

THE LIFE-BOAT

THE JOURNAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

VOL. XL

SEPTEMBER 1968

No. 425

CONTENTS

PORTRAIT OF A COXSWAIN	410
NOTES OF THE QUARTER	411
SIX SAVED FROM FISHING VESSEL	416
A LONG AND HAZARDOUS SERVICE	417
BOOK REVIEWS	422
BIRTHDAY HONOURS	423
LANDLUBBER IN THE LIFE-BOAT	424
THOUGHTS ON THE ART OF STREET COLLECTING	427
LONG-STANDING SUPPORTERS OF THE R.N.L.I.	430
THE LADIES OF CAISTER	432
RESCUE BY NAUTICAL SCHOOL BOYS	434
POLICEMEN IN IRB RESCUE	436
IRB SAVED TWO FROM CRUISER	437
LIFE-BOAT SERVICES ROUND THE COASTS	438
OTHER LIFE-BOAT LAUNCHES	457
OTHER IRB LAUNCHES	458
LETTERS	460

Index of Advertisers

Bolinders Company Ltd.	431
Brookes & Gatehouse Ltd.	425
C.A.V. Ltd.	435
Coastal Radio Ltd.	429
Cogswell & Harrison Ltd.	429
C.W.C. Equipment Ltd.	431
Dagenite Batteries Ltd.	429
Gallaher Ltd.	Back cover
Gardner Engines (Sales) Ltd.	Inside front cover
Groves & Guttridge Ltd.	425
William Osborne Ltd.	431
The Pyrene Company Ltd.	429
R.F.D. Co. Ltd.	Inside back cover
Yachting & Boating	425

42 Grosvenor Gardens, London, S.W.1.

Advertising enquiries should be addressed to CHEIRON PRESS LTD.
5 CRAWFORD STREET, LONDON, W.1. (Tel. 01-935-2814)

PORTRAIT OF A COXSWAIN



by courtesy of]

[Newspix, Blackpool

Coxswain John W. Gerrard, of the Blackpool life-boat *Maria Noble*. Appointed second coxswain in 1955, Coxswain Gerrard, who became coxswain in 1965, joined the crew in 1935. Since he joined the crew, Blackpool life-boats have been launched on service over 70 times and have rescued 33 people.



by courtesy of]

[*Western Morning News*

Mr. Tom Roskrow, senior staff photographer, *Western Morning News*, has been awarded a prize by Ilford Ltd. for his study of the 48-foot 6-inch Padstow lifeboat at the moment of launching. Technical details are: M.P.P. camera, 12-inch telephoto lens, 1/500th second at f-8, pale yellow filter, Ilford H.P.3 film. Mr. Roskrow, who is 59, has been with the newspaper for about 30 years.

NOTES OF THE QUARTER

ONE lesson which has emerged from the large deficit incurred last year is that the R.N.L.I. not only needs more money; it needs money from new sources. The work of the voluntary branches will always be the mainstay of the Institution's fund-raising efforts, and it is a truly remarkable fact that there are more than 1,500 branches scattered throughout Britain and Ireland formed by men and women who are prepared to give up much time to raising funds for the service. Nevertheless, steps have had to be taken, and will continue to be taken, to obtain money from people who are not directly associated with the Institution's branches.

The Institution has, for instance, decided to introduce a new sticker for placing on car windows. It is quite distinct from the sticker which is available to committee and crew members, and is intended for sale to the general public, in order both to raise funds and to provide publicity. The sticker is produced in four colours. It contains the R.N.L.I. flag and the words 'support the life-boats'. It measures approximately $7\frac{1}{2}$ inches by 2 inches, is self-adhesive and will be on sale at 2s. 6d. per sticker.

CITY OF LONDON APPEAL

A major appeal is about to be launched in the City of London, and for the first time the Institution is carrying out an experiment in making use of the services of a professional fund-raising firm. The firm's activities will be confined to the



City of London and will not conflict in any way with the activities of the voluntary branches.

Another special appeal is being planned to obtain greater support from boat owners and others who put to sea for their own pleasure. Discussions have already taken place with commodores of yacht clubs and other interested persons,

As we closed for press we learnt with deep regret of the death of Princess Marina, Duchess of Kent, President of the R.N.L.I. An obituary notice will appear in the December issue of THE LIFE-BOAT.

and it is likely that some form of association or supporters' club will be formed. Those who become members of this through an annual contribution will be entitled to purchase a pennant or plaque for their boats indicating their support of the life-boat service.

Details of the scheme will be announced later.



by courtesy of]

[Eastern Daily Press

Cmdr. F. R. H. Swann, O.B.E., R.N.V.R. (second left), a deputy chairman of the R.N.L.I., at Lowestoft in February, 1968, during a tour of life-boat stations along the East Anglian coast. With him at the life-boat station (from left to right) are Lieut.-Cmdr. D. J. Wilford, R.N.R., Inspector of No. 4 Life-boat Area; Mr. Tom Knott, the Lowestoft life-boat mechanic; Coxswain Harry Burgess, and Mr. Michael Chapman, the new secretary of Lowestoft branch of the R.N.L.I.



by courtesy of]

[Manchester Evening News

Hats off to 18-year-old model Stephanie Harrison, one of the models at the R.N.L.I. fashion show held at Owens Park, Fallowfield, in March, 1968. The hatless coxswains are (left to right) T. Alcock (Holyhead), R. M. Evans (Moelfre) and H. Jones (Beaumaris). Coxswain Evans is the only living holder of two of the Institution's gold medals.

SPOT-THE-BALL

An arrangement has been reached with a Manchester firm which is promoting the popular 'spot-the-ball' competition through the pages of *The People*, *The Sunday Mirror* and *Reveille*. The entire financial risk is being borne by the firm which is devoting a proportion of the proceeds to the Institution. The first of these competitions were published on 20th and 23rd June.

This is the first of a number of ideas being formulated to raise the additional funds which the life-boat service is certain to need in the years to come.

'BLUE PETER'

Some eighteen months ago an appeal was launched to viewers of the popular 'Blue Peter' programme on B.B.C. television to collect paper-backed books which could be sold to provide a new inshore rescue boat. In fact, about a quarter-of-a-million books were collected and enough money was raised to meet the cost of the IRBs now stationed at Beaumaris, Littlehampton, North Berwick and St. Agnes.

Another life-boat exercise was staged through the 'Blue Peter' programme in July of this year. This was a competition for the best design for a life-boat day

poster. Prizes were awarded for the best design in three different age groups and the winning designs will be used for life-boat day posters in 1969.

No fewer than 80,000 entries were received by the B.B.C., an indication not only of the immense popularity of the 'Blue Peter' programme but also of the widespread interest among the young in the life-boat service.

Illustrations of some of the prize-winning designs will appear in the December number of *THE LIFE-BOAT*.

FAMOUS WHITBY FIGURE

Henry Richardson of Whitby, known to everyone as 'Lal' Richardson, died in May 1968 at the age of 87. With his passing has gone a figure who was familiar to thousands of visitors to Whitby and who had a remarkable record in the life-boat service, both operationally and as a fund-raiser. 'Lal' Richardson was coxswain of the Whitby No. 11 life-boat for 6½ years and had been connected with the Whitby station nearly all his life. In recent years he had been the boat-house attendant at the Whitby museum, and his devotion to duty in a variety of capacities was an embodiment of all that is best in the life-boat service.

NEW CIVIL SERVICE LIFE-BOAT FUND SECRETARY

A new secretary has been appointed to the Civil Service Life-boat Fund. He is Mr. J. S. Chapman of the Public Trustee Office. His predecessor, Mr. F. B. Savage, has retired after a distinguished career in the Post Office and after serving as secretary of the Civil Service Life-boat Fund for 10 years. Mr. Savage will be living in Salcombe in his retirement, where he will continue to work for the life-boat service through the local branch.

The Civil Service Life-boat Fund has a truly extraordinary record since its foundation in 1866. During that time voluntary contributions from civil servants through the Civil Service Life-boat Fund have produced no fewer than 35 life-boats. The latest of these is now stationed at Clovelly.

LATEST LIFE-BOAT FILM

A new film about the life-boat service is being sponsored by Messrs. W. D. & H. O. Wills of Bristol. Much of the action will take place at Sennen Cove, and the film is in effect the story of a village built around its life-boat station. The film is being made by Gerard Holdsworth Films Ltd., who recently produced an excellent film on the work of the Sail Training Association. The producer is Mr. Philip Oliver, himself a keen yachtsman. It is a ½-hour film in 35 mm colour, and is expected to be completed in February or March, 1969.

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 December, 1968.

CALENDARS — A PRICE REDUCTION

Following a purchase tax adjustment it has been possible to reduce the price of the 1969 calendar from 7s. 6d., post free, as announced in the June issue of 'The Life-boat' (page 59), to 6s. 6d., complete with a special cardboard envelope. A very striking colour reproduction of the Scarborough life-boat at sea is featured on the cover. The months are spread over both sides of six pages and each is headed by an attractive colour photograph of a seascape, several of them having direct life-boat associations.

NEW DEPUTY CHAIRMAN

Lieutenant-Commander the Hon. Greville Howard, V.R.D., R.N.R. succeeds Air Vice-Marshal Sir Geoffrey Bromet, K.B.E., C.B., D.S.O., D.L., as one of the two deputy chairmen of the Royal National Life-boat Institution. The other deputy chairman is Commander F. R. H. Swann, O.B.E., R.N.V.R.

Lieut.-Comd. Greville Howard was on active service with the Royal Navy throughout the last war. He became Mayor of Westminster in 1946 and from 1950 to 1966 was Member of Parliament for St. Ives. He joined the Committee of Management of the R.N.L.I. in 1953 and is chairman of its Operations Committee.

After a distinguished career in the Royal Navy, in the Royal Naval Air Service in the First World War, and in the Royal Air Force, Air Vice-Marshal Sir Geoffrey Bromet was Lieutenant-Governor of the Isle of Man from 1945 to 1952. He joined the Committee of Management of the R.N.L.I. in 1952 and was Deputy Chairman from 1964 until he resigned in 1968. He remains a member of the Committee of Management.

Two new members have been co-opted to the Committee. They are Mr. P. V. MacKinnon, O.B.E., whose home is at Bembridge, Isle of Wight, and Lieutenant-Commander P. E. C. Pickles, M.B.E., J.P., R.N.V.R., who lives near Scarborough.

Mr. MacKinnon is chairman of the Royal Yachting Association. He was bursar at Eton College from 1946 to 1953.

Lieut.-Comd. Pickles, who now farms in Yorkshire, was formerly managing director of W. Rowntree and Sons of York and Scarborough. He is chairman of the Scarborough branch of the R.N.L.I.

AWARDS FOR SAVING LIFE AT SEA

The President of the Board of Trade, Mr. Anthony Crosland, M.P., has awarded pieces of plate to the following men for saving life at sea:

Mr. D. P. Reid, Auxiliary Coastguard in charge of the Isle of Eday, and two other Auxiliary Coastguards, Mr. A. Reid, his son, and Mr. A. E. Scott, in recognition of the services rendered in rescuing two survivors from the fishing boat *Pansy* which was driven on to Lashy Skerry, Orkney, on 6th August, 1967.

Mr. B. K. Turrell, skipper of the trawler *Wilton Queen*, of Lowestoft, in recognition of the outstanding seamanship and skill displayed in rescuing the crew of the trawler *Barton Queen* which sprung a leak in the engine room while fishing 150 miles from Lowestoft on 6th March, 1968.

Mr. J. Stout, skipper of the fishing vessel *Ocean Gift* and coxswain of the Stronsay life-boat, in recognition of the skill and seamanship he displayed when the disabled fishing vessel *Flourish* was in danger of stranding on Bria Skerry on 11th January, 1968.

SIX SAVED FROM FISHING VESSEL

FOR the rescue of six people from a motor fishing boat on the 21st February, 1968, Coxswain George Jappy of Buckie has been awarded the Institution's bronze medal for gallantry.

At 12.40 a.m. on that day, the Buckie honorary secretary, Mr. A. J. I. Wilson, learnt from the coastguard that the motor fishing vessel *Mistletoe* was aground off the mouth of the River Spey and needed help immediately. Maroons were fired six minutes later. Visibility was good, there was a slight southerly wind, and the tide was half flood.

The reserve life-boat, *George and Sarah Strachan*, which is one of the 45-foot 6-inch Watson type, put out at 1.5 p.m. She reached the casualty half-an-hour later and found her aground and heading in a southerly direction. She was rolling and pounding heavily and was only about 350 yards from the beach. Near the estuary there was a heavy confused swell caused by the considerable fresh water spate from the river combined with the flood tide.

ROCKET LINE

Three other motor fishing vessels, *Arcturus*, *Lead Us* and *Orion*, were standing by outside the three fathom line, and the life-boat maintained communications with them by medium frequency radio. The skipper of the *Arcturus* asked Coxswain Jappy to run out a towline from the *Mistletoe*, but the coxswain decided that it would be unwise to close the casualty because of the broken water and heavy swell. He therefore ordered a rocket line to be fired at a range of about 100 yards. A manilla rope was secured to this rocket line and towed out to the *Arcturus*, which was some 450 yards out to sea.

It was intensely cold, the deck of the life-boat was coated with ice, and the towline froze solid. Nevertheless, the manilla rope was secured aboard the *Arcturus*, but when she took up the strain the rope parted. Meanwhile the crew of the *Mistletoe* had launched a life-raft, but the lanyard securing the raft to the fishing vessel's rail parted, and the raft was swept away.

The skipper of the *Arcturus* then informed Coxswain Jappy that he had a nylon towline and asked for it to be passed to the *Mistletoe*. This was done by the use of a rocket line, but once again the line parted as soon as the *Arcturus* took the weight.

A further offer of help now came from the *Orion*. The life-boat went alongside her and took a life-raft from the fishing vessel on board.

PARACHUTE FLARES

The *Mistletoe* was now rolling and pounding heavily with waves breaking right across her deck. At 4.12 her skipper informed Coxswain Jappy that he was concerned for the safety of his crew, as conditions were becoming too dangerous for them to remain on board. At about this time the coastguard managed to fire a rocket line over the *Mistletoe*, but her skipper declined to use the breeches buoy as he considered the risk too great.

Coxswain Jappy then signalled that he intended to come alongside the casualty and that her crew should be prepared to jump. Parachute flares were fired by the coastguard from the shore, and with the help of these and the life-boat searchlight Coxswain Jappy succeeded in bring the life-boat alongside the *Mistletoe's* port side. The crew of six were able to jump from the fishing-vessel on to the deck of the life-boat with the help of the life-boat's crew. Rum and hot food were given to the survivors and the life-boat reached Buckie at 4.50, when the survivors were landed.



The Hatch boat (18-01), which was illustrated in *The Life-boat* for March, 1967, has been modified and is now self-righting. She can be used as a boarding boat to take life-boat crews from the shore to life-boats which remain afloat, and she can also be used for rescue purposes. Her self-righting capability was tested in May, 1968. In calm water she can reach a speed of up to 26 knots.

Medal service certificates recording their part in the service have been issued to the other members of the crew. They were: Second Coxswain James Murray, Motor Mechanic John G. Cole, Assistant Motor Mechanic James G. Roy, Crew Members Alexander Slater, Roderick Davidson, James Coull, Robert Garden, and Alex Cursiter, District Engineer, Scotland, who was visiting the station at the time.

A framed letter of thanks signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., has been sent to the skipper of the *Arcturus*.

A LONG AND HAZARDOUS SERVICE

COXSAIN John King of Bridlington has been awarded the Institution's bronze medal for gallantry for a service described in the official report as 'long, frustrating and hazardous'. At the end of it the life-boat saved the life of a woman cook from a German motor vessel. The other members of the Bridlington crew have been accorded the thanks of the Institution inscribed on vellum.

Reporting on the service, the inspector of life-boats for the area, Commander L. F. L. Hill, R.D., R.N.R., wrote: 'This service proved the worth of the boat and all its equipment without any doubt, every single item having been used at some point. The crew must have been tested to the limits of their endurance and their courage and resolution was proved time and again. I cannot speak too highly of this crew who maintained their efficiency throughout, despite working in soaking clothing for over 14 hours in air temperature of 16°F as recorded at Bridlington.'

The long story of the rescue by the Bridlington life-boat began on the afternoon of 4th February, 1968, when the honorary secretary, Mr. A. W. Dick, learnt at 3.57 from the coastguard that a small German coaster, *Maria F*, was dragging on to a lee shore one mile east by south of Bridlington harbour. After checking the situation Mr. Dick ordered the maroons to be fired at 4.24. There was a force 9 south easterly gale with a very rough sea. There were showers of sleet and snow, and visibility was down to half a mile in the squalls. It was rather more than an hour after low water, and there was a south-going stream. Coxswain John King had been granted leave of absence for the day, and Second Coxswain John Simpson was therefore in command when the life-boat, *William and Mary King*, which is one of the 37-foot Oakley class, was launched at 4.34. During this operation punishing seas continually swept over the tractor drivers.

DRAGGING BOTH ANCHORS

The life-boat made for the coaster, which was now only half a mile from the harbour entrance. The coaster was fully laden. She was dragging both anchors and was being swept from stem to stern by heavy seas. Second Coxswain Simpson worked the life-boat in towards her, but although the coaster's crew could be seen in the wheelhouse, no contact could be made with them as they refused to come on deck.

In the conditions prevailing it would not have been possible to put a man on board from the life-boat, and Second Coxswain Simpson therefore kept the life-boat as close as possible until he found that the coaster was no longer dragging. It was then seen that a mooring buoy used by the RAF had fouled her propeller. The time was now 6.25, and the *Maria F* was within a quarter of a mile of the harbour piers.

As the tide was rising Second Coxswain Simpson decided to wait until high water, which was at 6.40, and then to enter the harbour to discuss the situation with Mr. Dick and the coastguard. This was done and Coxswain King was embarked.

At 10.3 Coxswain King learnt from the coastguard that the coaster was flashing 'F' to indicate that she was disabled. He immediately took the life-boat out of the harbour into heavy, breaking seas. He tried once again to make contact but without success. By this time the coaster had ceased flashing. Coxswain King worked the life-boat in towards the coaster, but she was washed away by several heavy seas which broke completely over the life-boat. He therefore decided to anchor to windward and veered down on to the casualty.

REFUSED TO LEAVE

At the first attempt the life-boat was carried too far to the north east. The anchor was therefore recovered and re-laid. The life-boat veered down a second time, and contact was now made with the German crew. The full dangers of their position were explained to them but they refused to leave their ship. They did, however, agree to flash the life-boat if the coaster began to break up. Coxswain King therefore weighed anchor and hove to just clear of the broken water. He took the view that at low water the *Maria F* would be on the bottom and in danger of breaking up. Further gale warnings had been issued, and at 12.15 a.m. he made a further run in towards the coaster. Once again, despite all the efforts of the life-boat crew, no contact was made with the crew of the coaster. The *Maria F* was now aground; she was pounding badly and was being swept by continuous heavy seas. Coxswain King therefore reported to the coastguard that it was impossible to make contact and that he would continue to stand by outside the broken water.

The *Maria F* then sent out a visual distress signal. The life-boat was anchored and again veered down on the casualty. Throughout this operation the members of the crew operating the anchor were almost continuously under water. The coxswain could not be certain of the position either of the coaster's cables or of the cable of the fouled RAF mooring buoy. His difficulties were increased by the fact that the tide was now at right angles to the breaking seas.

The life-boat was checked within 20 yards of the coaster, both vessels being constantly swept by heavy seas. In spite of continual use of the engines the life-boat was ranging so much that no survivor could have jumped aboard her with any certainty of landing in the boat. Coxswain King did not consider it would be possible to use the breeches buoy in the conditions prevailing as the life-boat was continually being laid on her beam ends. He therefore decided to weigh anchor and try another position.

PROPELLERS FOULED

The seas were now running too close together to allow the slack of the anchor cable to be hauled in quickly enough to prevent it from fouling the life-boat's propellers, and the cable was forming a bight which floated down the weather side. Coxswain King therefore ordered the cable to be cut. Just before he did so both propellers were in fact fouled, as the tide had drifted the cable across the bow of the life-boat. The life-boat now lay with her starboard quarter to the seas, and her cockpit was being filled continually.

Coxswain King now asked for the Flamborough life-boat, *Friendly Forester*,



by courtesy of]

[East Anglian Daily Times

Mr. J. P. W. Mallalieu, M.P., Junior Minister, Board of Trade, visited the Walton life-boat station and the Harwich life-boat on 22nd February, 1968. Here he is talking to Coxswain-Mechanic P. Burwood of the 44-foot steel life-boat *Margaret Graham* of Harwich which was named last year.

which is one of the 35-foot 6-inch Liverpool class, to be launched to go to the help of the German coaster while his own propellers were cleared. All hands aboard the Bridlington life-boat formed a human breakwater while the engine room hatch was opened to gain access to the propeller freeing tool. But for this there would have been a real danger of the engine room being completely flooded. It was decided to clear the leeward or port shaft first. This was done by Crew Member George Traves with the help of Mechanic Roderick Stott. As they carried out their task they were under water most of the time.

LIFE-BOAT BEACHED

Once the port propeller had been cleared attempts were made to clear the starboard shaft, but this was found to be impossible. Coxswain King therefore went full speed ahead on the port engine until the line attached to the starboard propeller parted. He then sent a message that he intended to beach the life-boat in order to clear the starboard shaft. The life-boat returned to harbour for the second time and was beached at 2.20. The propeller was cleared, the life-boat was launched again half-an-hour later, and she then returned to the casualty. Having no anchor, Coxswain King decided to work back to the coaster by keeping the boat head on to the seas. Parachute flares were used to light up the scene. The Flamborough life-boat had already arrived and it was decided that she should stand by outside the broken water.

The crew of the *Maria F* still refused to leave their ship. The coastguard therefore fired a rocket line across her from the harbour, but the coaster's crew did nothing to make it fast until instructed how to do so by loud hailer from the



by courtesy of]

[East Essex Gazette

The former Chairman of the R.N.L.I., Captain the Hon. V. M. Wyndham-Quin, at the naming ceremony at Clacton on 23rd April, 1968, of the new life-boat *Valentine Wyndham-Quin*. On the left is the present Chairman, Admiral Sir Wilfrid Wood, G.B.E., K.C.B., D.S.O. The boat was provided out of a legacy left by Mr. H. P. Harris, of Dorridge, Warwickshire, a gift from an anonymous donor, and the general funds of the Institution.

life-boat. At the same time the life-boat maintained contact by VHF radio with the portable coastguard set ashore. The securing of the line from the coastguard's rocket was not effected until 4 a.m.

At 4.20 the German coaster again asked for help. By this time the seas had gone down slightly, and the Bridlington life-boat managed to manoeuvre close in. It was still too rough for the life-boat to remain alongside, but one member of the coaster's crew jumped. This was the woman cook. She landed in the fore cockpit of the life-boat, fracturing her arm and wrist. The remainder of the coaster's crew, after witnessing this, decided to remain on board as their ship was again afloat and was not making water.

The life-boat sent a radio message for an ambulance to be waiting and returned, with the injured woman aboard, into the harbour at 4.55. This gave the life-boat crew a chance to have some hot food and a change of clothing, and the life-boat continued to stand by in the harbour as the weather was now improving.

At 8.30 the *Maria F* asked for a boat to be sent to her. The wind and sea had both dropped and the life-boat took out a German master, who spoke English. After a discussion with him the master of the *Maria F* was embarked in the life-boat and brought ashore to contact his owner and arrange for tugs to be sent.

At 11.25 the life-boat returned the master of the *Maria F* to his ship and stood by until the tug *Lady Alma* took over. She then returned to the beach at 1.10 p.m. and was rehoused and ready for service again 35 minutes later.

The members of the Bridlington crew, to whom the thanks of the Institution inscribed on vellum were accorded, were: Second Coxswain John Simpson, Bowman Denis Atkins, Motor Mechanic Roderick Stott, Assistant Mechanic Richard Cranswick, and Crew Members George Traves, Fred Walkington, Brian Bevan, Brian Fenton and Harry Woods.

THANKS FROM THE RAF

When an R.A.F. Gnat trainer crashed into the sea—the two pilots ejected from the aircraft before it crashed—on 8th June, 1968, the Holyhead life-boat *St. Cybi* (Civil Service No. 9) was quick off the mark. Group Captain W. E. Colahan, D.F.C., of R.A.F. Valley, Anglesey, in a letter of thanks to the honorary secretary at Holyhead, said: 'I am writing to express my appreciation of the prompt way in which the life-boat was brought to alert . . . when one of our aircraft came down in the sea. . . . Our helicopters were able to pick up the two pilots without assistance on this occasion. Nevertheless, the great speed with which your crew came to alert impressed us greatly. The knowledge that we can rely on such speedy and efficient action by the R.N.L.I. is an important factor in our operations.'

JOINT EXERCISE

An exercise was held in May, 1968, in which an R.A.F. Shackleton from Kinloss co-operated with the Lerwick life-boat. The exercise took place at night.

The Inspector of No. 2 Life-boat Area, Lt.-Cmdr. L. A. Forbes, R.N., who flew in the Shackleton, reported: 'This was a most successful and valuable exercise and the aircrew welcomed it and seemed to get just as much value from it as did the life-boats. It demonstrated what a large area can be covered in a short time by an aircraft and also the efficiency of the night search procedure. It was certainly of great interest to me and I am sure other life-boat inspectors would benefit from similar experience.'

BOOK REVIEWS

● *The Men and the Boats* by Bernard Ashley (Allman & Son, 15s.) is appropriately the first book in a new series entitled 'Serving our Society'. Other volumes on the police and the fire service are in preparation. The book is primarily intended for the young and ends with suggestions to teachers for tasks to be set to pupils. It is most attractively presented with more than 60 illustrations in the form of photographs, line drawings, charts and maps. The publishers are to be congratulated on producing a book of this quality at such a reasonable price.

Mr. Ashley begins by telling the story of a most unusual service carried out by the Southend-on-Sea life-boat in 1962 when a seaman, whose head had been jammed in a porthole of a Dutch vessel on fire, was rescued in the course of a service which called for exceptional bravery and disciplined action. He then proceeds to give a brief, lucid history of the life-boat service. For this he has clearly done a good deal of original research, and a number of facts concerning the early history of life-boats are included which do not appear in other works. Developments in recent years are also given due prominence, and Mr. Ashley makes the point, in referring to a famous quotation of Sir Winston Churchill, that the life-boat service 'which does not quail is also a service which does not rest'.—P.H.

● *Bloody Winter* by Captain John M. Waters, Jr. (van Nostrand, 65s.) gives a most striking and graphic account of the war at sea during the black period in the Atlantic in late 1942 and 1943. This was the time when Allied shipping was under very heavy attack from the U-boat wolf packs, and even Winston Churchill confessed to some feelings of alarm.

The U.S. Coast Guard cutters played a big part in defeating the U-boat threat in conjunction with their Royal Naval and U.S. Navy counterparts. The U.S. Coast Guard cutters, with their long range and excellent sea-keeping qualities, were excellent craft in the anti-submarine role, and the reviewer well remembers the yeoman service performed by the three cutters lent to the Royal Navy in the early days of the war and renamed H.M.S. *Lulworth*, *Gorleston* and *Landguard*, in the 40th escort group.

In brief, this is a well-written human documentary livened by some flashes of humour, which should be read by all professional naval officers, those sailors, soldiers and airmen who took part in the battle of the Atlantic, and also by historians and students of maritime warfare.

The author was one of the U.S. Coast Guard delegates at the tenth international life-boat conference at Dinard and St. Malo in 1967.—D.G.W.

● *The Rescue Ships* by Vice-Admiral B. B. Schofield, C.B., C.B.E., and Lieut.-Cmdr. (SP) L. F. Martyn, R.N.V.R. (William Blackwood & Sons Ltd., 30s.), is the story of how, with mounting casualties among merchant seamen in the 1939-1945 war, rescue ships, mostly from the coastal trade, were adapted for the task.

These small ships—they escorted 757 convoys and rescued 4,194 survivors—were commanded and manned by Merchant Navy personnel. Each carried a naval medical officer and a sick-berth attendant, and was fitted with a hospital and operating theatre. The life-saving equipment included rescue boats, Carley floats, float nets, scrambling nets, booms, grab hooks and hoists.

Altogether 29 rescue ships were provided during the war. Nothing deterred

them from their hazardous duty—U-boat packs, enemy long-range aircraft and surface ships, or the worst gales, ice and snowstorms of the North Atlantic and the costly convoys to Russia. Six of the rescue ships were lost or sunk.

The authors, who were both associated with the rescue ship organisation, are well equipped for the job: Vice-Admiral Schofield first went into action when he was a midshipman in 1913 at the Battle of the Dogger Bank; Lieut.-Cmdr. Martyn served before the mast in a sailing ship, covered much of the world in cargo vessels, and was once shipwrecked in the Solomon Islands. The foreword is by Sir John McNee, D.S.O., F.R.C.P., D.S.C., F.R.S.(E), M.D., who during the last war was consultant physician to the Royal Navy and had much to do with the medical and surgical work carried out in the rescue ships.—C.R.E.

BIRTHDAY HONOURS

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

Knights Bachelor

Captain George E. Barnard, deputy master of Trinity House, who is an ex-officio member of the Committee of Management of the R.N.L.I.

M.B.E.

Ald. Frederick W. H. Park, honorary secretary, Torbay life-boat.

B.E.M.

Coxswain John W. Sales, Lerwick life-boat.

LAUNCHER WILL SOON BE 100

Mr. George Carey, of Speldhurst, near Tunbridge Wells, Kent, who was a launcher at the old Littlestone life-boat station between 1889 and 1895, will be 100 on 27th October, 1968.

It is recalled that, with his brother who was also a launcher, he used to run over a mile to the life-boat house across the fields when the alarm was given. Usually they were the first there as the others came from New Romney. On arrival they were given a ticket and only those with tickets could draw the five shillings which each launcher was paid. There were about a dozen launchers, including the linesman who fired the green rocket to let the wrecked ship know that help was coming.

Mr. Carey is the great-uncle of Mr. E. N. Smith, honorary treasurer of the Littlestone-on-Sea IRB station.

LANDLUBBER IN THE LIFE-BOAT

by John R. Dennis

The following article appeared in the *Norwich Mercury* of 11th April, 1968, and is reproduced by courtesy of the Editor

Who, reading this, has not at some time or other rushed down to the beach at the sound of the maroons calling out the life-boat crew?

Who has not waited—and watched—while the boat has been dragged from the shed and launched into a wild and stormy sea, there to be tossed about like a piece of driftwood? Who has not thrilled inwardly that, in this materialistic age, when all we hear about is higher wages, shorter working weeks and the general 'I'm all right, Jack' attitude of seemingly everyone, there are still men who will risk themselves, certainly not for the money they will receive, but simply because someone 'out there' is in need of help, and life can be saved?

And who has not secretly wished that he, too, could go in that boat to help to rescue the poor devils asking for assistance, but who, when he has seen the boat standing nearly upright in struggling to get through those terrible breakers, hasn't been highly relieved that he did not, in fact, have to go?

From earliest childhood, I was fascinated by life-boats and life-boat crews.

RECEIVED A GOOD CLOUT

I remember vividly one cold winter's day, long ago—just as we came out of school—the maroons going off. The Sheringham life-boat *J. C. Madge* was in those days kept at the Old Hythe, right across the golf links and halfway to Weybourne. But off I went, running all the way, and saw the boat manhandled into the water. I remember I stayed there, cold and hungry, until 8 p.m., waiting to hear what happened. And when eventually I did arrive home, I received a good clout across the ear from my very worried mother and a good dressing-down from a very irate father.

I really envied the men who went in the life-boat, and I wished I had been born a fisherman's son, so that I could be in the crew. In those days, however, it had never been known for a landsman to go in our life-boat. It was unheard of.

Then, in 1940, the R.N.L.I. decreed that there should be a 'second reserve mechanic' at Sheringham; so that, if the two mechanics happened to be at sea after crabs, this man would be available at all times to take the boat to sea.

PLANE DOWN

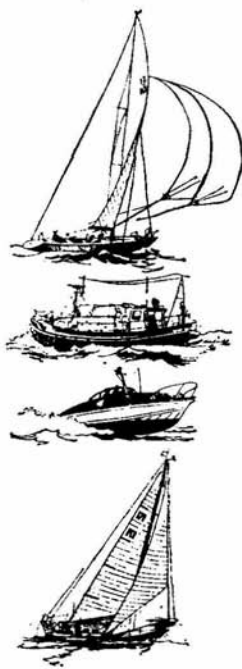
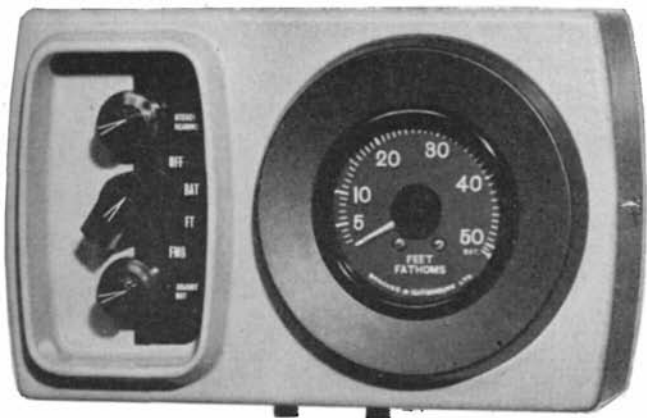
The late Mr. H. R. Johnson, then the local honorary secretary of the R.N.L.I., asked me if I would take on the job. I was thrilled, and was about to say 'yes'—but then I thought of huge, rough seas and dark nights and of going out into the unknown. Me, a landsman, who had only been out fishing very occasionally, and then only when the sea was very calm! So, cowardly, I lamely stammered that I did not think I would be much good at it; 'I might be sick—I did not know anything about marine engines—I did not really think', and so on.

Mr. Johnson took no notice of my excuses. He said he was sure I could do it, and that I had better get in touch with Teddy Craske, the first mechanic, who would show me how to start the engine, and so forth. And the next time there was a practice, I should go in the boat. So that was that.

I never did go on that practice trip, however, because three nights after that my telephone rang and a voice asked, 'Is that you, John?' It was Mr. Johnson. 'Quick as you can', he said to me. 'Life-boat. Plane down off Blakeney.'

I stood petrified with the 'phone still in my hand.

'What is it?' my wife asked.



electronic aids to navigation

DEPTH—by HECTA echo-sounder, as supplied to the R.N.L.I. This instrument indicates depth by pointer and scale, and illumination for night use is by virtually everlasting 'Betalite'. It has two range scales: 2'5-32 feet and 2'5-32 fathoms (Model A); 2'5-52 feet and 2'5-52 fathoms (Model B) and 0'7-9'5 and 7-9'5 metres (Model C). A 2½ in. or 4 in. dia. repeater dial is available for the helmsman. This is one of a range of compact hermetically sealed navigational instruments which comprise the HOMER and HERON radio and direction-finder, the HARRIER log/speedometer and the HENGIST and HORSIA wind direction and speed indicator and HESTIA compass magnifier.

where accuracy and reliability count:

BROOKES & GATEHOUSE LTD

Bath Road, Lympington, Hampshire, Tel: Lympington 4252/3

and a branch in the U.S.A.:

BROOKES & GATEHOUSE INC., 148 Palmer Avenue, Mamaroneck, N.Y. 10543

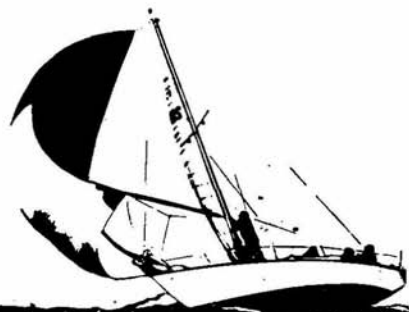
GROVES AND GUTTRIDGE LTD.

EAST AND WEST COWES
ISLE OF WIGHT

Wood and Steel Boat Building,
Refitting and Storage Contractors to:

R.N.L.I., Trinity House, Ministry of
Defence and Private Customers

Telephone: Cowes 2561



**yachting
& boating**
weekly
brings you the news
before anyone else!

YACHTING & BOATING, Britain's only weekly for boating enthusiasts, keeps you right up to date with all the news on the boating scene, both sail and power — only a few days after it happens! Boat tests, race results, Club news, new boats, equipment, yachting fashion, engines, books... are all reported by leading yachting writers. Another unique feature of YACHTING & BOATING are the superb colour photographs in nearly every issue. Plus lots of practical articles, boat maintenance, navigation, pilot aids, sailing technique, etc.

Every Thursday 1/-

from your newsagent or send cheque for
P.O. No. 22 — for seven's subscription price of 7/6 per annum. Order to
Yachting & Boating, 8, Abchurch Lane, London, E.C. 4

I replied in a very strange voice, 'Life-boat'.

'Well', she said, 'get cracking! You'll have them launched and gone before you get there.'

I remember looking at her rather oddly. Didn't she care that I had to go out in that boat on this dark and unfriendly night? Wasn't she worried that she might never see me again? Wives are funny creatures, aren't they?

Anyway, off I went. When I reached the boathouse, Teddy was preparing to start the engine.

I shouted, 'Shall I come aboard?'

He grinned. 'I reckon you'd better if you're coming with us.'

I could sense that Teddy was thinking it would be a bit of fun having a land-lubber on board.

VERY COLD

We had a good launch into a fairly calm sea. But—oh, dear—I was cold before we had got into the water! I had only slipped on a light macintosh, and the wind was going right through it—and more. My teeth started to chatter.

Jimmie Dumble was coxswain and Jimmie Scotter and Bennett Middleton were in the crew—none of these, alas, with us today.

Dumble glared hard at me. 'You look cold, boy.' I said I was. Then he looked at my feet. 'Hent you got no water boots?' I said I had, but they were at home. He gave a lovely, broad grin. Then, with that twinkle in his eye that all seafaring folk seem to have, he said: 'They won't be no good to you on this trip, will they? You'd better put an "oily" on—that will help to keep you warm.'

We steamed straight to Blakeney Overfalls, where the plane was supposed to be, and searched and searched and searched. But never a sign of any plane could we find.

Jimmie then decided we would go further out. When we did that, the weather worsened and the seas started coming over our little boat. On boarding her in the shed, she had looked so sturdy and reliable. Now she was being thrown about like a piece of cork.

I shouted to Bennett, above the howl of the wind, that we must be landing on the bottom of the sea and hitting sand on the sea-bed! Bennett gave me a long look, saying slowly, 'I don't know what you'll do if ever you come to sea in her when it *is* rough.'

That put my back up, I made a silent vow that, whatever happened in future—even if the boat capsized or sank, and I were walking along the floor of Davy Jones's locker with the crew—I would never (repeat *never*) again make any reference to its being rough. I never did.

Well, we didn't find anything that night, but continued searching until day-break, when we were ordered to return to station. It was 8 a.m., just 12 hours after launching. I went straight home and jumped into a hot mustard bath.

I made many trips after that. Serving under three different coxswains, Jimmie Dumble, John Hardingham and Downtide West, I did have the satisfaction of taking part in some good rescues. Some of those included removing aircrews from rubber dinghies, and I suppose the sea must sometimes have been rough.

But, somehow, the sea never again seemed as rough—to me—as it did on that dark winter's night when I made my first-ever trip in a life-boat. And was really scared.

A CHALLENGE

The honorary secretaries of the Borth and Aberystwyth IRB stations would like to challenge any other two honorary secretaries in a four-ball golf match, the venue to be convenient to both sides.



by courtesy of]

[Keystone Press Agency Ltd

In May, 1968, the first London Spring Fair, in which many of the London branches co-operated, was held in Chelsea Old Town Hall. 18-year-old Sarah Myles, of London, was 'Miss Life-boat' and here she is shown driving along Kings Road, Chelsea, in a towed IRB.

THOUGHTS ON THE ART OF STREET COLLECTING

by **CLIVE PORTER**, Second Coxswain, Teesmouth Life-boat

THERE is an art in most things, and carrying a collecting tin for the R.N.L.I. can be of great interest. Nothing could be more absorbing than spending a day in the street persuading the public that our cause is worth while.

The Institution is a popular charity and generally speaking people wish to support us: it is the job of the collector to make it easy for them to pass on their money to us. One can stand all day waiting for people to approach, with little success and with even less enjoyment; and those who have not been asked to contribute will go on their way not the slightest bit happier for having saved their money.

A SMILE

It is wise to select a 'pitch' where there is plenty of room to operate, and to face the sun or wind so that people are coming on an easy reach along the pavement towards the collector. Open the arms wide, a collecting box in one hand and an emblem ready in the fingers of the other, a welcoming smile on the face and an expression which conveys the assumption that the person being

approached is keen to help. There will always be a smile back when it is realised that it is impossible to pass without either rebuffing a friendly face or putting something in the box.

When a group approaches make the appeal to the person who has the most generous appearance, and while that person is reaching for money, make a point of pinning an emblem in the coat of the least likely looking of the group. Work along as though it is assumed that everybody present wishes to make a donation and in the end they will in fact do so. What is more, they will go on their way the happier for having helped.

In the same way, in the case of a man and woman accompanied by children pin the first emblem in the coat of the youngest child, then decorate the man and finally the woman; it will be found that generally the contribution will be increased to allow for each of them.

A word in the ear of someone fumbling for a purse helps to cover the uncomfortable silence which might otherwise exist. Something like 'Sorry to give you trouble but, you know, we need your money' never fails to arouse sympathy in the giver.

A FEELING OF PARTNERSHIP

Often the person who looks most unlikely to give is highly offended if passed by. The elderly pensioner lady who will give a coin and get satisfaction from doing so should never be missed. Do not let anybody go by because she looks too poor to contribute; you will hurt her and there is not the slightest doubt that she would rather you approached her and accepted her money.

The type who says, 'I have already given', and fingers the lapel to indicate that the supposed emblem must have fallen out, can be dealt with by an offer to replace the lost 'boat' so that he will not be stopped again. Conscience never fails to come to the top and a wry smile generally accompanies the coin which will surely be forthcoming.

If rebuffed, one should bow slightly, say 'Thank you' and then, because the incident may have been seen by those following, and who might be discouraged, it is wise to turn about and work back along the pitch. When success has been achieved in the new direction and confidence has returned one may turn again and resume the normal course.

Always take the person nearest to you and do not go past to approach a second who looks more generous, as this might convey the impression that he is being victimised.

Immaculate dress is essential, as the 'customer' then feels a little flattered that his money should be sought by one so apparently prosperous; the idea of charity disappears and instead there is a feeling of partnership with the collector in helping the Institution.

Don't have any wrong ideas about the teenagers. A gang of lads in their fancy clothes are often more generous than a group of business men. If they have no money they will not be ashamed to tell you so, but if they have they will be found to be the most generous of givers.

If ever you are asked to help with a Flag Day please do so; you will find it a most rewarding experience.

Volume Numbers

The volume number for the March and June, 1968, issues of *THE LIFE-BOAT* should stay at Vol. XL and the pages, beginning with the March, 1968, number, should run from 313 to 360 and with the June, 1968, issue from 361 to 408. It is proposed for reasons of binding to make Vol. XL run from March, 1967, to December, 1969—another five issues.

Pyrene protects ships and boats of all classes



the world's greatest
range of
fire safety equipment



BY APPOINTMENT
TO H.M. THE QUEEN
SUPPLIERS OF
FIRE EXTINGUISHERS

THE PYRENE COMPANY LIMITED
9 GROSVENOR GARDENS · LONDON · S.W.1

LIFEBOATS DEMAND THE DEPENDABILITY OF DAGENITE

So does your car. Make sure you choose a Dagenite Easifil—it means what it says. Dagenite Batteries are used extensively by the R.N.L.I. They don't take chances.



DAGENITE BATTERIES



RADIO COMMUNICATIONS

**A VITAL SERVICE TO THE
R.N.L.I.**

Coastal Radio - the privileged
supplier of M.F. Radio and D.F.
equipment for over 180 R.N.L.I.
Life-boats over the past 17 years.

SELECTED FOR RELIABILITY

COASTAL RADIO LTD.

Fleets Lane,
Poole, Dorset.
Tel: 4641

THE WORLD'S MOST POWERFUL FLASHLIGHT



DYNALITE FLASHES

The world's most powerful flashlight, specially imported from the U.S.A. This six-cell flashlight is 80,000 candle power and is entirely waterproof, made of strong plastic and unconditionally guaranteed for one year. This is an ideal outdoor light for every purpose including signalling and under water boat inspection. As sold to, and tested by the Royal National Life-boat Institution.

£4-19-6

Post and Packing 4/6 (U.K. only)
Write to Dept. J



Cogswell & Harrison Ltd

168 · PICCADILLY · LONDON · W.1
Telephone: 01-492 4746/01-492 9423 (3 LINES)

LONG-STANDING SUPPORTERS OF THE R.N.L.I.

IN the June, 1968, number of THE LIFE-BOAT three companies which have given the R.N.L.I. valuable financial support over a number of years were mentioned. Continuing the series, we describe three more companies.

● In 1843 the Liverpool firm of Duncan Fox & Co. Ltd., whose headquarters are in London, started its trading operations in Chile and 20 years later in Peru. Among its many activities, it has shipping agencies and marine oil bunkering agencies, and interests in the manufacture of textiles, pharmaceuticals, flour, metalware and plastic products. Importing and exporting have always been important parts of its business, both in South America and in the U.K. and Europe. There is a subsidiary company in New York and an interest has recently been acquired in a distributing business in Australia.

● Formed in 1901 as an amalgamation of 13 of the country's leading tobacco manufacturers, the Imperial Tobacco Company (of Great Britain and Ireland) Ltd., Bristol, had four more tobacco companies and a printing and packaging concern join the consortium the following year.

The Tobacco Division of the company has been rationalised into four main operating companies—W. D. & H. O. Wills, John Player & Sons, Ogden and Churchman's.

Firms in ancillary interests such as paper, board and wholesale and retail distribution, which had become heavily involved with the company, were acquired. In more recent years there has been wide diversification into other industries.

● The beginnings of the textile firm, Carrington & Dewhurst Group Ltd., of Chorley, Lancashire, date back to 1885. Then, with only natural fibres available, the emphasis was towards the weaving of cotton fabrics. As the man-made fibres came on to the market the firm moved away from cotton to these new fibres.

Rapid expansion has occurred in the last five years with the acquisition of a large number of companies engaged in many different aspects of textile processing, both at home and abroad.

The 45 processing factories of the Carrington & Dewhurst Group are now concerned with the range of activities, including weaving, knitting, yarn bulking, dyeing, printing and garment manufacture.

LIFE-BOAT CREWS AND INCOME TAX

Mr. John Nott, M.P. for St. Ives, has received a letter from the Financial Secretary to the Treasury, Mr. Harold Lever, stating that the service rewards made to members of life-boats crews will continue to be subject to income tax. Mr. Nott raised this issue at the report stage of the Finance Bill in 1967. Mr. Lever has recently written to him to say that 'unfortunately the conclusion reached was that it would be impracticable, and in some cases unacceptable, to replace the present system by a scheme whereby crew members would be indemnified against expenses incurred and earnings lost as a result of crew service'.



* Now also available
with centre hole fixing

DRIP-PROOF SWITCHES

28 Volts — 20 Amp

Reglo

Designed for AIRCRAFT Ideal for WATERCRAFT

Also:- Terminal Blocks, Fuse Blocks,
Plugs & Sockets, Indicators,
Lamps, etc.

C.W.C. EQUIPMENT LTD
KINGS GROVE,
MAIDENHEAD,
Tel. 20411 BERKS.

The William Osborne

Group of Companies

BOATBUILDERS

MARINE ENGINEERS

ELECTRICAL
CONTRACTORS

CHANDLERS

ARUN SHIPYARD

Littlehampton,
"OSMARINE"

Sussex.
L'TON 96-97

When one MUST lead



For the tough, tricky work of inshore rescue only the best in performance and the utmost in reliability are good enough. That is why the Volvo Penta Aquamatic petrol and diesel engines fitted to the fast experimental Hatch-boats have shown up so well. The fact that they are so economical to run is incidental.



BOLINDERS CO. LTD.
Sales, Service & Spares
150-8 Kings Cross Road, London WC1
Telephone 01-278 2711/20



by courtesy of]

[*Eastern Daily Press*

When Col. J. T. Benn, the District Organising Secretary for the Midlands, attended the annual meeting of the Caister-on-Sea branch in Norfolk, he presented a silver badge to Miss Alice Brown, a vice president of the Caister ladies' life-boat guild. The family now holds one gold and three silver badges for devoted services to the R.N.L.I. (see story below).

THE LADIES OF CAISTER

THE presentation to Miss Alice Brown, vice president of the Caister on Sea ladies' life-boat guild, of a silver badge has created something of a record. For her family now holds one gold badge and three silver badges.

We are grateful to Mrs. M. C. McAvoy, chairman of the local ladies' life-boat guild, for a run-down on Miss Brown's interesting life-boat link: 'Mrs. Elizabeth Haylett, aged 92, who is a vice-president, is the widow of Walter Haylett who was a survivor of the 1901 life-boat disaster at Caister. He died as a result of exposure when out on service to the fishing vessel *Forgetmenot* on 16th November, 1928.

'They had two daughters—Trudy Haylett and Gladys Brown. Mrs. Haylett worked for the R.N.L.I. for over 50 years, mostly selling souvenirs at the boat house, collecting on flag days and being a willing worker at all functions. She was awarded the silver badge in 1961.

THEIR WORK

'Trudy Haylett, who organised the guild originally over 50 years ago, was awarded the gold badge by Princess Marina in 1952. She arranged concerts, summer dances, whist drives and so on and was dearly loved by all who knew her. She died in 1958.

'Gladys Brown carried on the good work as souvenir secretary, organising

flag days and generally being helpful on all occasions, and received the silver badge in 1965.

'Alice Brown, Gladys' sister-in-law, has also helped in the guild since the beginning, selling souvenirs, collecting, and taking on any job.

'Her father, John Brown, and two of her uncles were lost in the 1901 disaster. It was her great-grandfather who said at the inquest on those who died in the local life-boat disaster: "Caister men never turn back". This has been our motto ever since. So it is plain to see that the Browns and the Hayletts are thorough life-boat families.'



by courtesy of]

[J. P. Morris

The memorial plaque in the Caister, Norfolk, life-boat shed to the life-boatmen who were drowned when the local boat capsized on 14th November, 1901, with the loss of nine lives. Among those who perished were members of the Haylett and Brown families.

ENCOURAGING THE YOUNG

A good illustration of how the energies of the young can be harnessed with the encouragement of older members of the R.N.L.I. is the case of Jane and Debra Whiting, aged 10 and 12, of Grimsby, who this year held a garden sale at their home on behalf of the Grimsby ladies' life-boat guild. They raised £20. The year before that they made £10. They knit, make and collect articles and renovate toys. At this year's sale they were "rained off" for the first day, returned to their stalls the following day, and enjoyed such a brisk trade that they continued into the third day.

A KISS FOR HER RESCUER

A four-year-old girl, who was rescued in June, 1968, from the water at Bude, Cornwall, by one of the crew of the local IRB, afterwards returned to give a him a kiss of thanks.

Her rescuer was Mr. John Bate, aged 25, and the parents of the child wanted to reward him. Mr. Bates declined, and they then gave a donation to the R.N.L.I.

RESCUE BY NAUTICAL SCHOOL BOYS

FOR rescuing two men and a small girl from a capsized dinghy off Black Nore Point, a framed letter of thanks, signed by the Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., has been awarded to Raymond Court and Raymond Walker, and a letter, signed by the Secretary, Mr. Stirling Whorlow, O.B.E., has been sent to Captain John Campbell R.N.(retd), of T.S. *Formidable*, National Nautical School, Portishead, Somerset, thanking him for his own services and those of Ronald Morris, Michael Edwards and Anthony Dowell.

Shortly after 11 a.m. on 27th July, 1967, an instructor at the National Nautical School noticed that a sailing dinghy had capsized and was drifting down with the tide towards the school about half a mile off shore.

Seeing that the crew appeared to be in difficulty, he called for volunteers from the canoe club, and Raymond Court, Raymond Walker and Ronald Morris, having put on life-jackets, launched a three-man PBK, 18-foot canoe.

The boys paddled for about 10 minutes across the tide before reaching the dinghy. All three survivors, who were wearing life-jackets, were clinging to the dinghy's bottom. The men were told that a cutter was on the way, and the girl was lifted into the canoe and placed between two of the boys.

When about 400 yards from the beach, and at the edge of the tidal race, the canoe was caught broadside on by a wave and capsized, throwing the occupants into the water. The girl was grabbed and the boys supported her clear of the waves by clasping their arms and putting her on their shoulders.

SWEPT DOWN CHANNEL

The third boy endeavoured to right the canoe but was unable to do so. He therefore held on. Raymond Court, aged 16, and Raymond Walker, aged 17, then started to swim for the shore but because of the weight of the girl were frequently submerged. In this manner they were swept rapidly down channel.

Captain Campbell decided to go out himself in another similar canoe, and he took Michael Edwards and Anthony Dowell with him.

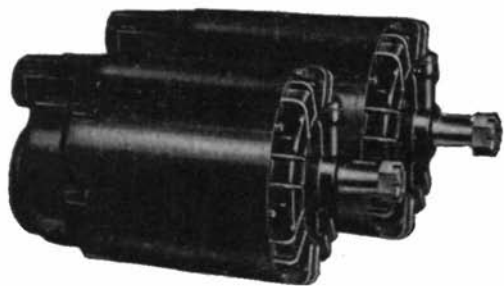
When Captain Campbell's canoe arrived at the scene Raymond Court and Raymond Walker, who were in the water supporting the girl, were most careful not to risk capsizing it by putting their hands on the canoe. After the girl had been lifted into the canoe the two boys swam clear. They continued swimming astern of the canoe helped by a stern painter which had been streamed from the canoe.

The pilot cutter then arrived and picked up the two men and three boys from the first canoe, while Captain Campbell's canoe landed the girl.

BOATMAN'S LICENCE

The Board of Trade have prepared a scheme for the issue of boatmen's licenses to people in charge of small passenger vessels which ply in inland or in estuarial waters, or go only short distances to sea.

The scheme, initially, will be a voluntary one, and the tests will comprise a simple sight test and an oral test of practical seamanship and local pilotage. Candidates holding certain Board of Trade certificates of competency will be exempt from the seamanship and pilotage tests, as will local boatmen with evidence of at least 12 months' recent operational experience in charge of passenger vessels in the locality.



Chosen for reliability



The 70 ft boats for the RNLI are each fitted with two 7-inch alternators and control equipment screened and suppressed to comply with BS 1597/1963. LUCAS and CAV supply a full range of electrical equipment for lifeboats. All marine equipment is proofed and sealed to ensure reliability at sea.

LUCAS

CAV

electrical equipment

JOSEPH LUCAS LTD BIRMINGHAM 19

CAV LONDON W5

POLICEMEN IN IRB RESCUE

FOR their part in the rescue of three people from a burning motor boat off Bournemouth, Police Sergeant Douglas H. Carter, aged 43, and Police Constable Arthur E. Farley, aged 46, have received the thanks of the R.N.L.I. inscribed on vellum. The police officers were manning the Bournemouth IRB at the time.

First news that fire had broken out in the boat some two miles off shore was given at 4.45 a.m. on 19th May, 1968. At 4.47 a.m. the Southbourne Coastguard telephoned the Bournemouth police and was answered by Sergeant Carter who,, besides being an IRB crew member, is also assistant honorary secretary of the local IRB and was at that time deputising for the honorary secretary. The sergeant and Police Constable Farley at once went to the IRB and launched at 4.55 a.m. By that time the motor boat *Clipper* was off Durley Chine.

On approaching the casualty it was seen that she was lying head to wind and that most of the flames came from a burning petrol tank on the cabin top. The flames were blowing back across the cockpit. Police Constable Farley at once volunteered to board, and accordingly Sergeant Carter circled the burning boat and placed the bow of the IRB against the starboard bow of the motor boat. By using his engine he then turned the motor boat stern to wind, so that the flames were blown clear of the cockpit. He then brought the IRB alongside the cockpit on the port side and Police Constable Farley jumped aboard.

PETROL CAN KICKED OVERBOARD

The constable immediately kicked the burning petrol tank overboard and then attempted to extinguish the flames by using the fire extinguisher from the IRB and a bucket of water. As soon as the fire had been extinguished Police Constable Farley made certain there was nobody aboard. He then rejoined the IRB.

Sergeant Carter remembered that he had passed a petrol tank floating in an oil slick on his way to the casualty and decided to start a search towards the shore from his position. Within minutes the IRB had located the tank. The helmsman then started to zig-zag across the oil slick towards the shore. At about 5.15 a.m.—it was by then daylight—a man was sighted in the water half-a-mile from the shore. As they approached, the man shouted to them to pick up his son—he was burnt and badly shocked—first. This was done, and afterwards the boy's father was picked up. About 400 yards from the shore another man was picked up, and the IRB was beached at 5.15 a.m. After the survivors had been sent to hospital the policemen recovered the motor boat, having first thrown overboard the cabin settee cushions which were still smouldering. The IRB was finally rehousing at 5.50 a.m.

SHORE BOAT SERVICE TO FRENCH TRAWLER

A FRAMED letter of thanks, signed by the Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., has been awarded to Coxswain Walter B. West, Assistant Motor Mechanic Ronald F. Twytle, and Cyril J. Barnicoat, shore signalman, of Falmouth, for a shore boat service when the French trawler *Martine Jean Paul* went aground.

It was at 11.35 p.m. on 4th September, 1967, that the trawler in a west wind of force 8 to 9 was reported to be aground on Trefusis Point. Due to the position of the casualty it was decided to use the motor boarding boat as there was no

immediate danger to life. The boarding boat proceeded at 11.45 p.m. and five minutes later the trawler skipper asked the coxswain to pass a nylon warp and wire rope from the casualty's stern to a nearby mooring buoy. This was done despite 'severe conditions' and the fact that the boarding boat was shipping a lot of water.

The boarding boat stood by until the trawler floated off at 3.40 a.m. on 5th September. She again rendered assistance by securing the trawler to the mooring buoy.

IRB saved two from cruiser

THE thanks of the R.N.L.I. inscribed on vellum, for the rescue of two men from a cabin cruiser, have been awarded to Robert Chalk, helmsman; Gordon Easton, motor mechanic; and D. Morgan of the Southend-on-Sea IRB.

At 5.32 p.m. on 16th March, 1968, in a wind of force 6 to 8, a cabin cruiser was reported to have overturned throwing the crew of two into the water. The IRB, after being carried about 400 yards over the mud, was launched at 5.53 p.m. with a crew of three.

Following a passage of one and a half miles at half speed in appalling weather conditions, the IRB found the vessel overturned. The mast had broken and the crew were clinging to a piece. Neither was wearing a life-jacket.

BARELY IN TIME

The first attempt at taking the IRB alongside the casualty failed as did an attempt to throw a life-jacket to the survivors. On the two following attempts a man was picked up on each occasion, the final approach being barely in time as the survivor was being swept under the cabin cruiser.

At 6.13 p.m. the IRB made for the pier with the two exhausted survivors, the first man who was picked up being in a bad way. The return passage was made at slow speed head on the the westerly gale and heavy sea. As the boat was partially waterlogged, and the crew were unable to use the water baler, the rescued men were physically supported to prevent their slipping from the air tubes into the swamped boat. The helmsman radioed for an ambulance, landed the survivors, and at 6.48 p.m. the IRB returned to her station.

MRS. REED AT CROMER

Mrs. R. M. Reed, of Eastbourne, who in 1967 gave the new 48-foot 6-inch Oakley life-boat *Ruby and Arthur Reed* in memory of her late husband, Mr. A. E. Reed, of Stamford, Lincolnshire (THE LIFE-BOAT, September, 1967), visited Cromer on the first anniversary of the naming ceremony which took place on 21st June, 1967.

Mrs. Reed, during her visit, met branch officials and crew members of both the life-boat and the IRB. She autographed picture postcards of her boat.

AT CROMER FOR FLAG DAY

On Flag Day at Cromer on 15th August Mrs. Reed was present and helped to sell flags. Several of the children who were successful in the 'Blue Peter' poster competition visited Cromer at the same time and went out in the Cromer life-boat with Mrs. Reed.

Life-boat services round the Coasts

THE LIFE-BOAT FLEET

144 station life-boats 102 inshore rescue boats
1 70-foot steel life-boat on operational trials
1 44-foot steel life-boat on evaluation trials at Barry Dock

LIVES RESCUED 89,437

from the Institution's foundation in 1824 to 31st May, 1968

MARCH

No. 1 Life-boat Area

Thurso, Caithness-shire – At 10.30 a.m. on 12th March, 1968, a message was received that a member of the crew of the s.s. *Explorer* of Leith had suffered a heart attack. The life-boat *Pentland* (Civil Service No. 31) was launched at 11.30. It was high water and the weather was fine. The steamer was reached at 11.45 and the sick man was embarked. He was landed at 12.30 p.m. and the life-boat was rehousing at 1.15.

Aberdeen – At 11.39 p.m. on 2nd March, 1968, the coastguard informed the honorary secretary that an outboard dinghy with four people on board which had left Stonehaven at 7.30 was overdue. At 12.20 a.m. as none of the dinghy's crew had returned home the assistance of the life-boat was requested. The life-boat *Southern Africa*, on temporary duty at the station, slipped her moorings at 1.7 a.m. in a light westerly breeze and a smooth sea. It was three hours before high water. A search was made of the coast between Aberdeen and Stonehaven and the life-boat found the dinghy, which had engine trouble, at 2.50. The crew were taken aboard the life-boat and the dinghy was taken in tow to Aberdeen. The life-boat returned to her station at 4.30.

No. 3 Life-boat Area

Blyth, Northumberland – At 11.45 a.m. on 24th March, 1968, the

coastguard told the honorary secretary that a coble had fired distress flares in Cambois bay about one mile north of the harbour mouth. The life-boat *Winston Churchill* (Civil Service No. 8) was launched at 12.12 p.m. in a south by south westerly wind of gale force, a moderate sea and an ebbing tide. The life-boat found the local fishing coble *Border Queen* with a crew of two one mile north of the lighthouse. Her propeller shaft was defective and she was taken in tow to Blyth. The life-boat returned to her station at one o'clock.

Sunderland, Co. Durham – At 11.56 a.m. on 10th March, 1968, it was learnt that the coble *Wear Star* was in difficulties south east of the South Outlet. The life-boat *William Myers and Sarah Jane Myers* was launched at 12.15 in a strong northerly breeze and a moderate sea. The tide was flooding. The life-boat came up with the coble one mile south east of the South Outlet and took her in tow. The *Wear Star* which carried a crew of five was brought to Sunderland, and the life-boat returned to her station at 1.45 p.m.

No. 4 Life-boat Area

Cromer, Norfolk – At 5.27 p.m. on 2nd March, 1968, the coxswain and motor mechanic saw distress flares from a small vessel two miles north west of the life-boathouse. The life-boat *Ruby and Arthur Reed* was launched at 5.35 in a light north easterly breeze and a slight sea. It was two hours after low water. On reaching the casualty, the pinnacle



by courtesy of]

[Western Mail & Echo Ltd.

The new 44-foot steel life-boat *Arthur and Blanche Harris* (44-006) soon after her arrival at Barry Dock and (below) 44-006 undergoing capsizing trials at Lowestoft before her departure for Barry Dock. On the right (above) is Coxswain Frank Tinsley who joined the life-boat service early this year.



by courtesy of]

[Great Yarmouth Press Agency

Pinnacle, it was found that she was bumping on the rocks and driving shorewards before a light north easterly breeze. A line was passed and she was towed to deeper water. There it was found that one of her crew of two had an injured finger. He was taken aboard the life-boat while three of the life-boat's crew went aboard the *pinnacle* to help anchor her. The injured man was taken to Cromer for hospital treatment. The life-boat then returned, and having put a further man aboard the *pinnacle*, she took her in tow to *Blakeney*. On arrival at *Blakeney* it was found that a local boat was too small to take the tow. However, she acted as pilot boat to the life-boat and the *pinnacle* was towed safely to *The Pit*. Owing to poor visibility and a freshening wind the coxswain decided to leave the life-boat at *Blakeney* overnight, returning her to her station at 10.58 on 3rd March.

At 10.3 p.m. on 30th March, 1968, the coastguard reported that the s.s. *Alice Bowater* had a sick man aboard suffering from acute abdominal pain. The vessel was then about 120 miles east of *Spurn* head. Arrangements were made to meet the vessel at the *Haisbro'* lightvessel at 3.30 a.m. on the 31st March. The life-boat *Ruby and Arthur Reed* was launched with a doctor on board at 2.26 a.m. in a moderate westerly breeze and a slight sea. It was three hours before high water. The life-boat came up with the *Alice Bowater* at 3.25 and the doctor went aboard to examine the sick man. The patient and doctor were then transferred to the life-boat, which took them to *Cromer* and returned to her station at 4.45. Later an operation was performed and the man had his appendix removed.

Skegness, Lincolnshire – At 4.5 p.m. on 14th March, 1968, the coastguard informed the honorary secretary that a small boat was in difficulties about

one mile off *Skegness* pier. The life-boat *Charles Fred Grantham* was launched at 4.21 in a light westerly breeze and a slight sea. The tide was flooding. The life-boat found the speedboat *Seaspray* with a crew of two at 4.40. The crew were taken on board the life-boat and the speedboat taken in tow. The life-boat returned to her station at 5.5. The men rescued made a donation to the Institution's funds.

No. 7 Life-boat Area

Swanage, Dorset – At 10.20 p.m. on 10th March, 1968, the coxswain learnt that two people were missing in the *Studland* to *Swanage* area. The life-boat *R.L.P.* was launched at 10.30 in a gentle west by north breeze with a smooth sea. The tide was ebbing. Using her searchlight the life-boat searched for nearly an hour from *Ballard* head to *Old Harry* rocks. Three policeman at the top of the cliffs at *Old Harry* shouted to the life-boat crew that the missing pair had last been seen scrambling up the cliffs 400 yards on the *Swanage* side of *Ballard* head. The life-boat immediately proceeded to the scene and after a careful search something was seen to move at the base of the cliff. Three members of the life-boat crew qualified in first aid launched the inflatable dinghy carried on board the life-boat and went ashore to investigate. They found a man and a woman very badly injured. With the aid of a policeman who had climbed down the cliff face the injured people were transferred to the life-boat by means of the dinghy. The life-boat then returned to her station, arriving at 2.40 a.m. on 11th March. A doctor and ambulance were waiting to meet her.

No. 8 Life-boat Area

Llandudno, Caernarvonshire – At 4.30 p.m. on 20th March, 1968, the coastguard reported that a fishing



by courtesy of]

[West Lancashire Evening Gazette

The Blackpool life-boat *Maria Noble* landing an injured man on 1st March, 1968. Coxswain J.W. Gerrard is on the extreme right.

boat was firing flares off Great Orme's head. The life-boat *Lilly Wainwright* was launched at 4.45 in a south westerly gale with a moderate sea. It was low water. The life-boat came up with a small motor launch and a punt. The crew of two reported that their fishing boat, which had the launch in tow, had struck an unknown object and sunk. The two men were embarked, and with the launch and punt in tow the life-boat returned to her station which was reached at 5.45.

A full account of this service appears on page 437.

No. 5 Life-boat Area

Littlestone-on-Sea, Kent - At 12.20 p.m. on 31st March, 1968, a member of the IRB crew saw the two-man crew of a power boat waving their paddles to attract help. The IRB was launched at 12.26. It was high water. The IRB reached the power boat just before she struck the sea wall, and took her in tow to the slipway. As the IRB returned to the slipway a member of the public drew her crew's attention to a dinghy which was being carried by the tide on to the sea wall. The IRB proceeded to the dinghy and took her in tow. She returned to her station at 1.30. The dinghy's crew member made a contribution to the Institution's funds.

IRB LAUNCHES

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

No. 4 Life-boat Area

Southend-on-Sea, Essex - On 16th March, 1968, the IRB rescued the crew of two of a cabin cruiser for which special awards were granted.

Eastney, Hampshire – At 2.40 p.m. on 16th March, 1968, the coastguard stated that a dinghy had capsized north of the entrance to the Velder creek, Langstone harbour. The IRB was launched at 2.50 in a gale force west south westerly wind and a rough sea. It was one and a quarter hours after high water. The IRB rescued the dinghy's crew of two, and with the dinghy in tow, returned to the Eastney ferry pontoon, which was reached at 3.48.

No. 8 Life-boat Area

Conway, Caernarvonshire – At 2.30 p.m. on 31st March, 1968, the police informed the honorary secretary that a sailing dinghy had capsized in the Conway estuary off Deganwy and the crew of two had been thrown into the water. The IRB was launched at 2.39 in a fresh south westerly breeze. The tide was ebbing. On reaching the casualty they found a 14-year-old boy being carried downstream by the ebb tide. His father was clinging to the dinghy. The IRB rescued them and returned to the station at 3.15. The rescued pair made a donation to the Institution's funds.

See page 458 for other IRB services

APRIL

No. 1 Life-boat Area

Longhope, Orkneys – On 1st April, 1968, the life-boat *T.G.B.* proceeded to the assistance of the motor trawler *Ross Puma* of Grimsby and rescued her crew of 15. A full account of this service will appear in the December issue of *THE LIFEBOAT*.

No. 4 Life-boat Area

Great Yarmouth and Gorleston, Norfolk – At 1.29 a.m. on 14th April, 1968, the honorary secretary learnt that there was a sick man on board the Cross Sands lightvessel. The life-boat *Khami* with a doctor on board slipped her moorings at 2 o'clock. There was a fresh north easterly wind with a moderate sea. The tide was

flooding. The sick man, who had had a stroke, was transferred to the life-boat, which brought him ashore at 4 o'clock. An ambulance was waiting to take him to hospital. The oxygen equipment carried on board the life-boat was used on this occasion and the man's life was saved by the services of the life-boat.

No. 5 Life-boat Area

Hastings, Sussex – At 8.55 p.m. on 17th April, 1968, the motor mechanic told the honorary secretary that a red flare had been seen about five miles south east of the life-boat station. The life-boat *Fairlight* was launched at 9.10 in a light south easterly breeze and a smooth sea. It was low water. The life-boat came up with the motor fishing vessel *Moonshine* with two men aboard at 9.36. Her engine had broken down. The life-boat took the vessel in tow to Hastings and returned to her station at 10.10.

Margate, Kent – At 10.14 p.m. on 15th April, 1968, it was reported that a cabin cruiser was aground on the rocks three-quarters of a mile from Foreness point. The life-boat *North Foreland (Civil Service No. 11)* was launched at 10.30 in a strong variable wind with a moderate sea. The tide was ebbing. The life-boat found the cabin cruiser *Colette* half sunk on the rocks. Her crew of two were sitting on top of the wheelhouse. The Margate pilot boat tried to float a life-raft to them. The life-boat fired a line across the boat to the two men but they were unable to seize it. The coxswain therefore took the life-boat 70 yards to the east and veered down on to the *Colette*. After about 10 minutes the life-boat crew were able to pull the two men aboard over the stern of the life-boat. The life-boat returned to her station at 11.50. Owing to weather conditions the life-boat could not be rehousing. A further call was then received for the life-boat to search the Joss Bay area



by courtesy of]

[R. J. Board

The Dutch m.v. *Roelof Buisman* stranded at Straight Point, Exmouth, on 23rd March, 1968, when the Exmouth life-boat stood by.

following the sighting of flares. The life-boat left at 12.15 a.m. on 16th April and returned at 4.30 without finding any vessel in distress. The two men on board the cabin cruiser *Colette* made a donation to the Institution's funds.

Shoreham Harbour, Sussex – At 3.58 p.m. on 1st April, 1968, news was received that a fishing vessel was making distress signals half a mile east of the east breakwater. The life-boat *Dorothy and Philip Constant* was launched at 4.3 in a fresh south westerly wind gusting to gale force with a moderate sea. The tide was ebbing. The life-boat came up with the fishing vessel *NN 157* and found that her nets had fouled the propeller. The vessel, with a crew of two on board, was taken in tow and the life-boat returned to her station at 4.40.

Ramsgate, Kent – At 5.13 p.m. on 1st April, 1968, the coastguard told the honorary secretary that a yacht

was trying to enter the harbour. While the information was being passed a red flare was fired by the yacht. The life-boat *Michael and Lily Davis* slipped her moorings at 5.22 in a squally west south westerly breeze and a choppy sea. It was four hours after high water. The life-boat came up with the yacht *Jack Alma* with three people aboard at 5.50. Her engine had broken down, her main shrouds had been carried away and her anchor was fouled. The life-boat took her in tow to Ramsgate and returned to her station at 6.30.

No. 6 Life-boat Area

Sennen Cove and St. Ives, Cornwall—At noon on 12th April, 1968, the coastguard informed the honorary secretary of the Sennen Cove life-boat station that the owner of the exhibition galleon *Hispaniola* had expressed concern for the safety of the vessel which was at anchor five miles west of Cape Cornwall. In view of increasing wind and flood tide the life-boat

Susan Ashley was launched at 2.30 p.m. in a strong east south easterly breeze and a rough sea. It was three hours after low water. The life-boat came up with the *Hispaniola* at 4.20. Her engine had broken down and she was drifting about 15 miles off Cape Cornwall. The *Hispaniola* was taken in tow by the life-boat. The strong headwinds and adverse tide coupled with the high superstructure of the galleon rendered the tow difficult. The life-boat with her tow reached St. Ives Bay at 12.15 a.m. on 13th April. They dropped anchor in the bay as there was insufficient water to berth in St. Ives harbour. At 4.45 the life-boat, with the assistance of the St. Ives IRB which had been launched at 12.15, succeeded in manoeuvring the galleon to a safe berth. This operation was carried out with great difficulty and involved the closest co-operation between the life-boat and the IRB. At 6.30 the life-boat left St. Ives and the IRB returned to her station an hour later. At 8 a.m., while on the return passage, a request was received to take off a keeper from the Wolf Rock lighthouse who was seriously ill and required hospital treatment. The Sennen Cove life-boat reached the lighthouse at 9.10, but a rough sea made it impossible to take off the sick man. The services of a helicopter were requested and the life-boat stood by until the helicopter lifted the sick man from the lantern platform. The life-boat returned to her station at 4 p.m. The owner of the *Hispaniola* made a donation to the Institution's funds.

Plymouth, Devon – At 4.30 p.m. on 17th April, 1968, it was learnt that a sailing dinghy had capsized close to the Longroom signal station. The life-boat *Thomas Forehead and Mary Rowse* slipped her moorings at 4.37 in a gusty east south easterly breeze and a rough sea. It was one hour after low water. The life-boat came up with the sailing dinghy *Sea Pink* shortly

after launching. She had been swept on to the rocks and her skipper had scrambled ashore but was in danger of being swept out to sea. The life-boat put her bow in close to the shore and a line was thrown to the man who was then taken aboard the life-boat. The dinghy was taken in tow to Turnchapel and the life-boat returned to her station at 6.9.

Torbay, Devon – At 2.42 p.m. on 13th April, 1968, news was received that a small boat appeared to be in difficulties off Beesands. The life-boat *Princess Alexandra of Kent* slipped her moorings at 2.50 in a strong easterly breeze and a rough sea. The life-boat came up with the cabin cruiser *Victoria* with a crew of two and ten skin-divers on board. She was wallowing badly and those aboard were bailing out. Owing to the difficult conditions the coxswain decided to tow her to Dartmouth which was reached at 6.15. The life-boat returned to her station at 7.20.

Appledore, Devon – At 7.16 p.m. on 12th April, 1968, the coastguard told the honorary secretary that two boys were stranded on the rocks on the south side of Baggy point. The life-boat *Louisa Anne Hawker* with the boarding boat in tow slipped her moorings at 7.24. It was shortly after high water. At 8.20 the life-boat reached the scene and the boys were taken by the boarding boat to the life-boat which landed them at Croyde. The life-boat returned to her station at 9.25.

No. 7 Life-boat Area

Tenby, Pembrokeshire – At 4.20 p.m. on 12th April, 1968, a report was received that a small boat was firing flares 500 yards from Stackpool quay. The life-boat *Henry Comber Brown* was launched at 4.28 in a moderate easterly breeze and a choppy sea. It was one and a half hours before high water. The life-boat came up with the motor boat

Shark Tempest at 5.50. A rope had fouled her propeller. One member of her crew had gone ashore in a rubber dinghy to climb the cliffs to summon help while the other crew member remained on board. The man on shore became stranded on the cliffs and was taken off by a punt which had been taken out by the life-boat. The *Shark Tempest* was then taken in tow to Tenby and the life-boat returned to her station at ten o'clock.

No. 10 Life-boat Area

Courtmacsherry Harbour, Co. Cork – At 6.40 p.m. on 15th April, 1968, the Marine Rescue Co-ordination Centre at Haulbowline informed the honorary secretary that the trawler *Rose Crest* was in difficulties with engine trouble south of Courtmacsherry. The life-boat *Sir Arthur Rose* slipped her moorings at 7 o'clock in a south easterly gale with a rough sea. The tide was flooding. The exact position of the *Rose Crest* was not known and the life-boat started to search. At 7.40 the trawler was contacted

by radio telephone and the life-boat found her at Blind strand under Barry's point. The *Rose Crest*, with a crew of four, was taken in tow to Courtmacsherry and the life-boat returned to her station at 8.30. At 1 p.m. on 16th April the honorary secretary was told that the *Rose Crest* was once again in difficulties. Her position was two miles east of the Old Head of Kinsale. The life-boat *Sir Arthur Rose* slipped her moorings at 1.30 in a strong south easterly wind with a rough sea. It was low water. The life-boat found the *Rose Crest* and took her in tow. After about 10 minutes the line parted, so the life-boat passed her own tow line. After towing the trawler to Kinsale the life-boat returned to her station, which was reached at 7.15.

Dun Laoghaire, Co. Dublin – At 8.30 p.m. on 20th April, 1968, the Dun Laoghaire lighthouse keeper told the honorary secretary that a man who had set out for Holyhead



by courtesy of]

[*Eastern Daily Press*

An injured man stepping ashore from the Cromer life-boat *Ruby and Arthur Reed* after being taken from a boat off West Runton, Norfolk, on 3rd March, 1968.

in an aluminium tub was in difficulties one cable east of the east pier lighthouse. The life-boat *John F. Kennedy* slipped her moorings at 8.37 in a fresh southerly breeze and a moderate sea. The tide was ebbing. Just before the arrival of the life-boat the tub sank and a lighthouse keeper swam several hundred yards to the man's assistance. However, he found the strong currents were sweeping the man further away and he turned back on seeing the life-boat approaching. The life-boat rescued the man and returned him to the harbour where an ambulance was waiting to take him to hospital. The life-boat returned to her moorings at 8.50.

Fenit, Co. Kerry – At 1.55 p.m. on 25th April, 1968, Valentia radio informed the honorary secretary that a fishing boat with two men on board was in difficulties with engine trouble at the mouth of the river Shannon. The life-boat *Hilton Briggs* slipped her moorings at 2.35 in a strong south easterly wind with a rough sea. The tide was flooding. The life-boat came up with the vessel and the second coxswain went on board to handle the tow as the skipper had burnt his hand while firing a flare. With the fishing boat in tow the life-boat returned to her station at 8.30.

See page 458 for other life-boat services

IRB LAUNCHES

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

No. 2 Life-boat Area

Kinghorn, Fife – At 11.30 a.m. on 23rd April, 1968, a sailing dinghy was seen to capsize about half a mile off shore. The crew of two were unable to right the boat. The IRB crew were informed and the IRB was launched at 11.35 in a fresh westerly breeze and a moderate sea. The tide was ebbing. The IRB came up with

the dinghy which was being swept out to sea and the two boys who were clinging to it were taken on board. The dinghy which had lost its rudder and bailing bucket was also brought ashore. The IRB returned to her station at 12.40.

North Berwick, East Lothian – At 3.29 p.m. on 27th April, 1968, the East Lothian yacht club informed a member of the crew that a sailing dinghy had capsized while racing about three-quarters of a mile off shore. The IRB proceeded at 3.30 in a moderate easterly breeze and a slight swell. It was high water and there was a slight sea fog. She found the sailing dinghy *Zest* with two boys in the water close by. The boys were taken aboard the IRB which landed them at North Berwick harbour and returned to her station at 3.38. The dinghy was later recovered by the yacht club's rescue boat.

No. 4 Life-boat Area

West Mersea, Essex – At 1.20 p.m. on 14th April, 1968, the honorary secretary saw that a small speedboat had been swamped off Mersea beach and the crew were in the water. The IRB was launched immediately in a moderate to fresh east north easterly breeze and a very rough sea. It was four hours after low water. The IRB came up with the speedboat and found two people clinging to her. The other two had managed to swim ashore. A man who appeared to be exhausted, and his daughter, were taken aboard the IRB which took them ashore. The IRB returned to her station at 1.50 p.m. The rescued crew made a donation to the Institution's funds.

Burnham-on-Crouch, Essex – At 11.15 a.m. on 14th April, 1968, the coastguard reported that a dinghy had capsized and her crew of three were being carried up river by the tide. The IRB was launched at 11.32



by courtesy of]

[Northumberland Gazette

The Boulmer life-boat *Robert and Dorothy Hardcastle* being waved away on 1st April, 1968, when she left her station for the last time.

in a fresh to strong east north easterly breeze and a choppy sea. The tide was flooding. She found the dinghy and her crew off Black point about two and a half miles up river. The crew, an instructor and two boys, were taken aboard and the dinghy, a scow, was towed to Creelsea. The IRB returned to her station at 12.5 p.m.

No. 5 Life-boat Area

Eastney, Hampshire – At 2.25 p.m. on 21st April, 1968, it was learnt that the yacht *Pegasus*, with four men aboard, was aground on the south east end of East Winner. She was keeling over and was holed on her starboard side. The IRB was launched at 2.26 in a moderate to fresh breeze and a choppy sea. It was low water. She proceeded towards the casualty and at 2.30 the coastguard requested that the fast rescue/boarding boat *18-02* be sent to back up the IRB. The boat *18-02* slipped her moorings at 2.31 and proceeded to the yacht.

The IRB went alongside the *Pegasus* and then reported to the crew of *18-02* that there was no immediate danger, but the yacht was drifting further on to the East Winner. The boat *18-02* anchored, and kedged down on to the yacht. With some difficulty the IRB passed a tow rope from *Pegasus* to *18-02*. At 2.58 the honorary secretary, who was aboard *18-02*, despatched the IRB in order that she could cover the harbour as the weather was deteriorating and many boats were still at sea. The IRB therefore returned to her station, arriving at 3.9. The tow was secured and *18-02* entered the harbour at 3.40, when the *Pegasus* was moored and the four men were landed at Eastney ferry pontoon.

Littlehampton, Sussex – At 11.37 a.m. on 14th April, 1968, the coastguard told the honorary secretary that a dinghy with two men on board had capsized off Rustington, one and three-quarter miles east of Little-

hampton. The IRB was launched at 11.38 in a moderate east north easterly breeze and a corresponding sea. It was high water. The dinghy with the two men on board was taken in tow and beached. One of the crew was suffering from shock and exposure and both men were taken to hospital by helicopter. The IRB returned to her station at 12 o'clock.

Whitstable, Kent – At 11.7 a.m. on 10th April, 1968, the coastguard reported that a small yacht had capsized about half a mile to the west of the harbour. The IRB was launched at 11.10 in a fresh south easterly breeze and a moderate sea and swell. It was high water. The IRB found the dinghy with a man clinging to her. He was taken aboard the IRB and put ashore. The IRB subsequently towed the capsized boat ashore and returned to her station, arriving at noon.

Hastings, Sussex – At 12.55 p.m. on 4th April, 1968, the coastguard reported that a dinghy had capsized throwing the skipper into the water three and half miles south west of the station. The IRB was launched at 1.12 in a moderate south easterly breeze and a corresponding sea. It was two hours after high water. The IRB rescued the man who was found to be suffering from shock and exposure. The IRB returned to her station at 1.55.

No. 7 Life-boat Area

Borth, Cardiganshire – At 10.45 a.m. on 14th April, 1968, some members of the IRB crew informed the honorary secretary that a speedboat with one man aboard was being swept out to sea after her engine had failed. The IRB was launched at 10.47. It was one hour after high water. She reached the boat which had drifted to within five yards of

the rocks, secured a line and towed her ashore. The IRB returned to her station at 11.20.

Mudford, Hampshire – At 7.5 p.m. on 2nd April, 1968, the coastguard told the honorary secretary that the crew of a small boat were signalling for help off Barton. The IRB was launched at 7.10 in a fresh west north westerly breeze and a smooth sea. The tide was ebbing. The IRB came up with the boat, took off two men and returned to her station at 8 o'clock.

No. 8 Life-boat Area

Flint – At 12.50 p.m. on 13th April, 1968, the police reported that a man and two dogs were marooned on a sandbank in the river Dee at Talacre. The IRB was taken to Talacre by road under a police escort. She was launched in a moderate easterly wind and a calm sea. There was a high spring tide. She proceeded to the sandbank which was about a quarter of a mile offshore, and took off the man who with his dogs had been stranded for about an hour. The IRB took them ashore and was then taken back to her station by road, arriving at 2.10.

Lytham St. Anne's, Lancashire – At 1.23 p.m. on 15th April, 1968, it was learnt that a sailing dinghy had capsized in the Ribble estuary, opposite Lytham windmill, and the crew member had been in the water for some time. The IRB was launched at 1.26 in a moderate easterly breeze and a rough sea. It was almost high water. She proceeded to the estuary and found a capsized minisail dinghy with a man clinging to her. He was taken aboard the IRB and landed at Lytham. The dinghy was subsequently salvaged by another boat. The IRB returned to her station at 1.48.

See page 458 for other IRB services

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st March to 31st May: Launches 447, lives saved 205

MAY

No. 1 Life-boat Area

Thurso, Caithness-shire – At 7.20 a.m. on 11th May, 1968, the coastguard told the honorary secretary that the motor vessel *Tungsha* of Tønsberg was making for Thurso bay with a passenger who had suffered a heart attack. She was expected to reach the area at 11 o'clock. The life-boat *Pentland* (Civil Service No. 31) with a doctor on board was launched at 10.55. It was two hours after high water. At 11.45 the sick man, accompanied by his wife, was transferred to the life-boat and landed at Scrabster. The life-boat returned to her station at 12.15.

No. 4 Life-boat Area

Clacton-on-Sea, Essex – At 4.43 a.m. on 13th May, 1968, the coastguard reported that a flare had been seen near the North Buxey buoy. The life-boat *Valentine Wyndham-Quin* was launched at 5.15 in a south westerly gale with a moderate sea. The tide was ebbing. A helicopter was also sent. At 6.39 the helicopter reported that the cabin cruiser *Blue Dolphin* was aground half a mile north west of the Sunken Buxey buoy. The helicopter took off four people, leaving the skipper on board, and took them to Wallasea. The life-boat stood by until the *Blue Dolphin* refloated and then took her in tow to Burnham. The cabin cruiser had engine trouble and her battery was flat. The life-boat returned to her station at 4.31.

Lowestoft, Suffolk – At 10.59 a.m. on 11th May, 1968, the honorary secretary learnt that a sailing dinghy

with two people on board was being carried away by the ebb tide and appeared to be out of control. The life-boat *Frederick Edward Crick* slipped her moorings at 11.5 in a fresh south westerly breeze and a choppy sea. It was two hours after high water. The life-boat came up with the dinghy at 11.21 and took her in tow to Lowestoft. She returned to her station at 11.50.

Cromer, Norfolk – At 10.59 a.m. on 11th May, 1968, the coastguard informed the honorary secretary that the fishing boat *Provider* with a crew of three had broken down just above Overstrand. The life-boat *Ruby and Arthur Reed* was launched at 11.8 in a strong west south westerly breeze and a choppy sea. It was two hours before low water. The life-boat came up with the fishing boat four miles east south east of Cromer. She was taken in tow to harbour and the life-boat returned to her station at 12.46.

Sheringham, Norfolk – At 9.40 a.m. on 25th May, 1968, a local fisherman told the coxswain that the fishing boat *Tania* appeared to be in difficulties off Sheringham. The life-boat *Manchester Unity of Odd Fellows* was launched at 9.55 in a fresh east south easterly breeze and a moderate sea. It was one hour after high water. On coming up with the fishing boat the life-boat took her crew of two aboard and then took her in tow to Sheringham. The service was aided by the use of an emergency sea drogue made by the coxswain. The life-boat returned to her station at 10.30.

No. 5 Life-boat Area

Margate, Kent – At 8.58 p.m. on

4th May, 1968, the coastguard informed the honorary secretary that a flare had been sighted at Foreness point. The life-boat *North Foreland* (Civil Service No. 11) was launched at 9.15 in a strong east north easterly breeze and a rough sea. It was two hours before low water. The life-boat came up with the motor yacht *Dilkusha* about four miles north by east of Margate jetty at 9.50 The Margate pilot boat had reached the spot a few minutes earlier and was about to take the yacht in tow. However, the tow was passed to the life-boat and, as one member of the yacht's crew was injured and the other inexperienced, a member of the life-boat crew went aboard the yacht to steer. The injured man was landed at Margate at 10.40, where a doctor was waiting to provide attention, before he was transferred by ambulance to hospital. Later the yacht was berthed in Margate harbour and the life-boat was left on moorings at 3.30 a.m. on 5th May. She was rehoused at 7.50.

Hastings, Sussex – At 11.27 a.m. on 10th May, 1968, the foreman in charge of a dredger off St. Leonards informed the honorary secretary that the three men aboard were in danger and requested the assistance of the life-boat to take them off. The life-boat *Fairlight* was launched at 11.35 in a south westerly gale and a very rough sea. It was half an hour before high water. The life-boat came up with the dredger at noon and took the three men aboard. They were landed at Hastings and the life-boat returned to her station at 12.30. At 7.15 a.m. on 13th May the coastguard made a report that red flares had been fired from the dredger off St. Leonards. The life-boat *Fairlight* was launched at 7.31 in a south westerly gale and a very rough sea. It was one hour after low water. The life-boat came up with the dredger at her moorings two and a half miles off West St.

Leonards outfall at 8.2. The three men aboard were transferred to the life-boat and landed at Hastings. The life-boat returned to her station at 8.25. The owners of the dredger made a donation to the life-boat crew.

At 10.59 a.m. on 13th May, 1968, the coastguard told the honorary secretary that flares were seen west of Rye harbour entrance. The life-boat *Fairlight* was launched at 11.10 in a south westerly gale and a very rough sea. It was one and a half hours before high water. She found the yacht *Penguin* with engine trouble east of the life-boat station. There were four people on board. They were transferred to the life-boat and the yacht was then taken in tow to Rye harbour by a fishing vessel. The life-boat returned to her station at 1.40 p.m. where the yachtsmen were landed safely.

At 6.45 a.m. on 10th May, 1968, the motor mechanic informed the honorary secretary that a fishing vessel was firing flares under the cliff off Pett. The life-boat *Fairlight* was launched at 6.53 in a strong south westerly breeze and a very rough sea. It was three and a half hours before high water. The life-boat came up with the fishing boat *Carol* at 7.25. Her engine had broken down and she was dragging her anchor. She carried a crew of two. The life-boat took her in tow to Hastings and returned to her station at 9 o'clock.

Dover, Kent – At 3.30 p.m. on 15th May, 1968, while the life-boat *Faithful Forester* was on exercise, a dinghy was seen to capsize throwing two men into the water. There was a moderate breeze from the south west and a corresponding sea. It was two hours after high water. The two men were taken aboard the life-boat and the boat was taken in tow to Dover. The life-boat returned to her station at 5 o'clock.

Walmer, Kent – At 11 p.m. on 4th May, 1968, a radio report was received that the German yacht *Peter von Danzig* was dismasted near the Goodwin sands. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 11.12 in a fresh southerly breeze and a choppy sea. It was low water. At midnight a message was received that neither the life-boat nor the tug *Heros*, which had proceeded from Dover to assist, had succeeded in locating the yacht. Meanwhile the life-boat went further and further eastward as fresh positions were supplied by the coast-guard. Eventually the yacht carrying a crew of twelve was found seven miles north north west of Calais and taken in tow to Dover. The life-boat returned to her station at 1.40 p.m. on 5th June.

No. 6 Life-boat Area

Swanage, Dorset – At 4.55 p.m. on 31st May, 1968, the coastguard told the honorary secretary that a sailing dinghy was in difficulties three miles south of Dancing Ledge. At 5.3 the life-boat *R.L.P.* was launched and at 5.27 she reached the sailing dinghy *Arne*. Her crew of two were taken on board and with the dinghy in tow the life-boat returned to harbour at 6.12. She was back at her station at 6.30.

Bournemouth, Hampshire – On 19th May, 1968, the IRB saved the motor boat *Clipper* and rescued her crew of three. A full account of this service, for which special awards were made, appears on page 436.

Plymouth, Devon – At 9.24 p.m. on 18th May, 1968, the coastguard told the honorary secretary that a man was trapped on rocks at the foot of the cliffs at Bovisand fort. The life-boat *Thomas Forehead and Mary Rowse* with the boarding boat in tow slipped her moorings at 9.35. It was two and a half hours before high

water. She arrived off Cable beach at 9.50, and the boarding boat with two members of the life-boat crew aboard was sent to pick up the man at the foot of the cliffs. He was taken aboard the life-boat and landed at Millbay docks. The life-boat returned to her station at 10.15.

No. 7 Life-boat Area

St. David's, Pembrokeshire – At 12.38 a.m. on 24th May, 1968, the coastguard told the honorary secretary that the motor launch *Saro I*, with three people on board, had broken down two miles south of Ramsey Island. The life-boat *Joseph Soar* (Civil Service No. 34) launched at one o'clock in a strong south easterly breeze and a rough sea. It was one hour after low water. The life-boat came up with the motor launch five miles south of Ramsey Island and took her in tow at reduced speed to Solva harbour. Low water in the harbour prevented the mooring of the *Saro I* until 3.4. The life-boat stood by while attempts were made to restart the engine of the motor launch. The crew of the *Saro I* eventually decided not to proceed on passage that day and the life-boat returned to her station, which she reached at 4.50. A helicopter was present during this service.

Llandudno, Caernarvonshire; Rhyl, Flintshire; Beaumaris and Moelfre, Anglesey – At 4 p.m. on 6th May, 1968, the coastguard informed the Llandudno honorary secretary that a cabin cruiser had broken down one mile west of Great Ormes Head lighthouse. The life-boat *Lilly Wainwright* was launched at 4.15 in a strong to gale force westerly wind and a rough sea. She found the cabin cruiser *Calypso* of Wallasey with engine failure wallowing in the heavy swell. The *Calypso*, which had five people on board, was taken in tow to Conway which was reached at 5.45. On rounding Great Ormes Head on

the return passage to Llandudno, the coxswain received a message asking him to go to the motor vessel *St. Trillo*, whose position was given as one mile and a half north of Llandudno. On reaching the *St. Trillo* it was found that a rope was fouling her port propeller. On board the vessel were 420 American tourists from the liner *Kungsholm* who were being ferried back to the liner after a sight-seeing tour of North Wales. At first the coxswain was asked to take off some of the passengers and the life-boat managed to secure alongside the *St. Trillo*. It was then decided that this would be unwise in the heavy swell and because the ferry was rolling badly, especially as the passengers were mostly elderly. An attempt was made later but there was no improvement in the swell and it was decided to stand by until further help came. The Rhyl life-boat *Anthony Robert Marshall* was launched at 7.50 and the Beaumaris life-boat *Field Marshal and Mrs. Smuts* at eight o'clock. While these two life-boats were proceeding to the position, the ship's doctor from the *Kungsholm*, who was on board the *St. Trillo*, told the Llandudno coxswain that he urgently needed insulin and other medical supplies which were on board the liner. The life-boat obtained these and passed them across to the *St. Trillo*. The trawler *Kilravock* of Conway had arrived and had managed to secure a line to the bow of the ferry. The Rhyl life-boat had meanwhile been redirected to Llandudno to pick up six skin divers and a doctor to take to the *St. Trillo*. However, attempts were made first to tow the ferry to Llandudno with the three life-boats standing by to help if required. The tow was successful as the ferry boat's starboard engine had had some repairs carried out to it and Llandudno pier was reached safely. The passengers were disembarked. The Llandudno life-boat stood by while divers freed the port propeller. The Rhyl life-boat

reached the station at 1.40 a.m. on 7th May and the Beaumaris life-boat at 2.40. The service by the Llandudno life-boat ended at 2.15. The Moelfre life-boat *Watkin Williams* was also launched to give assistance, but was later recalled when the *St. Trillo* had been taken in tow. A twelve-man committee was later formed on board the *Kungsholm* and its chairman sent a letter to express the gratitude of all the passengers to the life-boat crews, and a gift of nearly £1,500, collected from the passengers, was distributed among the crews of the Llandudno, Rhyl, and Beaumaris life-boats. A donation was also made to the Institution's funds by the skipper of the *Kilravock*.

IRB LAUNCHES

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

No. 2 Life-boat Area

Helensburgh, Dunbartonshire – At 11.15 a.m. on 22nd May, 1968, an IRB crew member who was working at the boathouse heard cries for help from a man who was in the sea, approximately a quarter of a mile off shore. The IRB was launched immediately in a calm sea. It was high water. She reached the man at the same time as did a man in a punt. With his help an elderly man, who was heavily built, was pulled aboard the IRB, which landed him at Rhu pier and then returned to her station, arriving at 11.25. The man was taken by car to his home and the honorary medical adviser was called.

At 7.5 p.m. on 7th May, 1968, a member of the IRB crew saw a dinghy drifting about half a mile offshore. Her occupant, an elderly man, was waving an oar with a rag attached. The IRB was taken by trailer to Helensburgh pier and launched from there at 7.10 in a light north westerly wind and a moderate sea. It was two hours before high

water. The IRB rescued the man and then towed the dinghy to Rosnegh caravan site from where the man had originally set out. The IRB returned to her station at 8.15.

South Queensferry, West Lothian – At 2.15 p.m. on 12th May, 1968, the crew members who were standing by at the boathouse informed the honorary secretary that a small motor boat, which was in attendance at a local regatta, was drifting from the racing area. The IRB was launched immediately in a moderate to strong westerly breeze and a corresponding sea. It was almost high water. She came up with the motor boat *No Ida*, which had three people on board, and towed her to Queensferry harbour. While the IRB was returning to her station, a heavy squall caused several racing dinghies to capsize. She proceeded to the dinghy *Sirocco*, and found her two crew members were entangled with the running gear. They were quickly freed and landed at the Queensferry boat club. The IRB then proceeded to a position four miles east north east and came up with an R.N. Gemini craft which was endeavouring to right the capsized wayfarer dinghy *Monsoon*, whose crew had already been landed. She stood by while the Gemini craft returned to Port Edgar for assistance. The IRB endeavoured to hold the dinghy in position but the increasing ebb tide carried them further out. There was no sign of any further assistance, so the IRB returned to her station. On her arrival the crew were informed that a yacht about one mile to the east had asked for help. She found the yacht *Snoozy Snip*, with four people aboard, whose engine was giving trouble. Assistance was given and the yacht escorted to Queensferry harbour. The IRB finally returned to her station at 6.10.

Largs, Ayrshire – At 9.4 p.m. on 16th

April, 1968, the police informed the honorary secretary that red flares had been fired from a boat in Fairlie bay. The IRB was launched at 9.10 in a gale force easterly wind and a rough sea. It was one hour after low water. She found a cabin cruiser, with two men aboard, moored in Fairlie bay. They were unable to row ashore because of the rough conditions. The IRB took them off and landed them at Fairlie pier. She then returned to her station, arriving at 10.5.

No. 3 Life-boat Area

Sunderland, Co. Durham – At 4.30 p.m. on 5th May, 1968, the life-guard noticed that a yacht had capsized outside Roker pier. The IRB was launched immediately in a moderate westerly breeze and a corresponding sea with some swell. It was low water. On reaching the yacht it was found that the crew of two men were still in the water. They were quickly pulled aboard the IRB and taken ashore. Both men were very cold and exhausted. The IRB returned to her station at 5.15 and the yacht was brought in by a motor launch.

Tynemouth, Northumberland – At 3.25 p.m. on 20th May, 1968, the coastguard told the honorary secretary that one of the crew of a small sailing boat just outside the harbour was waving a paddle. The jib was down and the boat appeared to be out of control. The IRB was launched at 3.34 in a fresh northerly wind and a slight sea with some swell. She found that the dinghy's rudder had been smashed and the crew were unable to steer her. A line was secured, and with the dinghy in tow the IRB proceeded towards the harbour. An oar was passed to the dinghy whose own paddle had broken. The tow continued at slow speed and the IRB took her up the estuary to a safe mooring. She returned to her station at 4.35.

No. 4 Life-boat Area

Brighton, Sussex – At 5.5 p.m. on 1st May, 1968, the police informed the honorary secretary that a sailing dinghy, with three people aboard, had capsized about half a mile west of the Palace pier. The IRB was launched at 5.15. She found the dinghy filled with water after being dismasted in a squall. The IRB brought the dinghy and her crew to the beach near the IRB station and was back on service at 5.45.

No. 5 Life-boat Area

Eastney, Hampshire – At 11.20 a.m. on 13th May, 1968, a member of the public informed the honorary secretary that a sailing dinghy had been dismasted near Sinah Warren Camp. Three people were in the dinghy which was sinking. The IRB was launched at 11.30 in a strong south westerly wind which was gusting to near gale force. She found the dinghy and took off two men and a woman. The dinghy was then towed ashore and beached. After landing the survivors the IRB returned to her station, arriving at 12.15 p.m.

At 12.50 p.m. on 5th May, 1968, the coastguard reported that a converted assault craft was in trouble on the East Winner in choppy conditions and her crew of two were waving for assistance. The IRB was launched at 12.55 in a fresh south south westerly breeze and a choppy sea. It was two hours after low water. The assault craft was bumping badly on the sand near an old picket boat boiler. The IRB kedged down on the boat, and the two men aboard said they had lost their propeller and had no oars. The boat was taken in tow and beached at Eastney coastguard station. The IRB returned to her station at 1.50.

At 10.45 a.m. on 5th May, 1968, the coastguard informed a member

of the crew that a dinghy had capsized near Langston Fairway buoy. The IRB was launched at 10.50 in a strong south south westerly breeze and a choppy sea. It was just after low water. She stood by the dinghy and helped the crew to right her. The dinghy was undamaged. The IRB towed her to East Winner and beached her. When the dinghy's crew had sorted out her gear and rehoisted the mainsail, the IRB escorted them to Eastney coastguard station and then returned to her station at noon.

At 4.20 p.m. on 19th May, 1968, the coastguard reported to an IRB crew member that two sailing dinghies had capsized south of the sewer out-fall and five people were in the water. The IRB was launched at 4.23 in a fresh north east by easterly breeze with strong gusts and a short choppy sea. It was two hours before high water. Visibility was poor. On reaching the first dinghy she found that a fishing boat was assisting the crew to right her. When the fishing boat had towed the dinghy ashore, the IRB proceeded to the second sailing dinghy and found three people in the water. A man was attempting to right the craft and free his wife and ten-year-old son who were trapped under the sail. The IRB crew lifted up the mast and rescued them. Then the dinghy was towed to Eastney. After landing the survivors the IRB returned to her station at 4.46.

At 11.5 a.m. on 5th May, 1968, the coastguard told the honorary secretary that a sailing dinghy had capsized with a broken mast and her crew of two were in the water. The fast rescue/boarding boat *18-02* slipped her moorings at 11.10 and proceeded in a strong south south westerly breeze and a choppy sea. She found the dinghy halfway between Gunner point and Fairway buoy. She was keeling right over on her port side and her crew of two

were standing on the centreboard. 18-02 stood by until the dinghy had drifted east on to East Winner. 18-02 was then anchored, her engine lifted and she kedged back on to the dinghy. A line was passed and secured by the crew who then attempted to get the sails down and square up the boat. The dinghy was righted but capsized again. One of the crew swam to 18-02 and was taken ahead slowly and weighed anchor. The tow commenced with one of the sailing dinghy's crew standing on her centreboard to prevent her rolling. They proceeded at slow speed to Eastney coastguard station, where the dinghy was beached with the assistance of a coastguard dinghy. 18-02 returned to her station at 12.30 p.m.

Hastings, Sussex – At 2.28 p.m. on 5th May, 1968, the motor mechanic was told that a catamaran was rapidly drifting towards the rocks under Ecclesbourne Glen cliffs. The crew of two were waving to attract attention. The IRB was launched at 2.30 in a fresh south westerly wind with a heavy swell. The tide was flooding. The IRB rescued the crew of two, and when the catamaran was only a few yards from the rocks she was taken in tow. The heavy swell over the rocks and the catamaran's rigging made the tow awkward. The catamaran was taken to the life-boat station where the rescued men were landed. The IRB returned to her station at 3.10.

No. 6 Life-boat Area

St. Ives, Cornwall – At 10.5 p.m. on 30th May, 1968, the coastguard reported that a small white motor boat appeared to have broken down about two miles from St. Ives head and was drifting to seaward. The IRB was launched at 10.10 in a light variable breeze and a moderate swell. It was two and a half hours after high water. She came up with the fishing boat *Pippin* of St. Ives some

three miles north west of St. Ives head and ascertained from her crew of two that she had run out of fuel. The IRB towed her to St. Ives and returned to her station at 10.40.

Port Isaac, Cornwall – At 9.12 p.m. on 9th May, 1968, the coastguard informed the honorary secretary that a fishing boat was overdue. The IRB was launched at 9.14 in a moderate to fresh west south westerly breeze and a moderate sea with a corresponding swell. It was almost low water. It was overcast and there were rain squalls which made the search difficult. The fishing boat *Justine*, with one man aboard, was found west of the station and taken in tow. She had run out of fuel and then broken a rowlock. The IRB towed the *Justine* to harbour and returned to her station at 9.53.

No. 7 Life-boat Area

Mudford, Hampshire – At 5.34 p.m. on 11th May, 1968, the IRB was launched to a dinghy which had capsized 300 yards off the entrance to the harbour. There was a moderate south westerly breeze with a slight sea. The tide was flooding. The IRB rescued one youth from the water and then went to the dinghy which was waterlogged. Two other youths and a man were lying across her. The IRB, after taking the three survivors on board, left the dinghy and returned to the shore, where the two youths were given hot baths and dry clothes. The dinghy was salvaged by a fishing boat. The IRB returned to her station at 5.45.

The Mumbles, Glamorganshire – At 5.50 p.m. on 9th May, 1968, the coastguard told the coxswain that two boys had been reported on a capsized dinghy near Swansea piers. The IRB crew, who had been preparing for an exercise with the Inspector of Life-boats, launched at 5.54 in a light south westerly

breeze and a moderate sea. It was one hour after high water. The two youths, who were suffering from extreme cold and exhaustion, were taken on board. The IRB landed them on the beach near Swansea piers. It was then learnt that a further report had been received from the coastguard that another up-turned dinghy had been sighted two miles away. The IRB went to investigate but could not find anything. The IRB returned to her station at 6.30.

New Quay, Cardiganshire – At 12.15 p.m. on 12th May, 1968, the coastguard told the honorary secretary that two speedboats were in difficulties about three quarters of a mile outside the harbour. The ebb tide was carrying them on to the reef. The IRB was launched at 12.17 in a fresh westerly breeze and slight swell which was breaking on the reefs. It was three hours after high water. The IRB reached the speedboats *Sea Miss* and *LL037* before they struck the reef and towed them into the harbour. There were four people aboard the boats. The IRB returned to her station at 12.47.

Barmouth, Merionethshire – At 12.38 p.m. on 12th May, 1968, the coastguard told the harbour master that a dinghy with two people on board appeared to be in difficulties on the bar. The IRB was launched at 12.40 in a moderate to fresh west north westerly wind and a rough sea. It was four hours after high water. She proceeded in squally conditions to the dinghy and found that the woman passenger was in a distressed condition. She was taken aboard the IRB which towed the dinghy with the skipper still on board into the harbour. The IRB returned to her station at 1.30.

No. 8 Life-boat Area

Lytham – St. Anne's, Lancashire – At 11 a.m. on 12th May, 1968, the

coxswain and assistant mechanic were informed that a catamaran had capsized in the estuary between Freckleton and Lytham. The IRB was launched immediately in a strong westerly wind with a rough sea. It was three-quarters of an hour before high water. The IRB found the catamaran—it had a broken mast—with the crew of two clinging to her. After taking the two men on board the IRB took the catamaran in tow to Lytham. She returned to her station at 12.30.

No. 10 Life-boat Area

Tramore, Co. Waterford – At 3.25 p.m. on 23rd May, 1968, a youth told the Inspector of Life-boats, who had assembled the IRB crew at the boat-house for an exercise, that a young boy had been cut off by the tide a quarter of a mile from the station. The IRB was launched immediately with the Inspector on board. There was a moderate south easterly wind with a choppy sea. It was half an hour before high water. The IRB had to go in over rocks in order to take the boy aboard. The IRB returned to her station at 3.33.

Margate, Kent – At 11.24 a.m. on 28th April, 1968, it was learnt that a dinghy carrying three people had engine trouble and appeared to be in difficulties off Foreness point, about one mile north of the coastguard lookout. One man had been endeavouring to row ashore for some time but was making little or no headway. The IRB was launched at 11.28 in a moderate to fresh southerly breeze and a corresponding sea. She found the dinghy one mile from the shore and after securing a line towed her to Margate harbour. The IRB returned to her station at 11.50.

See page 458 for other IRB services

OTHER LIFE-BOAT LAUNCHES

In addition to the services by life-boats which resulted in saving lives and which are recorded in full on pages 438, 442, 449, the following launches on service were made during the months March to May, 1968, inclusive:

Aith, Shetlands – May 28th.
Aldeburgh, Suffolk – April 9th.
Angle, Pembrokeshire – March 13th and May 22nd.
Arklow, Co. Wicklow – March 26th, 27th, 28th and May 10th.
Ballycotton, Co. Cork – May 15th, 27th and 29th.
Barry Dock, Glamorganshire (ON. 806) – March 26th and April 15th.
Barry Dock, Glamorganshire (ON. 1005) – March 26th, April 15th and May 10th.
Beumaris, Anglesey – April 3rd and May 6th.
Bembridge, Isle of Wight – April 28th, May 4th and 24th.
Blackpool, Lancashire – March 1st, April 18th and May 5th.
Bridlington, Yorkshire – March 6th, 18th, April 4th and May 9th.
Caister, Norfolk – March 2nd and April 26th.
Clacton-on-Sea, Essex – March 20th, 31st, April 7th, 22nd, 26th, May 4th, 10th, 14th and 27th.
Clogher Head, Co. Louth – March 26th.
Cloughy-Portavogie, Co. Down – April 30th.
Courtmacsherry Harbour, Co. Cork – April 16th.
Coverack, Cornwall – April 1st.
Cromer, Norfolk – May 13th.
Donaghadee, Co. Down – March 17th and April 27th.
Dun Laoghaire, Co. Dublin – March 17th and April 10th.
Dunmore East, Co. Waterford – March 25th and April 14th.
Eastbourne, Sussex – March 16th and May 10th.
Exmouth, Devon – March 23rd and April 28th.
Eyemouth, Berwickshire – April 14th.
Filey, Yorkshire – March 20th.
Fishguard, Pembrokeshire – March 24th and April 15th.
Flamborough, Yorkshire – March 19th.
Fleetwood, Lancashire – April 27th.
Fowey, Cornwall – April 14th, 25th and May 11th.
Fraserburgh, Aberdeenshire – May 13th.
Fraserburgh Bay – April 8th, 15th, 19th, 21st and May 19th.
Great Yarmouth and Gorleston, Norfolk – March 6th.
Hartlepool, Co. Durham – April 27th.
Harwich, Essex – March 3rd, 26th and 27th.
Hastings, Sussex – May 8th.
Holyhead, Anglesey – May 7th, 9th and 29th.
Howth, Co. Dublin – March 17th.
Hoylake, Cheshire – March 17th and April 13th.
Humber, Yorkshire – March 2nd, 6th, April 11th, 17th, 28th, May 11th and 17th.
Islay, Inner Hebrides – April 5th.
Kilmore, Co. Wexford – March 24th, 25th and 26th.
Lerwick, Shetlands – April 6th, May 1st and 3rd.
Llandudno, Caernarvonshire – April 3rd.
Longhope, Orkneys – March 11th, 15th and April 1st.
Lowestoft, Suffolk – March 17th and May 20th.
Margate, Kent – March 24th, April 16th, 17th, 26th and May 26th.
Minehead, Somerset – April 12th and May 25th.
Moelfre, Anglesey – March 31st, May 5th and 6th.
New Brighton, Cheshire – May 24th.
Newhaven, Sussex – March 2nd, 5th, April 21st, 24th and 25th.
New Quay, Cardiganshire – March 31st and April 14th.
North Sunderland Northumberland – April 4th.
Penlee, Cornwall – April 12th and May 28th.
Peterhead, Aberdeenshire – April 26th.
Plymouth, Devon – March 10th, 30th and May 30th.
Porthdinllaen, Caernarvonshire – April 4th.
Portpatrick, Wigtownshire – April 27th.
Portrush, Co. Antrim – April 13th.
Pwllheli, Caernarvonshire – April 22nd.
Ramsey, Isle of Man – May 19th.

Ramsgate, Kent – March 1st and April 2nd.
Rhyl, Flintshire – May 6th.
Rosslare Harbour, Co. Wexford – March 24th, 25th, 26th, 27th, April 20th and May 13th.
St. David's, Pembrokeshire – March 24th.
St. Helier, Jersey – April 14th, 16th and May 18th.
St. Mary's, Scilly Islands – March 6th, April 6th and 12th.
St. Peter Port, Guernsey – April 25th.
Salcombe, Devon – March 12th.
Scarborough, Yorkshire – April 30th and May 28th.
Selsey, Sussex – April 15th and May 13th.
Sennen Cove, Cornwall – April 16th.
Sheringham, Norfolk – May 20th.
Shoreham Harbour, Sussex – May 10th and 11th.
Skegness, Lincolnshire – March 25th and 30th.
Southend-on-Sea, Essex – March 10th, 17th and 23rd.
Stornoway, Outer Hebrides – April 8th.
Stromness, Orkneys – April 8th and May 12th.
Stronsay, Orkneys – April 27th.
Swanage, Dorset – April 12th and 13th.
Teessmouth, Yorkshire – April 10th.
Tenby, Pembrokeshire – March 28th and May 4th.
Torbay, Devon – March 22nd, April 12th, 14th, 25th and 28th.
Troon, Ayrshire – April 10th.
Valentia, Co. Kerry – March 24th.
Walmer, Kent – March 14th.
Walton and Frinton, Essex – March 6th, 16th, 18th and 26th.
Wells, Norfolk – April 26th.
Weymouth, Dorset – May 13th and 31st.
Whitby, Yorkshire – March 27th, April 4th, 5th and May 28th.
Wick, Caithness-shire – March 25th, April 10th and May 10th.
Workington, Cumberland – April 24th and May 26th.
Yarmouth, Isle of Wight – April 16th and May 30th.
Life-boat 70-001 – March 24th, 28th, May 15th and 21st. (Stationed at Clovelly from March 31st.)
Life-boat 70-002 – March 5th, 25th, April 8th, 27th, May 3rd and 31st.

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded on pages 441, 448, 456, the following launches on service were made during the months March to May, 1968, inclusive.

Aberdovey, Merionethshire – April 15th.
Abersoch, Caernarvonshire – April 12th and May 5th.
Aberystwyth, Cardiganshire – March 31st and May 11th.
Atlantic College, Glamorganshire – March 3rd, 9th and May 28th.
Bangor, Co. Down – April 24th and May 24th.
Barrow, Lancashire – May 5th.
Bembridge, Isle of Wight – May 15th.
Blackpool, Lancashire – April 18th and May 5th.
Borth, Cardiganshire – April 21st and May 17th.
Bournemouth, Hampshire – May 27th.
Bridlington, Yorkshire – May 12th.
Broughty Ferry, Angus – April 4th, 23rd, May 12th and 25th.
Bude, Cornwall – April 12th.
Clacton-on-Sea, Essex – April 14th, May 10th and 25th.
Conway, Caernarvonshire – March 31st (twice) and April 15th.
Criccieth, Caernarvonshire – May 20th.
Cromer, Norfolk – May 15th.
Eastbourne, Sussex – April 22nd.
Eastney, Hampshire – March 28th, April 21st, 28th and May 11th.
Eastney, Hampshire (18-02) – April 13th, 16th, 19th and 27th (twice).
Flint, Flintshire – April 13th and May 5th.
Harwich, Essex – April 6th and 18th.
Hastings, Sussex – April 10th, 14th and 25th.
Helensburgh, Dunbartonshire – April 1st, 22nd, 23rd, May 5th and 25th.

Holyhead, Anglesey – May 7th.
 Humber Mouth, Lincolnshire – April 12th, 17th, 19th and May 19th.
 Kinghorn, Fife – April 12th, May 12th and 31st.
 Largs, Ayrshire – March 9th, April 14th, 17th and May 12th.
 Littlehampton, Sussex – April 22nd, May 12th, 25th, 26th and 29th.
 Llandudno, Caernarvonshire – March 3rd, 31st, April 16th, 27th, May 4th, 9th and 12th.
 Lyme Regis, Dorset – April 13th, May 5th, 11th, 13th, 24th and 27th.
 Lytham St. Annes, Lancashire – March 24th and April 21st.
 Margate, Kent – April 13th, 27th (twice), May 12th, 22nd and 26th.
 Moelfre, Anglesey – April 15th.
 Mudeford, Hampshire – April 14th, May 25th, 27th and 29th.
 Newquay, Cornwall – March 9th, 27th and April 15th.
 New Quay, Cardiganshire – May 19th.
 North Berwick, East Lothian – April 27th.
 Plymouth, Devon – May 11th and 18th.
 Poole, Dorset – March 14th, April 11th and May 17th.
 Poole, Dorset (18-03) – April 10th.
 Port Isaac, Cornwall – April 10th and 13th.
 Pwllheli, Caernarvonshire – May 17th and 19th.
 Redcar, Yorkshire – April 20th.
 St. Ives, Cornwall – April 13th and May 26th.
 Scarborough, Yorkshire – April 12th, 26th and May 28th.
 Selsey, Sussex – May 1st and 25th.
 Shoreham Harbour, Sussex – May 5th and 23rd.
 Silloth, Cumberland – April 14th.
 Southend-on-Sea, Essex – March 11th, April 13th, 14th (twice), 17th, 23rd, 29th and May 25th.
 South Queensferry, West Lothian – May 15th.
 Southwold, Suffolk – May 3rd.
 Stonehaven, Kincardineshire – April 28th, May 11th, 12th and 20th.
 The Mumbles, Glamorganshire – April 29th, May 5th (twice) and 12th.
 Tynemouth, Northumberland – April 6th, 18th and 21st.
 Walmer, Kent – April 14th, 19th, 26th, May 5th (twice) and 16th.
 West Kirby, Cheshire – March 17th and April 16th.
 West Mersea, Essex – April 14th (twice), 26th, May 5th and 11th.
 Weston-super-Mare, Somerset – April 14th and May 11th.
 Whitstable, Kent – March 24th, 26th, April 19th, May 6th, 10th and 12th.
 Yarmouth, Isle of Wight – April 16th.

R.N.L.I. to benefit from a Commercial Card

The life-boat service is to benefit from a Christmas card attractively illustrated by a reproduction of a painting by Richard Eurich, R.A., showing the *Britannia* lying off Yarmouth, Isle of Wight. Through the generosity of the owner of the picture, Mr. S. D. Herapath, of Yarmouth, the royalties arising from the production and sales of this card will be paid to the R.N.L.I.

The card, sized 9 in. × 4½ in., is available in dozens at a price range commencing at £1 4s. 9d. a dozen, for sale to the public at £1 13s. 3d., so the R.N.L.I. will be able to benefit additionally from the profit on sales. The price includes envelopes, the printing of a choice of greeting, and name and address. Enquiries about this card, and orders, should be sent direct to J. Arthur Dixon Ltd., Forest Side, Newport, Isle of Wight.

FRENCH LIFE-BOAT VISITORS

Four senior officials of the French Life-boat Institution, Vice-Admiral L. le Puth, Vice-Admiral F. Picard-Destelan, Rear-Admiral A. Roux and Engineer in Chief R. Avignon, spent two days with the R.N.L.I. on 14th/15th May, 1968.

The programme included a visit to Messrs. William Osborne's yard at Littlehampton and visits to the life-boat stations at Selsey, Newhaven, Eastbourne, Hastings, Dungeness and Dover.

LETTERS

Veteran Collecting Box

● Your paragraph (THE LIFEBOAT, June, 1968, page 61) reminds me that Mr. Robson of North Street, New Romney, Kent, has a collecting box which was in the old Pilot Inn (now demolished) in the 1880s or 1890s. It was given to Mr. Robson in the 1930s by Mr. Oiller, who was then the coxswain of the Dungeness life-boat, and the box has been in use ever since. It is fixed to the wall in Mr. Robson's butcher's shop. When I empty the box I have to go with a screwdriver to remove it from the wall. A little key unlocks the tiny door at the back. It is a model of a sailing and pulling boat.

*Madeline Turner,
Littlestone,
New Romney.*

How many Salvation Army Members are Life-boatmen?

● As several members of the Stockport Crew of Life-boat Auxiliaries are Salvationists we should very much like to hear from any other members who are connected with the life-boat service.

The Salvation Army once presented a life-boat. She was the *Catherine Booth*, which went to Norway in 1900. She was on station for 24 years and 'saved nearly 5,000 lives and some 1,770 boats'.

How about naming one of your new life-boats after the Stockport crew or the Salvation Army?

*Wallace L. Barber,
Honorary Secretary,
Stockport Crew of Life-boat Auxiliaries.*

The London headquarters of the Salvation Army could not say how many Salvationists there are serving with the life-boats or, for that matter, with the fishing fleets today. Certainly in years gone by the number of Salvationists in life-boat crews was considerable. There is a long-standing Salvation Army tradition in the Sheringham crew, and it would be interesting to hear of others.—Editor.

History Wanted

● In the Waterguard Customs officers' general office on Salt Island, Holyhead, there are two plaster plaques showing a Druid's head with an old Welsh motto taken from a poem composed in 1160 meaning: *None Knoweth Save Assiduous Druids*.

This design was the badge of the Anglesey Druidical Society, an organisation of county gentry which flourished between 1772 and 1844, and concerned itself with rewarding those who were active in saving life from shipwreck, encouraging agricultural improvement, awarding inventors, rewarding humane actions and apprenticing children of the poor out of members' contributions at monthly meetings and an annual dinner.

I am wondering if any readers could help me in tracing the history of the building containing the plaques.

*Geoffrey Butterworth,
Excursions Secretary,
Anglesey Antiquarian Society,
Holyhead, Anglesey.*