective stations. The Flint IRB arrived back at 12.15 p.m. and the West Kirby IRB at 12.35 p.m.

See below for other IRB services

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded on pages 29, 39, 44, the following launches on service were made during the months September to November, 1967, inclusive.

Abersoch, Caernarvonshire – September 7th.
Bangor, Co. Down – September 2nd, 30th and November 22nd.
Barrow, Lancashire – September 24th.
Bembridge, Isle of Wight – October 4th and November 11th.
Berwick-upon-Tweed, Northumberland – October 1st (twice).
Blyth, Northumberland – September 22nd and October 6th.
Bridlington, Yorkshire – September 9th and 12th (twice).
Brighton, Sussex – September 1st.
Broughty Ferry, Angus – September 20th (thrice).
Bude, Cornwall – September 9th.
Burnham-on-Crouch, Essex – October 2nd and November 20th.
Clacton-on-Sea, Essex – September 22nd and October 9th.
Crimdon Dene, Durham – October 31st.
Eastbourne, Sussex – September 18th and October 9th.
Eastney, Hampshire – September 3rd (twice), October 1st, 4th, November 5th and 18th.
Filey, Yorkshire – September 3rd, 30th and October 1st.
Fleetwood, Lancashire – September 1st and 24th.
Flint, Flintshire – September 21st.
Great Yarmouth and Gorleston, Norfolk – September 3rd, 11th and 17th.
Harwich, Essex – September 3rd, 25th and October 4th.
Hastings, Sussex – September 13th and November 10th.
Helensburgh, Dunbartonshire – September 3rd, 5th, 9th, 16th and October 2nd.
Holyhead, Anglesey – September 11th.
Largs, Ayrshire – September 5th, 17th and October 4th.
Little and Broad Haven, Pembrokeshire – September 1st.
Littlehampton, Sussex – September 12th.
Littlestone-on-Sea, Kent – October 13th.
Llandudno, Caernarvonshire – September 3rd.
Lyminster, Hampshire – September 4th.
Mablethorpe, Lincolnshire – September 2nd.
Margate, Kent – October 10th.
Morecombe, Lancashire – September 8th and November 20th.
Mudford, Hampshire – September 5th, 26th, October 30th, November 4th and 15th.
Newquay, Cornwall – September 7th, 12th, 15th (twice), 17th, 18th, 20th and 26th.
North Berwick, East Lothian – September 9th.
North Sunderland, Northumberland – September 1st and 3rd.
Plymouth, Devon – September 2nd, 7th and October 15th.

OTHER IRB LAUNCHES—continued

Poole, Dorset – October 6th and 22nd.
 Porthcawl, Glamorganshire – September 23rd and 24th.
 Redcar, Yorkshire – October 8th.
 Scarborough, Yorkshire – September 19th.
 Shoreham Harbour, Sussex – September 2nd (twice) and October 2nd.
 Silloth, Cumberland – October 8th.
 Southend-on-Sea, Essex – September 2nd, 3rd, 18th, and November 4th.
 South Queensferry, West Lothian – September 3rd and October 23rd.
 The Mumbles, Glamorganshire – September 3rd and 6th.
 Tighnabruaich, Argyllshire – October 14th.
 Torbay, Devon – September 1st, 6th and 20th.
 Tramore, Co. Waterford – September 3rd.
 Tre-Ardur Bay, Anglesey – September 1st and 6th.
 Tynemouth, Northumberland – September 19th and October 7th.
 Walmer, Kent – September 2nd, 3rd and October 1st.
 West Kirby, Cheshire – September 5th, 17th October 14th, 15th and November 3rd.
 West Mersea, Essex – September 2nd, 3rd, 5th and October 2nd.
 Weston-super-Mare, Somerset – October 7th.
 Whitstable, Kent – September 17th (twice), 18th, October 1st, November 5th and 8th.
 Yarmouth, Isle of Wight – September 16th and 20th.

RECORD OF RESCUES IN 1967

1967 month	Number of times life-boats called out on service	Lives saved by life-boats	Craft saved by life-boats	Number of times IRB's called out on service	Lives saved by IRB's	Craft saved by IRB's	Lives saved by shore-boats in cases recognised by the Institution
January ..	65	25	6	7	2	—	37
February ..	49	25	3	8	—	—	11
March ..	85	67	15	31	14	5	9
April ..	66	23	8	60	39	12	28
May ..	69	67	9	99	62	21	20
June ..	117	98	34	144	79	19	17
July ..	144	67	26	234	79	18	55
August ..	154	94	30	260	85	24	68
September ..	122	77	25	120	61	20	14
October ..	113	60	15	49	23	12	22
November ..	60	32	11	16	5	2	11
December ..	59	9	3	10	6	1	—
	1,103	644	185	1,038*	455†	134‡	292

SUMMARY OF SERVICES IN 1967

Number of times life-boats called out on service	1,103
Number of times inshore rescue boats called out on service	1,038*
	2,141
Number of lives saved by life-boats	644
Number of lives saved by inshore rescue boats	455†
Number of lives saved in shore-boat cases recognised by the Institution ..	292
	1,391

*Including 20 services by 3 fast rescue/boarding boats.

†Including 6 lives saved by 3 fast rescue/boarding boats.

‡Including 3 craft saved by 3 fast rescue/boarding boats.

CLASSIFICATION OF SERVICES AND LIVES SAVED BY LIFE-BOATS

CATEGORY	Services		Lives saved	
	No.	Percentage of Total	No.	Percentage of Total
(1) Naval vessels ..	1	·1%	—	—
(2) Foreign going merchant vessels	46	4·2%	31	4·9%
(3) Home trade merchant vessels ..	34	3·1%	14	2·2%
(4) Commercial fishing vessels	232	21·1%	170	26·4%
(5) Powered pleasure craft ..	206	18·5%	201	31·2%
(6) Sailing pleasure craft	179	16·3%	129	20·0%
(7) Manually propelled pleasure craft	56	5·1%	30	4·6%
(8) Aircraft ..	19	1·7%	—	—
(9) Hovercraft, hydrofoils or other amphibious craft ..	1	·1%	5	·8%
(10) Boring rigs ..	1	·1%	—	—
(11) Conveyance of sick or injured people and/or doctors ..	90	8·2%	12	2·0%
(12) Relief of light-vessels, etc. ..	5	·4%	—	—
(13) People stranded or who have fallen off cliffs	51	4·6%	16	2·4%
(14) Bathers, skin divers and water skiers, etc.	30	2·7%	6	·9%
(15) Animals ..	2	·2%	—	—
(16) Unidentified distress signals	90	8·1%	—	—
(17) Miscellaneous, not fitting into any of the above categories ..	60	5·5%	30	4·6%
TOTALS:	1103	100%	644	100%

CLASSIFICATION OF SERVICES AND LIVES SAVED BY INSHORE RESCUE BOATS

CATEGORY	Services		Lives Saved	
	No.	Percentage of Total	No.	Percentage of Total
(1) Naval vessels ..	—	—	—	—
(2) Foreign going merchant vessels	—	—	—	—
(3) Home trade merchant vessels	2	·2%	—	—
(4) Commercial fishing vessels	29	2·8%	4	·9%
(5) Powered pleasure craft ..	201	19·3%	112	24·6%
(6) Sailing pleasure craft	302	29·0%	174	38·2%
(7) Manually propelled pleasure craft	154	14·8%	76	16·7%
(8) Aircraft ..	3	·3%	—	—
(9) Hovercraft, hydrofoils or other amphibious craft ..	1	·1%	—	—
(10) Boring rigs ..	—	—	—	—
(11) Conveyance of sick or injured people and/or doctors ..	12	1·2%	5	1·1%
(12) Relief of light-vessels, etc. ..	—	—	—	—
(13) People stranded or who have fallen off cliffs	99	9·6%	56	12·3%
(14) Bathers, skin divers and water skiers, etc	112	10·8%	23	5·1%
(15) Animals ..	1	·1%	—	—
(16) Unidentified distress signals	17	1·6%	—	—
(17) Miscellaneous, not fitting into any of the above categories ..	105	10·2%	5	1·1%
TOTALS:	*1038	100%	†455	100%

*—Including 20 services by three fast rescue/boarding boats

†—Including 6 lives saved by three fast rescue/boarding boats