

THE LIFE-BOAT

THE JOURNAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

VOL. XL

DECEMBER 1968

No. 426

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PORTRAIT OF A COXSWAIN



by courtesy of]

[W. I. Clayton

Coxswain Thomas D. Dawson, of the North Sunderland life-boat *The Edward and Mary Lester*. Appointed second coxswain in 1951, Coxswain Dawson, who became coxswain in 1955, joined the crew in 1927. He was awarded the bronze medal in 1959 for the service he performed on 12th July of that year when the life-boat rescued a man from a difficult cliff. Since he became boat's officer the life-boat has been launched 139 times and has saved 53 people.

NOTES OF THE QUARTER

THE PERIOD of a little over a quarter of a century during which the late Princess Marina, Duchess of Kent, was the Institution's President, will almost certainly be looked back upon by future historians of the life-boat service as one of the great periods in life-boat development. Revolutionary changes took place in the design and construction of life-boats; there was an enormous expansion in the work of the service; and progress was recorded on all fronts.

Throughout this period Princess Marina carried out her responsibilities as President in a manner which inspired admiration, respect and affection in all who came into contact with her. On page 469, Captain the Hon. V. M. Wyndham-Quin, R.N., former Chairman of the Committee of Management, pays a personal tribute to our late President, and photographs show a few of the numerous life-boat functions which Princess Marina attended. At all of them her interest in the service and detailed knowledge of its work were immediately apparent.

Princess Marina died on 27th August, 1968. A little more than a month earlier, on 12th July, she was to have named the new Padstow life-boat. Almost at the last minute she was forced to abandon her intention because of her illness, and her place was taken by her son, the Duke of Kent (page 472). After speaking of his mother's deep regret that she was unable to be present the Duke read the speech which she would have made. Characteristically it began with the words:

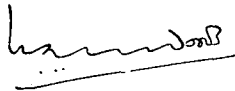
'I have always regarded it as a great privilege, in my capacity as President of the R.N.L.I., to be asked to name new life-boats—a ceremony which I much enjoy.'



CHAIRMAN'S MESSAGE

On behalf of the Committee of Management I send to all boats' officers, crews and launchers, all officers, members and supporters of station and financial branches and ladies, guilds, and to all the staff of the Institution at the head office and depots, and in the districts and areas, our very warm thanks for your united efforts, which have made 1968 a very successful year.

I wish you all continued success in your various fields in 1969, and a very happy Christmas.



Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O.,

Chairman R.N.L.I.

The speech went on to express the Institution's indebtedness to the Macfarlane family who have provided two of the Institution's new life-boats, one of them being the Padstow boat. It also recalled the occasion on which Princess Marina had met the Padstow coxswain, Gordon Elliott, and presented him with the silver medal for gallantry.

FIBRE-GLASS RESCUE BOAT

The first rescue boat with a fibre-glass hull to carry out operational trials in the service of the R.N.L.I. is now temporarily stationed at Eastney, Hampshire. This is a 17-ft. dory built by Dell Quay Productions Ltd. at Itchenor, Sussex.

The R.N.L.I. has been investigating the possible use of glass fibre construction for rescue craft for some time past. Three experimental boats, of which the prototypes were built in wood, but which if produced in quantity would have fibre-glass hulls, have already undergone extensive trials. One of these was designed by Mr. J. A. McLachlan, M.R.I.N.A., of Messrs. G. L. Watson & Co. Glasgow, and two others were designed by Mr. G. N. Hatch, A.M.R.I.N.A., formerly of the R.N.L.I.'s staff. These are known as the McLachlan and Hatch boats.

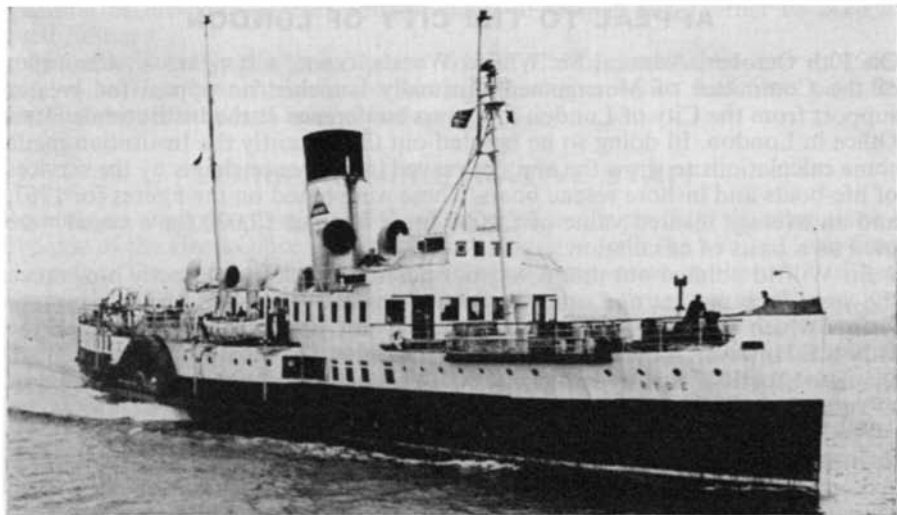
IRB CREWS . . . No. 1



by courtesy of]

[South Wales Evening Post

The Horton and Port Eynon, Glamorganshire, inshore rescue boat team (see page 466)



The paddle steamer *Ryde*, which is one of the last coal-burning paddle steamers in the world, was the scene on 13th September, 1968, of a ball in aid of the R.N.L.I. which was sponsored by W. & A. Gilbey Ltd., the makers of Gilbey's gin. The *Ryde* served with the Western Task Force during the D-Day landings in Normandy in 1944.

The Dell Quay dory is intended to serve as a boarding boat to take crews to life-boats which lie afloat and also as a high-speed rescue craft. It was originally thought that the McLachlan and Hatch boats might serve a similar purpose, but the R.N.L.I.'s view today is that these fairly sophisticated boats should serve solely as rescue boats at stations where there is a need for a rescue craft faster than a conventional life-boat and with greater range than an inflatable rescue craft.

The new boat was shown to the press at Warsash on 19th August. Among those who attended this showing was Mr. Grahame Farr, the life-boat service historian, who wrote: 'The speed and manoeuvrability of the dory, powered by twin Evinrude B.16 40 h.p. outboards, were impressive. Her steadiness was also remarkable and on several occasions the unusual construction of the hull, with deep chines forming virtually second and third keels, was clearly shown as she leaped over the crests of the waves in our wake.' A technical photograph and description of the dory appears on pages 482 and 483.

Experiments are also being carried out in the use of fibre-glass hulls for life-boats. Details of these will be given in the next number of THE LIFE-BOAT.

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 (Tel: 01-730 0031).

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

The next number of THE LIFE-BOAT will be published in March, 1969.

APPEAL TO THE CITY OF LONDON

On 30th October, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., Chairman of the Committee of Management, formally launched an appeal for greater support from the City of London at a press conference at the Institution's Head Office in London. In doing so he pointed out that recently the Institution made some calculations to show the amounts saved in insurance claims by the services of life-boats and inshore rescue boats. These were based on the figures for 1967, and an average insured value of £1,000 for a life and £2,000 for a vessel were used as a basis of calculation.

Sir Wilfrid pointed out that it was not possible to estimate exactly how much the insurance market and other business firms had been saved from insurance claims which might have been made had it not been for the services of the R.N.L.I. However, if the basis of calculation used by the Institution was accepted, the figure for 1967 was about £1,600,000. This was approximately the total cost of running the life-boat service in that year.

Among other events taking place in connection with the City appeal was the inclusion of a 37-ft. Oakley life-boat in the Lord Mayor of London's procession. Accompanying the life-boat were representatives of the life-boat crews at Dungeness, Newhaven and Selsey, and of the Littlehampton inshore rescue boat station.

The chairman of the special committee set up to promote the appeal to the City is Mr. Roger Leigh-Wood, Chairman of the Eastern Bank and Deputy Treasurer of the Institution.

IRB CREWS

A popular feature of THE LIFE-BOAT over the years has been the photographs of individual coxswains, and it has now been decided to supplement these with a regular feature showing the crews of inshore rescue boats. The first of these, which appears on page 464, is of the Horton and Port Eynon crews. Of the men shown in the photograph one is a farmer; one works in a general store and sub-post office; a third is an ex-merchant seaman whose family has a distinguished



SAVED!

When William Goodwin, aged 8, and his sister Maureen, aged 6, were on holiday at Lancing, Sussex, they launched a small boat they had found on the beach and were swept out to sea on 17th September, 1968. After two hours they were found bobbing about in choppy seas by the Shoreham IRB. Said Maureen (pictured left): 'I don't like boats'.

by courtesy of]

[The Daily Mail

tradition of life-boat service; another helps his father and mother to keep a guest house.

Characteristically, this crew at the end of the operational season in 1968 handed back to branch funds the service allowances which had been paid to them whenever they had been called out.

SENIOR ADMINISTRATIVE STAFF

Recently an analysis was made of the number of senior posts on the administrative side of the Head Office staff today in comparison with the number forty-five years ago. This showed that in spite of the huge expansion in the work of the service there had in fact been no increase at all. Forty-five years ago the senior administrative staff consisted of a secretary, a deputy secretary, two assistant secretaries, one of whom was concerned with publicity, and a senior accountant. Today there is a secretary, a public relations officer and three assistant secretaries, one of whom is primarily concerned with finance. Titles have changed but numbers have remained the same. One wonders how many other organisations in the country have taken such an expansion of work in their stride with no increase in the number of senior administrative posts.

SALE OF OLD LIFE-BOATS

From time to time the R.N.L.I. is asked about the sale of ex-life-boats, the interest in old life-boats now being considerable. A waiting list of over 400 people was the situation in July of this year.

A private buyer, who asked if he could negotiate a purchase direct with the R.N.L.I., later wrote: 'I am delighted to know that, apart from selling boats to other life-boat societies, the only way to obtain ex-R.N.L.I. craft is through the established tender system. I am entirely ready to take my chance with the rest, especially if it will help to increase the amounts obtained by the Institution. I entirely agree that dealing with individuals would almost certainly attract adverse criticism.'

MEMORIAL SERVICES

Among the R.N.L.I. representatives who attended the memorial service in Westminster Abbey for Princess Marina, Duchess of Kent, on 25th October, 1968, were the Chairman, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O.; the two Deputy Chairmen, Commander F. R. H. Swann, O.B.E., R.N.V.R., and Lieut.-Commander The Hon. Greville Howard, V.R.D., R.N.R.; Captain the Hon. V. M. Wyndham-Quin, R.N.; The Duke of Atholl, Convener of the Scottish Life-boat Council; Lady Egremont, President of the Ladies' Life-boat Guild; the Secretary, Mr. Stirling Whorlow, O.B.E., R.N.R.; the Chief Inspector of Life-boats, Lieut.-Commander W. L. G. Dutton, R.D. The following life-boat stations were represented: Moelfre (Coxswain R. M. Evans), Broughty Ferry (Coxswain A. MacKay), Dover (Coxswain-Mechanic A. Liddon) and Clacton (Coxswain C. H. G. Bolingbroke).

KENT TRIBUTE

Kent life-boat and IRB representatives attended a memorial service in Rochester Cathedral on 8th November, 1968, in memory of Princess Marina, Duchess of Kent.

FAREWELL AT ST. ABBS



by courtesy of]

[R. Nisbet

The R.N.L.I. flag at the St. Abbs life-boat station flying at half mast after the death of Princess Marina. On the day of the memorial service all R.N.L.I. flags were flown at half-mast. In May, 1965, Princess Marina made an unofficial visit to St. Abbs from a ceremony in Eyemouth.

TRIBUTE TO H.R.H. PRINCESS MARINA

THE NEWS of the passing of Her Royal Highness Princess Marina, President of the Institution for over 25 years, was received with very real sorrow by all connected with the work of life-saving at sea.

Capt. the Hon. V. M. Wyndham-Quin, R.N., a former Chairman of the R.N.L.I., writes:

'For the crews of our boats, for the Committee of Management and the staff of the Institution, the branch officials and our many thousands of supporters all over the country, the sad news came as a great shock.

'During my service as Deputy Chairman and Chairman from 1956 until early this year, I had the privilege of attending Her Royal Highness at many life-boat functions and also of discussing with her from time to time the work of the Institution. She was always very well informed about our affairs and problems, in which she took the greatest interest.

'There are many national organisations which mourn her passing and to which she rendered notable service, but she was, I am sure, particularly interested in the R.N.L.I., whose meetings and functions she honoured with her presence several times every year.

'Perhaps a naming ceremony on a fine day gave her the greatest pleasure, with



Princess Marina, Duchess of Kent, at the naming ceremony in 1966 of the life-boat *Charles H. Barrett* (Civil Service No. 35). Here, smiling, she is shown presenting a box of chocolates to 4-year-old Alison Catherine Gibb who had just presented her with a bouquet.

by courtesy of]

[The Times



One of the last naming ceremonies attended by Princess Marina, Duchess of Kent, was at Dover when the *Faithful Forester* was commissioned. Here Princess Marina comes ashore after inspecting the Dover boat on 26th July, 1967.

by courtesy of]

[Kent Photos

the band playing, flags flying and a warm reception from the big crowds which were always present. The presentations and actual ceremony over, she would meet and talk to the wives of the crew and local officials, and many others connected with the branch. This she did with her own inimitable charm and humour, giving the greatest pleasure to all who were presented.

'As many readers of *THE LIFE-BOAT* will remember, the Committee of Management recently organised a reception in honour of Her Royal Highness to mark the 25th anniversary of her becoming President of the Institution in succession to her late husband who lost his life on active service in 1942. This took place at St. James's Palace on 11th July last year, and was attended by a large gathering of representatives of what I may call the life-boat world from all over the country and as far away as the west of Ireland.

A KIND WORD FOR ALL

'It was a great success. I attended Her Royal Highness throughout the evening and at least 200 of the company present were presented. For one and all she had a kind word and a friendly smile. During the evening the opportunity was taken of presenting Her Royal Highness with the gold medal of the Institution, our highest award, and one which, I know, gave her great pleasure.

'When making the presentation I ended a brief speech with these words: "I ask you, Madam, to accept from me this gold medal as a token of the esteem and respect and, if I may say it, the affection in which you are held by the whole service".

'The memory of our late President and also our respect and affection for her will remain with all of us for many years to come.'

Memorial services, page 467



Princess Marina presenting the silver medal to Coxswain J. Nicholson, of Aith, for his part in the rescue of the crew of 12 of the trawler *Juniper* on 19th February, 1967. The picture was taken at the annual meeting of the Institution at Central Hall, Westminster, in April this year.



Wives of the crew of the *Arbroath*, Angus, life-boat being presented to Princess Marina at the naming ceremony on 21st May, 1958.

PADSTOW NAMING CEREMONY

H.R.H. the Duke of Kent, deputising for his mother, the late Princess Marina, Duchess of Kent, President of the R.N.L.I., named the new Padstow life-boat *James and Catherine Macfarlane*, a 48-foot 6-inch Oakley, on 19th July, 1968. The cost of the life-boat was defrayed by a gift from the late Mr. Robert F. Macfarlane in memory of his father and mother.

The Duke of Kent, in reading his mother's speech, spoke of the silting up of Padstow harbour which made it necessary to build a new life-boat station at Trevoe Head to enable the life-boat to be launched at all states of the tide. It was recalled, too, that the Macfarlane family had also given the life-boat now stationed at Aith in the Shetland Islands.

CREW THANKED

Mr. J. C. F. Prideaux-Brune, president of the Padstow station branch, opened the proceedings and expressed regret that Princess Marina had been unable to attend. The two telegrams which she sent to the Padstow ladies' life-boat guild and the Padstow branch were read.

Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., Chairman of the Committee of Management of the Institution, handed over the life-boat to the branch. Mr. A. G. Trembath, honorary secretary, in accepting the life-boat on their behalf, referred to the loyal service the crew had given since he became secretary five years ago.

The Assistant Bishop of Truro, the Rt. Rev. W. Q. Lash, M.A., dedicated the life-boat assisted by the Rev. B. B. Clarke, Vicar of Padstow, the Rev. W. J. Palmer, Methodist Minister, and the Rev. Paul Rea, Roman Catholic Priest of St. Mary's Abbey.

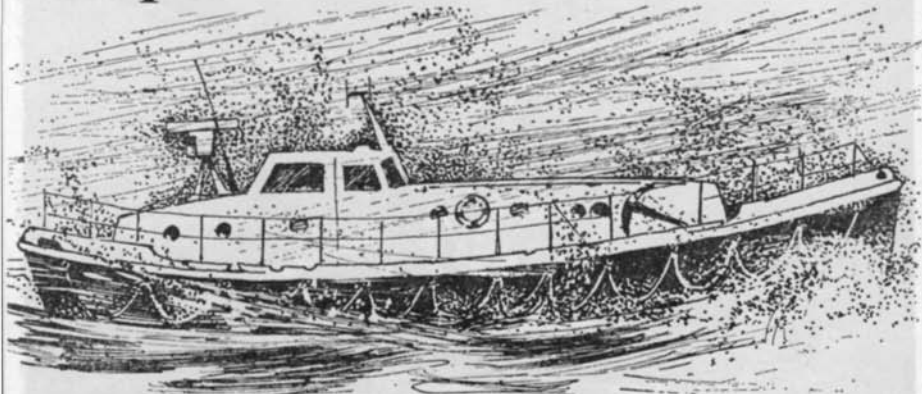


by courtesy of]

[Western Morning News

The Duke of Kent, who deputised for his mother, the late Princess Marina, Duchess of Kent, meeting the wives of members of the Padstow life-boat crew when he named the *James and Catherine Macfarlane*, a 48-foot 6-inch Oakley life-boat, on 19th July, 1968.

Four of the new 48 ft. lifeboats
for the R.N.L.I. are being built by
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[Ministry of Defence

The Ribble estuary carries heavy traffic. Here the local life-boat, the *Sarah Townsend Porritt*, which was built in 1951, is shown against a familiar background.

FOCUS ON... LYTHAM—ST. ANNE'S

by Christopher Elliott

It is doubtful whether any other life-boat station in the British Isles could claim such a beginning. For the Lytham-St. Anne's station, in Lancashire, which is responsible for a conventional life-boat, an IRB, a tractor and two boarding boats, was once a mussel purification station.

The story is that Mechanic George Harrison, on learning of the closure of the mussel station, remarked: 'What a pity to pull down the place. It'd make a nice life-boat station.' And on 26th June, 1960, the new station was opened.

LEFT 28 CHILDREN

But a life-boat station was at Lytham long before the mussel station—in fact, as far back as 1851. The first life-boat capsized on the first launch and drowned eight of her crew, leaving eight widows and 28 children. In 1881 a life-boat station was opened at St. Anne's. From 1888 to 1910 there were two life-boats at St. Anne's, but in 1925 the station was closed.

Of the River Ribble and the risks, Mr. John Kennedy, who became honorary secretary at Lytham 17 years ago, said: 'It is eight miles from Lytham up to

Preston and six miles out to the bar. The river is deep enough for 10,000 tonners and over, although most of the traffic is made up of ships of between 500 and 2,000 tons net. It's one of the busiest docks in the country with an average of 12 ships per tide throughout the year. The risks are considerable.

'We also work closely with Warton where such aircraft as the Lightning supersonic fighter are built and, to avoid noise disturbance, are test flown out over the Irish Sea. An R.A.F. air/sea rescue helicopter is specially stationed at Warton with a civilian pilot and we do, of course, enjoy a close association with them.'

YACHT CLUB SUPPORTERS

The new boathouse is conveniently placed alongside the premises of the local yacht club. Membership strength of the club is 350, and the members, who come from all walks of life, are dedicated supporters of the life-boat service.

Although in 1931 the St. Anne's branch of the Institution was amalgamated with the Lytham branch, the two guilds are still run as separate entities. Many members of the yacht club are guild supporters so there is a healthy rivalry among the women members in the fund-raising field.

Lytham-St. Anne's has a static population of about 37,000. However, during the peak holiday season it is reckoned that at least 120,000 visitors stay for a week or two. At the Town Hall, where I met Mr. R. A. Cork, the Town Clerk, who with Mr. Kennedy shares the secretarial duties of running the two branches, I learnt that Lytham-St Anne's, on a fair Sunday, could have 15,000 day visitors



by courtesy of]

[Charles Lowe

The life-boat station at Lytham - St Anne's began life as a mussel purification station. It is said that the idea for adapting the premises came from Mechanic George Harrison. Next door is the local yacht club whose members are dedicated supporters of the life-boat service.



Links with local life-boats of the past—the old life-boat station at Lytham, with its windmill partner, and (right) the old life-boat station at St Anne's which is now an ambulance station. Looking on is Mr. John Kennedy, honorary secretary.

—a great potential for boathouse souvenir sales.

Major James G. Disley, the District Organising Secretary for the North West, met us near the boathouse as he made his way to a life-boat meeting; and just after lunch Lieutenant-Commander Harold H. Harvey, V.R.D., R.N.R., No. 8 Life-boat Area Inspector, arrived for an IRB exercise. The wind was boisterous, there was rain, and the Ribble estuary looked most uninviting with the rising tide. Soon the Warton helicopter was hovering over the boathouse, and just after 1.30 p.m. the first IRB crew were away with the inspector. We watched them going through the drill from the comfort of the boathouse look-out.

In addition to Coxswain Harold Parkinson, the regular crews for the life-boat and the IRB are: Second Coxswain Arthur ('Waggy') Wignall, Mechanic George ('Ginger') Harrison, Bowman Bernard Gill, Signalmen Stanley Wilson, Crewmen William Cardwell, Kenneth Smith, Brian Pearson, David Topping (IRB), Jack Brambles (IRB), Roy Thistlethwaite (IRB), George ('Tiny') Smith (IRB) and Archer Metcalf (IRB).

OUTSTANDING SERVICES

The boathouse contains an excellent display of life-boat photographs together with accounts of outstanding services by the local life-boats, including those to the *Brazil* (26th December, 1862), *Annie E. Hooper* (20th October, 1862), *Rubin* (21st January, 1863) and *Mexico* (9th December, 1886).

The service to the *Mexico* is, of course, very well known and resulted in a major tragedy. This occurred when the St. Anne's, Southport and Lytham life-boats all went to the help of the barque *Mexico*, of Hamburg. In a wind of force 7 the Southport life-boat *Eliza Fernley* capsized with the loss of 14 of her crew of 16, followed by the St. Anne's life-boat *Laura Janet*, with the loss of her entire crew of 13. What happened to the St. Anne's life-boat was never known—only that she came ashore, bottom up, three miles to the westward of Southport in the early hours of 10th December.

THE LIFE-BOAT JOURNAL for 1st February, 1887, in referring to the Southport disaster, stated: 'We are of the opinion that the loss of life was attributable to the



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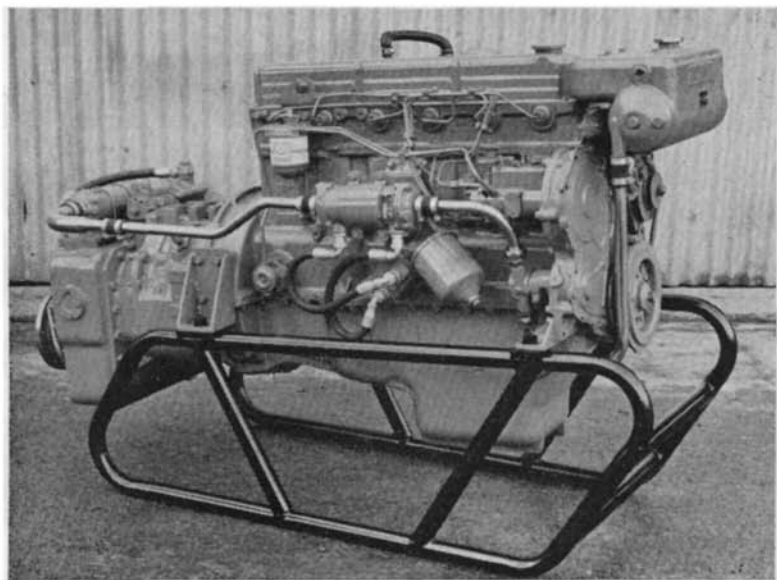
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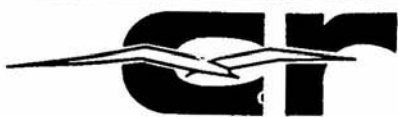
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The loss of two life-boats on the same service led directly to the re-examination by the Institution of the whole question of self-righting life-boats. Another consequence of the disaster was the founding by Sir Charles Macara of the Life-boat Saturday Fund. The organisation of the fund was ultimately taken over by the Institution in 1910. Nationally the twin life-boat tragedies of 1886 had a profound effect and there was a great wave of sympathy, the special local fund eventually reaching nearly £31,000. The last beneficiary died in 1934.

THE CAPTAIN'S SWORD

The rescue of the crew of the *Mexico* was effected by the Lytham life-boat *Charles Biggs*. She was launched some minutes before the St. Anne's boat was lost. The surviving life-boat was filled with water four or five times, as she made for the *Mexico* in very heavy seas, and, after the oars had been got out, a heavy breaking sea struck her, heeling the boat over with her gunwale under water, the sudden lurch breaking three of the oars. Subsequently she managed to run alongside the *Mexico* and take off her crew of 12. For this service Coxswain Thomas Clarkson was awarded the silver medal.

Mr. Kennedy, who has in his care some of the best-kept station logs and historical documents I have seen in my life-boat station travels, made an appeal through the press some time ago for local life-boat relics and was able to round up, in very good condition, 'the captain's sword from the *Mexico*'.

Now the station is on the look out for more topical relics. For example, the burgee worn by the yacht *Penbock*, when her crew of five were rescued by the Lytham-St. Anne's life-boat on the night of 3rd July, 1955, is preserved in the boathouse. For this service Coxswain Joseph Parkinson was awarded the bronze medal.

LETTERS OF APPRECIATION

On display in the boathouse, too, are letters of appreciation, such as this one from an Italian shipowner for a service carried out by the local life-boat on 13th September, 1955, to the m.v. *Alba* of Genoa: *'It would be very difficult for me to explain the nature of the wave of emotion that overflowed everyone of us seeing the little Lytham come out from the darkness and approach our dear and helpless Alba. The Lytham and her crew, in the storm, were a perfect image of struggle of Good against Evil.'*



'The wind was boisterous, there was rain, and the Ribble looked most uninviting with the rising tide. . . . We watched them going through the drill from the comfort of the boathouse look-out.'

Lytham has had eight life-boats. They have been launched on service 233 times and have rescued 256 lives. There were five boats at different times at St. Anne's. They were launched on service 29 times and rescued 40 lives. Four silver medals and three bronze medals have been awarded for gallantry to Lytham and St. Anne's life-boatmen.

Today the conventional life-boat, *Sarah Townsend Porritt*, which was built in 1951, is moored afloat. The IRB arrived in 1967.

In St. Anne's Mr. Kennedy showed me the life-boat memorial to the victims of the two capsizing accidents of 1886. We looked at the old life-boat station there and found that it was still carrying on its humane work—as an ambulance station. Later I walked to see the old boathouse at the Lytham end and noted, with interest, that it has a windmill (c. 1805-1810) alongside it—one of many which once worked in the area.

THE EVENING PRIMROSE

Here and there on the dunes and saltings I noticed a yellow flower. When I asked Mr. Kennedy about it, he said: 'It is said that the flower—it is called evening primrose—started to grow here after a ship was wrecked which was carrying the seed'. The thought then occurred to me that here, surely, was a living memorial, close to the wind, to the life-boatmen who perished in the estuary that stormy night over 80 years ago.



by courtesy of]

[J. P. Morris

The memorial at St Anne's to the victims of the two capsizing accidents on 9th December, 1886, when 27 life-boatmen perished in the estuary.

NAMING CEREMONY AT TROON

THE naming ceremony took place at Troon, Ayrshire, on 5th October, 1968, of 44-007 *Connel Elizabeth Cargill* which was provided by a gift from W. A. Cargill Charitable Trust. Mrs. Connel Leggett, of Edinburgh, eldest granddaughter of the Mrs. Cargill after whom the boat was named, carried out the ceremony.

The life-boat was handed over to the R.N.L.I. by Mr. R. K. Robertson, a trustee of the W. A. Cargill Trust. Brigadier J. W. H. Gow, C.B.E., D.L., J.P., accepted the boat on behalf of the Committee of Management. Mr. Montgomery Brown accepted 44-007 on behalf of the branch.

The Rev. Allan Young, B.D., S.T.M., Minister of Troon Old Church, conducted the service of dedication.



by courtesy of]

[Eastern Evening News

Mrs. R. M. Reed (left), the donor of the Cromer life-boat *Ruby and Arthur Reed*, with some of the children who won awards in the B.B.C. television programme 'Blue Peter' Life-boat Day poster competition. When Cromer held its flag day on 15th August, 1968, Mrs. Reed of Eastbourne, went out with the children in the Cromer boat.

Thanks—and a Cheque

The following letter, extracts of which are published here, was received in September, 1968, from Raymond Baxter, formerly Director of Motoring Publicity, The British Motor Corporation Ltd., and well-known television commentator, enclosing a cheque for £25.

Mr. Baxter, who lives at Denham, Bucks, wrote: 'The 46-foot motor yacht *Janthea*, which my 17-year-old son and I had led from Dunkirk to Calais and Ramsgate aboard our 30-foot *L'Orage*, took us in tow when our engine stopped between the West Last and the Spaniard at 1950 on 24th August on passage to Queenborough. Subsequently in a beam sea, and because of the speed of the tow, a steering wire parted. Unable to hold *L'Orage* steady by hand on the short tiller in the rising sea, we gave *Janthea* a course for Harty ferry. She ran aground on the Pollard Spit because the skipper failed to see the unlit buoys as darkness fell, and on tow, we were in no position to navigate for him.

TRANSMITTER OUT OF ACTION

'My son boarded *Janthea*, the anchor was dropped, and with two warps forrard, *L'Orage* was safe but uncomfortable on a rising Spring tide and north east by force 5 and freshening wind.

'An attempt to get a weather forecast from the North Foreland proved *Janthea's* transmitter to be unserviceable, and there was no response on the Mayday frequency. Anchor bearings suggested that the hook was holding, but

the sea continued to mount as the wind freshened. Our only known light was Whitstable Street. All was well unless anything parted, in which case we could have been poorly placed particularly if the wind continued to freshen, as seemed possible.

'At 2300 hours it was therefore decided to fire a distress rocket, followed by flares at five-minute intervals. Six were fired. At 2330 a bright white light proved to be your IRB from Whitstable skippered by Fred Downs. One expects R.N.L.I. life-boat men to be brave and efficient. What impressed me so much was that these men were also kind. After a short conference it was agreed that they would escort us into Whitstable which was exactly what we required. They told us the Southend boat was on its way, but they arranged her recall. About an hour later we were in Whitstable harbour. What made my day was that they said we had done the right thing in calling for assistance.

'PERFECT FOR THE JOB'

'Just another very minor incident. There was no heroism, no imminent danger, no injury, and a broken stanchion on my boat was the only damage sustained—but the IRB was the only craft which could have reached us, she had never operated at night before, she was perfect for the job, and her crew could not have behaved in a more admirable manner.'

FIBRE-GLASS DORY

The standard hull of the Dell Quay dory, referred to on page 464, has been used in the R.N.L.I.'s new experimental boat, but it has been strengthened to enable it to take the steering console.

The hull is of composite construction comprising a hull moulding of glass reinforced plastic (G.R.P.) averaging 9 oz. per sq. ft. with local stiffening in stress areas and a deck moulding of 7 oz. per sq. ft. The cavity between the two mouldings is filled under pressure with rigid polyurethane foam of a density of 2.4 lb. per cu. ft. The transom has a solid marine ply core 1½ in. thick bonded to hull and deck laminates.

The steering console is constructed from aluminium, although if quantity production is decided on, a G.R.P. moulding will be used. Two 18-gal. petrol tanks are incorporated in the base of the console and above them is a locker for equipment.

ONE ENGINE CAPABILITY

Each engine has a separate steering cable, the engines only being connected at the wheel. This enables the boat to be run with one engine tilted, so that in the event of damage or failure of one engine the performance does not suffer too much. The steering gear is by Morse and the engine controls are Morse single lever. The engines have manual starting, the complication of electric starting being thought unnecessary in this boat.

The statistics and dimensions of the boat are as follows: length 17 ft.; beam 7 ft.; draft 8 in. (motors raised); 18 in. (motors lowered); displacement 1,030 lb.; integral reserve buoyancy 3,000 lb.; maximum speed 25 knots (with two crew); maximum speed with one engine, 15 knots; fuel capacity 36 gal.; fuel consumption (estimated) 8 gall. per hour; range (estimated) 110 miles.



Pictured here is the first rescue boat with a fibre-glass hull to be tested under operational conditions by the R.N.L.I. It is a 17-foot dory built by Dell Quay Productions Ltd., at Itchenor, Sussex. (See pages 464 and 482.)

HIDDEN TREASURE SHOPS

by Nan A. McLees*

I HAVE been asked to write an article on 'shops' or 'hidden treasure shops' as we now call them and wonder just where and how to begin.

I think I'll go back to 1962 when we had our first shop. There were 10 of us at that time—we have no actual guild here in Motherwell, and we had tried all the usual methods of money raising—dances, coffee mornings, cheese and wine parties, etc. Very successful in their way, but we wanted to get a real money spinner.

I owned a shop selling children's clothes, and it was being acquired by the local council to make way for redevelopment. I had the usual closing down sale but had still odds and ends of things left over and not enough stock to really stay open for business. As I still had lots of time before needing to vacate the premises I called my committee together and suggested to them that they should search their cupboards and drawers for unwanted articles of any description and we would have a 'nearly new' shop for R.N.L.I. funds.

'AN AMAZING COLLECTION'

We advertised our intentions in the local press, collected bunting, flags, etc., from the Glasgow office, put a large placard in the window and told the public that in two days' time there would be wonderful bargains for all. We collected from a number of friends also and found that we had quite an amazing collection of goods for sale—cutlery, crystal, jewellery, china, kitchen utensils, curtains,

*President, Motherwell ladies' life-boat guild.

table linen, bed linen, toys, books and, of course, clothes, and my surplus stock.

We opened on a Monday morning and had a queue waiting for us, and I don't think any of us will forget that first day. The cash register rang out merrily and at the end of the day we had taken over £120. What a thrill that was! We were dog-tired but so enthusiastic that we all went home and started to clear out every unwanted or unused article we could find to replenish our very empty shelves. We phoned our various friends and relations and begged them to look out *anything*—yes, just anything they could part with.

The second day found us again just as busy as ever—another £100, so we decided to close for two days to allow us to contact people in the surrounding area to help with our scheme. We had wonderful response due, I think, to personal approach. This I think is essential in anything of this kind. In seven selling days we made £585—a most rewarding effort.

GIVEN OVER £10,000

Since October, 1962, we have had three more shops—15 to 18 months between each. We hadn't, of course, the good fortune of just having a shop on tap as we had the first time and had to wait until a shop became vacant and the landlord or property agent was willing to let us use it. I must say, though, that we always found everyone most helpful when we told them why we wanted the shop. Sometimes we had our shop for just three days then nothing for a week or 10 days, *but they were always successful, and in our area our hidden treasure* shops are well known and our customers come from far and near for their bargains.

In 10 years we have given over £10,000—we still have our usual money-raising efforts, but this is the one which we have found most satisfying.

There are a few points I would just like to make clear for your shop. Have all your goods clearly priced before you open. Price tickets can be got from any stationer. Sticky labels for hard goods, i.e. china ornaments, etc., and pin tickets for clothes. Any large store will help out with coat rails or often give you extra counters—they usually have surplus shop-fittings in their store-room. We certainly have always found managers most helpful. Measure curtains and mark lengths tying them in pairs. This saves so much trouble. *Refuse nothing*. People may be hurt by your refusal to take something they offer. You can get rid of unwanted things to a jumble sale in your area, no doubt.

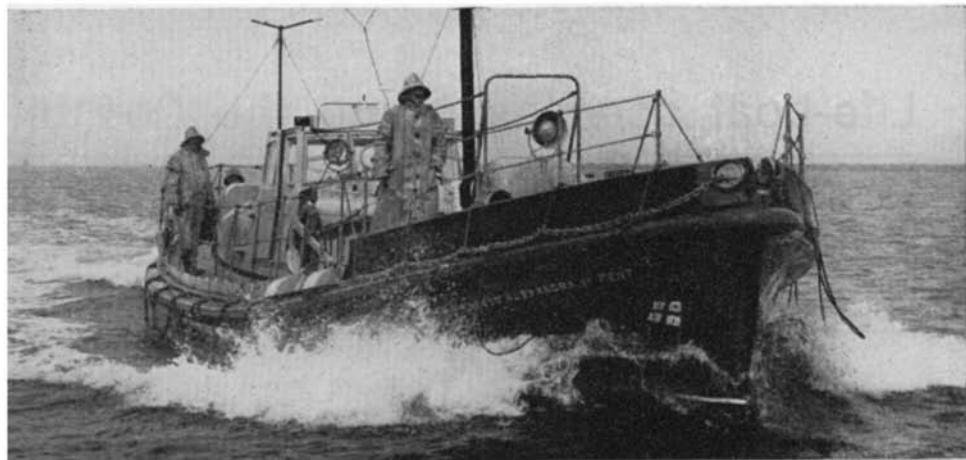
Take the plunge and have a shop, and you will soon be like us and look forward to meeting your regulars and have them say: 'I hope you're having another life-boat shop soon'. Bargains for the public, hard work and quite a lot of fun for us, and a fairly large amount for the R.N.L.I.

NATIONAL GIRO

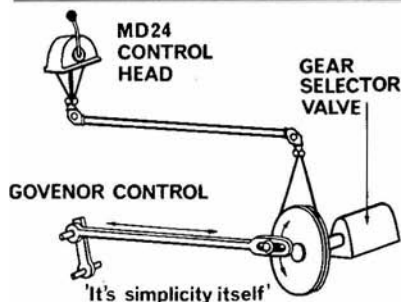
The R.N.L.I. has opened an account to make use of the National Giro service. The account number is 545 4050. Those who have personal Giro accounts may, if they wish, transfer money from those accounts to the Institution at no extra cost to themselves. The Institution's branches are asked not to make use of this system but to continue the existing arrangements for transferring funds.

NEWBIGGIN'S BEDSPREAD KNITTER

For many years Mrs. R. Rowe has made knitted garments for raffles and sales at the annual harbour fête and other life-boat functions at Newbiggin. This year Mrs. Rowe knitted a bedspread, two yards nine inches long, satin lined, crochet edged to her own design using only two knitting needles. The amount raised was £88. Mrs. Rowe's family has been connected with the life-boat service for several generations.



Torbay Lifeboat 'Princess Alexandra of Kent' showing use of MD24 control with GARDNER LW engine and UC gearbox hydraulically actuated



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

JUNE

No. 3 Life-boat Area

Humber, Yorkshire – At 4.13 p.m. on 12th June, 1968, the coastguard reported that a small boat from the m.v. *Delphic Eagle* of Monrovia had broken adrift at the Bull anchorage. Further investigations were made and the life-boat *City of Bradford III* was launched at 4.30 in a light easterly breeze and a

slight sea. It was three hours after low water. The life-boat came up with the drifting boat half mile east of Haile Sand Fort. Staging restricted the movement of the three men on board and the boat was drifting helplessly with the tide. They were taken aboard the life-boat and the boat was taken in tow. At 5.56 the men were returned to the *Delphic Eagle*, together with the small boat, and the life-boat returned to her station at 6.10.



by courtesy of]

[F. Mijssud

The Torbay, Devon, life-boat arriving at Brixham on 9th July, 1968, with 126 holidaymakers rescued from the Torquay to Brixham ferry, *Western Lady*, which ran aground in thick fog.



The Salcombe, Devon, life-boat in a rescue on 15th September, 1968—one of two people picked up.

by courtesy of]

[W. P. Budgett

At 8.45 p.m. on 13th June, 1968, the coxswain learnt that a sick man aboard the m.v. *Delphic Eagle*, at anchor in Bull anchorage, needed medical assistance. The life-boat *City of Bradford III*, with a doctor on board, was launched at 9.20 in a moderate north easterly breeze. It was one hour after high water. The doctor was put aboard the vessel at 10 p.m. Thirty minutes later the doctor and patient were transferred to the life-boat, which took them to Grimsby, where the man was taken to hospital. Owing to low water the life-boat remained at Grimsby until 5 a.m. on 14th June and returned to

her station at 6 a.m. The man's life was saved by this service.

Bridlington, Yorkshire – At 7.10 p.m. on 1st June, 1968, the coastguard reported that the motor cruiser *Flying Consul* with four adults and three children on board had broken down three miles north of Withernsea. The life-boat *William Henry and Mary King* was launched at 7.40. It was one and a half hours before high water. The life-boat came up with the cabin cruiser at 10.40 half a mile off shore. The anchor was not holding and she was dragging towards the shore. The life-boat took her

in tow to Bridlington and returned to her station at 2 a.m. on 2nd June.

No. 4 Life-boat Area

Skegness, Lincolnshire – At 6.6 a.m. on 25th June, 1968, the coastguard reported that flares had been sighted on Butterwick Low Sands. The life-boat *Charles Fred Grantham* was launched at 6.32 in a fresh south south westerly wind and a rough sea. It was half an hour before high water. She found the fishing boat *Seeker* aground with a crew of two on board. The Boston pilot boat *Elsie Wing* was standing by and had tried unsuccessfully to get a line on board. A helicopter which arrived on the scene winched up one man and landed him at Boston. At 8.30 the life-boat took the fishing boat in tow. At the mouth of the river the crew man, who had been winched off, was returned to the fishing boat which was towed to Boston harbour. The life-boat returned to her station at 2.30 p.m.

Cromer and Sheringham, Norfolk – At 6 p.m. on 30th June, 1968, the honorary secretary of the Cromer life-boat station was told that a small boat was in difficulties off Sheringham beach. The life-boat *Ruby and Arthur Reed* was launched at 6.12. It was shortly after low water. The Sheringham life-boat *Manchester Unity of Odd Fellows* was also launched at 6.31. She carried on board a member of the crew of the cabin cruiser *She's A Lady* which had struck a rock at speed and was leaking badly. This man had rowed ashore to obtain help. The Sheringham life-boat came up with the cruiser at 6.36 and the Cromer life-boat at 6.45. Members of the life-boats' crews were put aboard to bale her out as she was taking in a considerable amount of water. She was then taken in tow by both life-boats to Blakeney. The Sheringham life-boat returned to her station at 9.49 and the Cromer life-boat at 9.50.

Clacton-on-Sea, Essex – At 6.35 p.m. on 22nd June, 1968, the coastguard informed the honorary secretary that a yacht was aground on a sandbank $2\frac{1}{2}$ miles south east of Buxey Beacon. The life-boat *Valentine Wyndham-Quin* was launched at 6.56 in a strong south westerly breeze with a moderate sea. It was two hours after low water. At 8.10 the yacht *Hexan*, with a crew of three, was found aground on Foulness Spit and was taken in tow to a safe anchorage at Burnham. Owing to unfavourable weather conditions the life-boat could not be rehoused until 6.56 on 26th June.

No. 5 Life-boat Area

Ramsgate, Kent – At 6.3 p.m. on 12th June, 1968, while the life-boat was on exercise, the coastguard informed the crew that a sailing dinghy with three people on board had capsized in Pegwell bay. The life-boat *Michael and Lily Davis* went to the scene, rescued the three people, and with the sailing dinghy in tow returned to her station at 6.39. There was a fresh north north easterly wind with a moderate sea. It was low water.

Margate, Kent – At 2.21 a.m. on 7th June, 1968, the coastguard told the honorary secretary that red flares had been sighted in the Edinburgh Channel six to seven miles off Foreness point. The life-boat *North Foreland (Civil Service No. 11)* was launched at 2.40. It was shortly before low water. Nothing was found at the position indicated, but as the result of a further search the yacht *Hummona* was found aground on the North Shingles Patch Sands. There were two men, a woman and a baby and three dogs on board. A member of the life-boat's crew was put aboard the yacht which was towed clear of the sandbank. The tow was slipped and while escorting the *Hummona* to the Tongue lightvessel the yacht's engine failed. A member of the life-

boat's crew went aboard once more and the yacht was taken in tow for Ramsgate. Slight damage was suffered by the life-boat during this service. She returned to her station at 11.20. The owner made a monetary gift to the crew.

Dungeness, Kent – At 6.8 p.m. on 21st June, 1968, the coastguard informed the honorary secretary that a cabin cruiser was firing flares two miles north east of the life-boat station. The life-boat *Mabel E. Holland* was launched at 6.15 in a strong south westerly wind with a moderate sea. The tide was flooding. The life-boat came up with the cabin cruiser *Shantimere* with four people on board four and a half miles north east of Dungeness. The cabin cruiser's engine had failed and she was dragging her anchor. The life-boat took the *Shantimere* in tow to Folkestone and returned to her station at 11.20.

No. 6 Life-boat Area

Ilfracombe, Devon – At 8.45 p.m. on 2nd June, 1968, the coastguard told the honorary secretary that a youth had fallen over the cliffs at Tors Walk, Brandy Cove. The cliff rescue team had lowered a doctor to assist him. The life-boat *Lloyd's II*, with a rubber dinghy in tow, was launched at 10.46 in a light easterly breeze and a slight sea. It was one hour before high water. On reaching the scene the dinghy was used to transfer the injured youth to the life-boat, which took him to Ilfracombe where an ambulance was waiting to take him to hospital. The life-boat then returned to the scene to take off the doctor and six members of the cliff rescue team, who were unable to negotiate the cliff face in the total darkness. The dinghy completed the transfer in four trips and the life-boat returned to her station at 12.50 a.m. on 3rd June. Owing to low water she was not rehoused until 3 a.m.

Weymouth, Dorset – At 11.20 a.m. on 5th June, 1968, the coastguard informed the honorary secretary that the cabin cruiser *Cilla* with a one-man crew had broken down nine miles from Portland Bill. The life-boat *Frank Spiller Locke* slipped her moorings at 11.50. The tide was flooding. The life-boat came up with the *Cilla* four miles from Portland Bill and took her in tow to Weymouth. She returned to the station at 2.50.

The Lizard/Cadgwith, Cornwall – At 10.23 p.m. on 26th June, 1968, the honorary secretary picked up a radio distress call, confirmed shortly afterwards by the coastguard, that the trimaran *San Giorgio* was in difficulties 12 miles south south east of the Lizard. The life-boat *Duke of Cornwall (Civil Service No. 33)* was launched at 10.45 in a south westerly gale and a rough sea. It was three hours after high water. The life-boat came up with the trimaran at 12.8 a.m. on 27th June. There was only one person on board. The trimaran had hit an obstruction off the Scillies and besides leaking had also sustained damage to her rudder. The life-boat took her in tow to Falmouth and returned to her station at 7.30.

Exmouth, Devon – At 1.45 a.m. on 3rd June, 1968, the coastguard reported that a motor boat from Dawlish with two people on board was overdue from a fishing trip. The life-boat *Michael Stephens* slipped her moorings at 2.15. It was two hours after high water. The life-boat carried out an extensive search and the missing boat was sighted just after 5 a.m. The occupants, who were very cold, were taken on board the life-boat where they were wrapped in blankets and given rum and hot soup. The motor boat was taken in tow to Dawlish and the life-boat returned to her station at 6.30.

Clovelly, Devon – At 10.50 p.m. on 16th June, 1968, it was learnt that a

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st June to 31st August: Launches 1052, lives saved 420

cabin cruiser from Bideford was fog-bound in Barnstaple bay. Twenty minutes later the coastguard requested the assistance of the life-boat to search for the boat. The life-boat 44-001, on temporary duty at the station, slipped her moorings at 11.22 in a light variable breeze and a smooth sea. It was one hour before high water. The life-boat made an extensive search in dense fog as far as Baggy point without result. At 4.48 a.m. the fog lifted a little and the life-boat resumed the search in the direction of Westward Ho. Twenty-five minutes later she reported that she had found the cabin cruiser *Sea Ker* of Bideford at North Barrows, Westward Ho. There were seven people on board. The cruiser was taken in tow to Clovelly and the life-boat returned to her station at 7 o'clock.

St. Ives, Cornwall – At 9.36 p.m. on 20th June, 1968, the coastguard informed the honorary secretary that red flares had been sighted five to six miles west north west of Clodgy point. As a report was received that Shackleton aircraft had been diverted to search the area, the honorary secretary decided to withhold launching the life-boat pending the result of the search. At 10.16 the coastguard reported that the search by the Shackleton had proved fruitless and that further flares had been seen six miles west north west of Clodgy. The life-boat *Edgar George Orlando and Eva Child* was launched at 10.36. It was two hours after low water. At 11 o'clock the life-boat observed a red flare about six miles north north east of St. Ives head. The life-boat altered course and came up with the fishing boat *Wasp* of Hayle

with three men aboard at 11.50. Her crab nets had fouled the propeller. She was taken in tow to St. Ives and the life-boat returned to her station at 1.10 a.m. on 21st June.

No. 7 Life-boat Area

Barmouth, Merionethshire – At 6.50 p.m. on 22nd June, 1968, the coastguard reported that the fishing boat *Welsh Lady* with five people on board was in difficulties one and a half miles north of Barmouth. The life-boat *The Chieftain* was launched at 7.2 in a fresh north westerly wind and a moderate sea. It was half an hour before high water. The life-boat found a motor boat had taken the fishing boat in tow but could not hold her against the incoming tide and off a lee shore. The life-boat passed a line to the fishing boat and towed her to harbour. She returned to her station at 8.5.

Swanage, Dorset – At 8.50 p.m. on 2nd June, 1968, the honorary secretary learnt that a youth was stranded on Ballard Cliff. The life-boat *R.L.P.* was launched at 9.11. It was one hour after low water. On reaching the area the life-boat assisted the cliff rescue team by using her searchlight and VHF communication. At 9.20 the youth was lowered to the beach and taken aboard the life-boat by dinghy together with the police officer who had been lowered down the cliff to rescue him. He was landed at Swanage and the life-boat returned to her station at 10.45.

No. 8 Life-boat Area

Porthdinllaen, Caernarvonshire – At 11.40 p.m. on 15th June, 1968, the



by courtesy of;

[Blackpool Gazette and Herald

When a diver was doing underwater work at the end of the North Pier, Blackpool, on 18th June, 1968, there was an explosion and he was hit by flying metal. Here a police diver is shown about to leave the Blackpool IRB during the search for the body.

coastguard told the coxswain that a cabin cruiser had broken down off Pistyll beach. The life-boat *Charles Henry Ashley* was launched at 12.5 a.m. on 16th June in a light east south easterly breeze and a smooth sea. It was then two hours before high water. As nothing was found in the area indicated, the search was extended eastwards and at 3.30 the cabin cruiser *Andrea* with two people on board was sighted three miles north of Bodielias Head. Her engine had broken down. The life-boat took her in tow to Porthdinllaen and returned to her station at 6.35.

See page 527 for other life-boat services

IRB LAUNCHES

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

No. 2 Life-boat Area

North Berwick, East Lothian – At 5.25 on 23rd June, 1968, the coast-

guard told a member of the IRB crew that a sailing dinghy had capsized half a mile north of the harbour near the Platcock rocks. The IRB was launched at 5.30 in a light north easterly breeze with a corresponding sea. The tide was ebbing. The IRB rescued the dinghy's crew of two boys from the water and returned them to harbour. The dinghy was then recovered and the IRB returned to her station at 6 o'clock.

At 4.30 p.m. on 16th June, 1968, the coastguard told the honorary secretary that two men, who had been fishing on the Maidens rocks, about half a mile south west of North Berwick harbour, were cut off by the incoming tide. The IRB was launched at 4.36 p.m. It was three hours before high water. The IRB took the men off the rocks and landed them on the beach. She returned to her station at 4.42.

At 4.15 p.m. on 30th June, 1968, the coastguard informed a member of the crew that a sailing dinghy which had been dismasted was drifting towards Lamb island. The IRB was launched at 4.17 in a fresh south westerly breeze with a choppy sea. The tide was flooding. She came up with the dinghy which had a crew of two. The dinghy was taken in tow to the harbour and the IRB returned to her station at 4.30. As the boat was being rehoused, a further call was received from the coastguard that a sailing dinghy with a crew of two was being driven against Craigleith island. The IRB came up with the sailing dinghy *Heloise* and took her in tow before she was wrecked on the rocks. The *Heloise* was towed to harbour and the IRB finally returned to her station at five o'clock.

South Queensferry, West Lothian –

At 11.45 a.m. on 30th June, 1968, while the crew were at the IRB house, a catamaran capsized half a mile north of the station. The IRB was launched immediately in a fresh south westerly wind gusting to gale force with a rough sea. It was low water. She came up with the catamaran and was informed by the crew of two that they wished to remain with the boat and try to right her. At this time another catamaran capsized a mile further east. The catamaran was found to have a broken jib and main running gear. The IRB returned to the first catamaran which had been righted, and as her steering gear had been damaged she was taken in tow to the station. The IRB then returned to the second catamaran, which carried a crew of two, and took her in tow. The station was reached at 12.30 p.m.

Largs, Ayrshire – At 7.45 p.m. on Saturday, 8th June, 1968, the coastguard informed the honorary secretary that a sailing dinghy had capsized on the west side of Wee

Cumbræ. The IRB was launched 15 minutes later. It was high water. She proceeded to the scene and found the dinghy with two people, who were taken off. The dinghy was towed to Millport. After the dinghy had been baled out she was taken in tow to Largs where the two men were landed. The IRB returned to her station at 10 o'clock.

At 8 p.m. on 17th June, 1968, the police informed the honorary secretary that three people were in the water off the islands in Millport harbour. The IRB was launched at 8.5 in a moderate north westerly wind and a slight sea. She found two men and a woman, still in the water, clinging to an upturned dinghy alongside the motor boat *Brightsky*. They were suffering from shock and were taken aboard the IRB, which landed them at Millport where a doctor was called. Apparently they had rowed out from Millport harbour and were transferring the dinghy to the motor boat when it capsized, throwing them into the water. The IRB returned to her station at 11.10.

No. 3 Life-boat Area

Sunderland, Co. Durham – At 2.15 p.m. on 24th June, 1968, a lifeguard noticed that a bather was in difficulties about one mile off Whitburn. The IRB was launched immediately. The swimmer, who was suffering from cramp and cold, was rescued and brought ashore to the Seaburn first aid post. The IRB returned to her station at 2.45.

Scarborough, Yorkshire – At 7.19 p.m. on Sunday 30th June, 1968, the coastguard reported that two people were cut off by the tide south of the bathing pool. The IRB was launched at 7.25 in a gentle southerly wind with a smooth sea. It was one hour before high water. The two people were taken aboard and the IRB returned to her station at 7.45.



by courtesy of]

[Carlisle and Cumberland Journal

When the Workington life-boat was on exercise on 24th April, 1968, it was directed to take a body off a fishing boat. Here one of the crew is landing from the *Manchester and Salford XXIX*.

On 1st June, 1968, the IRB was launched to help an injured child who had fallen over the cliffs. A full account of this service, for which special awards were made, appears on page 533.

No. 4 Life-boat Area

Cromer, Norfolk – At 1.35 p.m. on 22nd June, 1968, the IRB boathouse attendant told the coastguard that a young girl who had swum away from a bathing party was in difficulties about 300 yards from the beach. The IRB was launched at 1.42 in a light south westerly breeze and a smooth sea. It was three hours after low water. The IRB took the girl back to the beach and returned to her station at 1.56.

Southend-on-Sea, Essex – At 1.16 p.m. on 23rd June, 1968, the IRB

was launched following a report that a boat had been swept into the breakwater and holed. There was a south westerly gale blowing with a rough sea. It was high water. The four people aboard the yacht were taken off and the IRB returned to her station at 2 o'clock.

No. 5 Life-boat Area

Eastbourne, Sussex – At 3.26 p.m. on 21st June, 1968, the coastguard informed the honorary secretary that a catamaran was in difficulties off Langney point. The IRB was launched immediately in a gale force west south westerly wind and a rough sea. It was low water. She found the dismasted catamaran *Tom's Cat* and took off her crew of two. The IRB then towed the catamaran to the sailing club beach where the two men were landed. She returned to her station at 4.15.

At 4.30 p.m. on 20th June, 1968, the motor mechanic saw a sailing boat capsize off Langney point. Two men were clinging to the stern of the boat which they were unable to right. The IRB was launched immediately in a fresh west south westerly wind and a rough sea. It was two hours after low water. The IRB picked up the two survivors, one of whom was suffering from severe cramp, righted the boat and towed her to the life-boat station, arriving at 5 o'clock.

Eastney, Hampshire – At 10.10 a.m. on 30th June, 1968, the fast rescue/boarding boat *18-02*, slipped her moorings to render assistance, if required, to canoes taking part in a race from Egypt point to Southampton. The race started at noon and at 12.15 the first canoe capsized one mile north by west of Egypt point. The canoe and occupant were taken on board *18-02* which then sailed on Calshott castle where the second half of the race was due to start. The wind was fresh from the east with a choppy sea. The tide was flooding. Twenty-nine canoes were escorted, and off Fawley a second canoe capsized. The occupant and canoe were embarked, and *18-02* reached Southampton at 2.30 p.m. where the two canoes and survivors were landed.

At 6.50 p.m. on 23rd June, 1968, a member of the public informed an IRB crew member that a sailing dinghy had capsized twice and a man was in the water. The IRB was launched at 7.15 in a fresh to strong north westerly wind and a calm sea. It was just after low water. She proceeded to the dinghy and found a man wearing a life-jacket drifting about 15 feet away. He was taken aboard the IRB, which then closed the dinghy and took off the other crew member who was suffering from cold. The dinghy was secured to the port side of the IRB and towed to Eastney, which was reached at 7.42.

At 12.57 p.m. on 9th June, 1968, a member of the IRB crew told the honorary secretary that the coast-guard had seen a sailing surf board overturn. A man was in the water. The IRB was launched at 12.53 in a light southerly breeze and a choppy sea. It was two hours after high water. She rescued the man, who was suffering from extreme cold, and the surf board was beached at Gunner point, Hayling island. The man was also landed and the IRB returned to her station at 1.30.

At 11.30 a.m. on 13th June, 1968, a member of the IRB crew saw a sailing dinghy capsize twice, and her crew were unable to right her the second time. The fast rescue/boarding boat *18-02* slipped her moorings at 11.35 in a fresh to strong north easterly wind and a moderate sea. The tide was flooding. The IRB made for the dinghy, and two youths, one of whom was completely exhausted, were taken aboard. After baling out the dinghy *18-02* took her in tow. *18-02* returned to her station at 12.50 p.m.

Walmer, Kent – At 5.29 p.m. on 16th June, 1968, the coastguard told the honorary secretary that a small boat was signalling for assistance off St. Margaret's bay. At 5.42 the IRB was launched in a fresh northerly wind with a choppy sea. The tide was ebbing. She came up with the cabin cruiser *Chrisanne*, which was very close to the rocks, with four people on board. The cabin cruiser, which had run out of fuel, was pulled clear and taken in tow for Deal. When off Kingsdown, weather conditions made the tow difficult and so the IRB fired flares to summon the life-boat. The life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched at 6.45. The tow was transferred and the life-boat made for Ramsgate. A woman and a young girl were taken on board the life-boat, while the second cox-



by courtesy of]

[North Norfolk News

Wells IRB helping a Norwich couple in trouble when their sailing boat capsized at Blakeney, Norfolk, on 31st August, 1968. A member of the IRB crew, Mr. Tony Pulford, has gone overboard to assist.

swain went on board the cabin cruiser to help the two men who remained on board. The IRB returned to her station at 7.30 and the life-boat at 10.17.

At 8.50 p.m. on 13th June, 1968, several sailing dinghies capsized about one mile south east of the life-boat house. Some craft were quickly righted and others were assisted by nearby dinghies. One sailing dinghy was repeatedly in difficulties and was drifting further to seaward. Her crew were still in the water. The IRB was launched in a fresh northerly wind and a choppy sea. The tide was ebbing. She went to the dinghy concerned and found that the crew had managed to right the craft, but in doing this they had broken the mast. The IRB towed the dinghy ashore and then returned to her station, arriving at 9.30.

Whitstable, Kent – At 8.47 p.m. on 23rd June, 1968, a member of the public informed the honorary secretary that distress flares had been fired from a yacht which was anchored

off Whitstable. A capsized dinghy was drifting near by with three people clinging to her. The IRB was launched at 8.52 in a light westerly breeze and a moderate sea. The tide was flooding. After a short search she found the dinghy with two young women and a man clinging to it. They were taken aboard and brought ashore. Both women, being in an exhausted condition, were taken to hospital. The IRB returned to her station at 9.30. It transpired that two men and their wives had put off in the dinghy to go to the yacht *Leigh Voyager* which was anchored off Whitstable. When the dinghy capsized the two women and one man clung to the dinghy while the other man managed to attract attention.

At 3.50 p.m. on 12th June, 1968, a member of the public informed an IRB shore helper that a sailing dinghy had capsized off Tankerton, near the Slavery buoy, and that two boys were in the water. They had attempted to right the dinghy on three occasions but each time she had capsized again. The IRB was launched at

3.55 in a moderate to fresh northerly wind and a short steep sea with a moderate swell. It was half an hour before high water. When she reached the dinghy it was found that one of the boys was exhausted. The IRB took him to the boathouse and then towed the dinghy to Tankerton where the other boy was landed. The IRB returned to her station at 5.10.

Lymington, Hampshire – At 8.40 p.m. on 23rd June, 1968, the coastguard informed the honorary secretary that a vessel was in difficulties off Sowley Boom. The IRB was launched at 8.48 in a moderate west south westerly wind with a smooth sea. The tide was flooding. The IRB found the yacht *Theodora*, with one man on board, wedged against the Sowley Boom piles. A line was passed and the *Theodora* was towed to Lymington. The IRB returned to her station at 9.50. The owner made a donation to the Institution's funds.

At 8.50 p.m. on 22nd June, 1968, the honorary secretary learnt that flares had been sighted at the mouth of Lymington river. The IRB was launched at 8.59 in a strong to gale force south westerly wind and a rough sea. It was one hour before high water. She found the disabled gaff-cutter *Jobo* at the river mouth. Ropes were fouling her propeller and although her anchor was down she was dragging on to a lee shore. The IRB took off the crew of two and the *Jobo* was taken in tow by a launch which had been lent for this service by the local yacht club. They proceeded up river to the town quay, escorted by the IRB which then returned to her station, arriving at 9.55. A donation was made to the Institution's funds.

Shoreham Harbour, Sussex – At 3.54 p.m. on 20th June, 1968, the coastguard informed the honorary secretary that a dinghy had capsized about 200 yards due south of the

west breakwater. The IRB was launched at 3.55 in a fresh south westerly wind and a moderate sea. It was two hours after low water. She proceeded to the position indicated and found two young men in the water alongside the capsized sailing dinghy *Nutcracker*. The IRB took the two men aboard and attempted to tow the dinghy ashore. This, however, proved to be impossible, and so the tow was slipped. The IRB returned to her station, arriving at 4.5.

At 6.48 p.m. on 12th June, 1968, the coastguard informed the lifeboat's motor mechanic that a motor boat appeared to be in difficulties half a mile to the south of the harbour and was firing red flares. The IRB was launched at 6.50 in a moderate north easterly wind and a slightly choppy sea. It was low water. She found the motor boat *Embefore*, whose engine had broken down, being swept out to sea. The IRB took off two of the three-man crew and towed the *Embefore* into Shoreham harbour.

Yarmouth, Isle of Wight – At 12.15 p.m. on 8th June, 1968, it was learnt that a sailing dinghy had capsized and was drifting towards the Needles on the ebb tide. The IRB was launched at 12.28 in a moderate to fresh south westerly wind and a choppy sea. She found the dinghy, with two youths clinging to her, about two miles north west of the station. The IRB picked up the youths and towed the dinghy to Yarmouth where the survivors were landed and provided with dry clothing by the Shipwrecked Mariners' Society. The IRB returned to her station at 12.50.

No. 6 Life-boat Area

St. Ives, Cornwall – At 4.56 p.m. on 20th June, 1968, the coastguard told the coxswain that a small outboard

motor boat had broken down and was drifting towards the breakers at Hayle bar. The IRB was launched at 5 o'clock in a moderate north north westerly wind and a slight sea with a moderate swell. It was four hours after high water. She came up with the motor boat and took off her crew of two. The IRB then towed the dinghy to the safety of St. Ives harbour and returned to her station at 5.45.

At 10 p.m. on 15th June, 1968, the coastguard reported that a sailing dinghy bound for St. Ives harbour appeared to be having difficulty in making headway against the strong ebb tide. The honorary secretary requested that the dinghy be kept under observation. The coastguard advised him at 10.10 that the dinghy was being carried away by the tide and was drifting in a north westerly direction about one mile off St. Ives head. The IRB was launched at 10.15 on a smooth sea with a slight

swell. It was one and a half hours after high water. She found the dinghy about two and a half miles north west of St. Ives head. A line was passed and the IRB towed the dinghy to St. Ives harbour. She returned to her station at 11 o'clock.

At 5.20 p.m. on 6th June, 1968, the police informed the honorary secretary that a youth had fallen over a cliff on to the rocks on the east side of Porthminster point. Coastguards and ambulance men were at the scene of the accident, and as the youth was seriously injured, it was inadvisable to haul him up the cliff face. The IRB was launched at 5.25 in a light westerly breeze and a smooth sea and a slight swell. It was four hours after high water. She proceeded to Porthminster point where the casualty was embarked. The IRB then conveyed him to St. Ives pier where he was transferred to a waiting ambulance and taken to



by courtesy of]

[Sussex Photo Agency

Two Brighton fishermen in their boat being towed to safety by the Shoreham life-boat *Dorothy and Philip Constant*.



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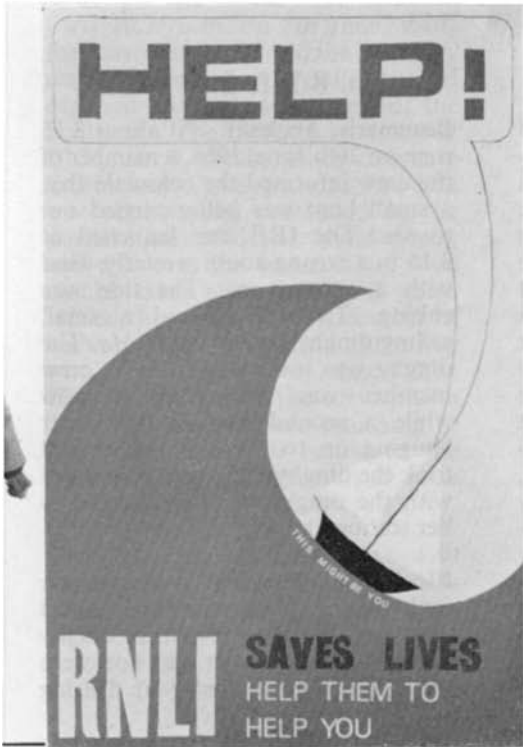
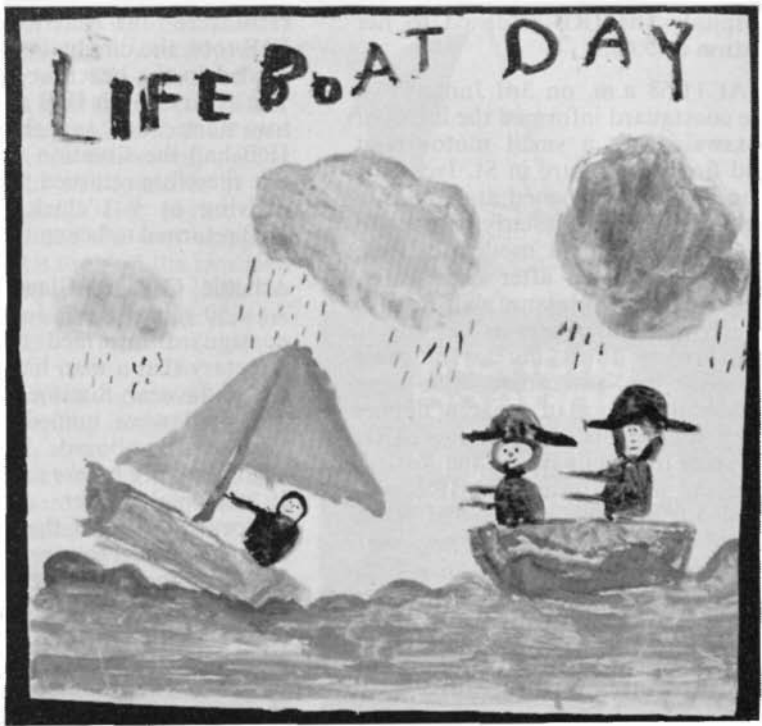
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Above: Poster by Michael Downs, aged 14, of Carleton, Skipton, Yorks. (11 years and over); right: Poster by Stephen Coles, aged 9, of Billericay, Essex (8 to 10 years).



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Above: Poster by Peter Williams, aged 6, of Rugeley, Staffs. (7 years and under); left: Poster by Simon Turner, aged 11, of Horley, Surrey (11 years and over).

hospital. The IRB returned to her station at 5.40.

At 11.58 a.m. on 3rd June, 1968, the coastguard informed the life-boat coxswain that a small motor boat had fired a red flare in St. Ives bay. The IRB was launched at 11.59 in a light north north westerly breeze and a slight sea with a moderate swell. It was two hours after high water. She reached the pleasure skiff *Rossllyn* which was under oars as her engine had broken down, but as she came up with her, two other skiffs were sighted to leeward in apparent danger near Carrick Gladder point. After assuring the occupants of the *Rossllyn* that she would return, the IRB proceeded to the two other skiffs. When she drew close to them, they were seen to be in tow of the fishing boat *Coral* and were in no immediate danger. The IRB then returned to the *Rossllyn* and towed her to St. Ives harbour. She then went back to the *Coral* and escorted her and the two skiffs she was towing to harbour. The IRB returned to her station at 12.31 p.m.

No. 7 Life-boat Area

Aberystwyth, Cardiganshire – At 8.25 p.m. on 15th June, 1968, the Aberystwyth police informed the Borth honorary secretary that a boat with four people aboard was in difficulties about two miles south west of the station. The IRB was launched at 8.30 in a light westerly breeze and a calm sea. The tide was ebbing. At 8.30 the Aberystwyth honorary secretary received a call from the New Quay coastguard to the effect that the Borth IRB had launched to four women in distress near Wallog, and it was possible that her crew might require help. The Aberystwyth IRB was launched immediately and proceeded to the position indicated. The Borth IRB came up with the fibre-glass dinghy at 8.39. Her engine had failed and she was in danger of drifting on to the rocks. The

crew were four American girls. The IRB took the dinghy in tow and proceeded to the beach at Clarach bay. The Aberystwyth IRB arrived as the tow started and saw that the Borth IRB had the situation well in hand. She therefore returned to her station, arriving at 9 o'clock. The Borth IRB returned to her station at 9.15.

Atlantic College, Glamorganshire – At 4.50 p.m. on 9th June, 1968, the coastguard informed the honorary secretary that a man had fallen from the cliffs near Summerhouse point. The IRB went immediately with a stretcher on board. There was a slight westerly breeze and a calm sea. It was high water. A nurse who happened to be at the scene of the accident helped the crew to place the man on the stretcher and embark him in the IRB, which then went to a position about 150 yards away, where there was a convenient point of access for the ambulance. When the man was safely in the ambulance, the IRB returned to her station at 5.25.

No. 8 Life-boat Area

Beaumaris, Anglesey – At about 3.15 p.m. on 26th June, 1968, a member of the crew informed the coxswain that a small boat was being carried out to sea. The IRB was launched at 3.15 in a strong south westerly wind with a choppy sea. The tide was ebbing. The IRB found a small sailing dinghy named *Little Mo*. The dinghy was waterlogged and a crew member was attempting to row while a second was in the water hanging on to the stern. The IRB took the dinghy's crew on board and with the dinghy in tow returned to her station at 4.45.

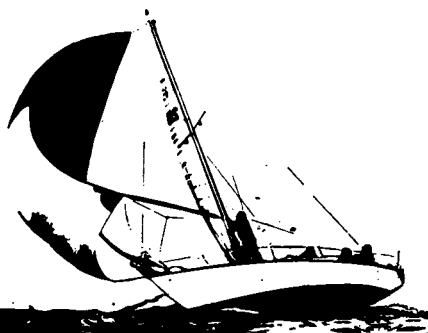
Moelfre, Anglesey – At 1.25 p.m. on 30th June, 1968, the coastguard reported that the crew of the dinghy *Margaret* had lost her oars and were waving for help as they were drifting

out to sea. The IRB was launched at 1.30 in a fresh south westerly wind and a choppy sea. She recovered the dinghy's oars and then escorted her ashore. Another boat was then seen by the IRB crew to be waving for assistance. This was found to be the motor boat *Zalia*. Her engine had broken down and she was shipping water. The IRB took off the two men on board and towed the *Zalia* to Benllech. She returned to her station, arriving at 2.25.

At 4 p.m. on 6th June, 1968, it was learnt that a sailing dinghy had capsized in rough water about one mile south east of the boathouse and that two people were in the water. The IRB was launched immediately in a strong south westerly wind and a choppy sea. The tide was flooding. The IRB picked up the two men and towed the dinghy to safety. After landing the two survivors the IRB returned to her station, arriving at 4.50.

At 10.25 a.m. on 7th June, 1968, the coastguard informed the honorary secretary that a sailing dinghy had capsized one mile south east of the boathouse. The IRB was launched at 10.30 in a fresh south westerly breeze and a choppy sea. The tide was ebbing. She proceeded to the position indicated and found a man and a boy in the water. They were quickly taken aboard the IRB which landed them on shore. A member of her crew rendered first aid to the boy who was in a state of shock. The IRB then conveyed the survivors to Traeth Bychan. Before returning to her station the IRB recovered the capsized dinghy. She arrived back on station at 11.45.

Conway, Caernarvonshire – At 4.40 p.m. on 5th June, 1968, the coastguard informed the honorary secretary that distress flares had been reported about two miles north west of the IRB station. The IRB was



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launched at 4.45 in a moderate south westerly breeze and a slight swell. The tide was flooding. She found the cabin cruiser *Wynot* with four people on board off the Great Orme lighthouse. Her steering had broken down and she was drifting towards the Black rocks. The IRB took the disabled cabin cruiser in tow and brought her to a safe anchorage in Conway harbour. The IRB returned to her station at 5.40. A helicopter co-operated during this service. The owner of the cabin cruiser made a donation to the funds of the Institution.

At 6.57 p.m. on 29th June, 1968, it was learnt that a cabin cruiser was on fire about one mile off the Black rocks. The IRB was launched at 7.3 in a moderate sea. The tide was ebbing. The IRB came up with the cabin cruiser *Nambi* and helped her

crew of three to extinguish the fire which had been caused by the engine overheating. The cruiser's crew were brought ashore and the IRB returned to her station at 8 o'clock.

Flint, Flintshire – At 12.45 p.m. on 15th June, 1968, a member of the crew of the IRB informed the honorary secretary that two men were walking on the sandbanks in the middle of the river Dee. The tide was flooding. The IRB was taken by road and launched from Greenfield at 1.30. The two men were embarked and taken to the Cheshire shore. The IRB returned to her station at 2.30.

Pwllheli and Criccieth, Caernarvonshire – At 1.30 p.m. on 8th June, 1968, the coastguard reported that a boat was believed to have capsized about one mile west of Criccieth and that the Pwllheli IRB was launching to investigate. The Pwllheli IRB was launched at 1.30 and proceeded towards Criccieth in a light north westerly breeze and a slight sea. It was low water. A few minutes later the Criccieth honorary secretary was informed that the casualty, which was a canoe, had capsized a quarter of a mile off the western beach at Criccieth. The sole occupant was clinging to the canoe. Criccieth IRB was launched at 1.45 in a moderate north westerly wind and a calm sea. She picked up the canoeist and landed him and his canoe on Criccieth beach. The Criccieth IRB returned to her station at 2.15 and the Pwllheli boat at 2.30.

Abersoch, Caernarvonshire – At 6.15 p.m. on 2nd June, 1968, the honorary secretary's wife noticed an empty speedboat careering round in circles while two people were trying to swim to safety. The IRB was launched at 6.16 in a light northerly breeze and a slight sea. The tide was ebbing. She quickly reached the two swimmers who were clinging to a nearby boat.

They were taken aboard the IRB and landed at the boathouse. One of the survivors, who had received a blow on the head and had sustained cuts on his face, was taken to a local doctor for medical attention. The IRB returned to her station at 6.45.

See page 529 for other IRB services

JULY

No. 1 Life-boat Area

Thurso, Caithness-shire – At 12.55 p.m. on 28th July, 1968, the coastguard told the honorary secretary that a small boat was in difficulties two miles north east of Scarfskerry. The life-boat *Pentland (Civil Service No. 31)* was launched five minutes later. It was two hours after high water. She came up with the motor boat *Christmas Morn*, with five people on board, at 2.20 and took her in tow to Thurso. The motor boat's engine had broken down. The life-boat returned to her station at 4.10.

At 1 a.m. on 27th July, 1968, the life-boat *Pentland (Civil Service No. 31)* was launched to search for the motor boat *Holborn Head*, with two people on board, which was overdue on passage from Stromness to Scrabster. It was two hours after high water. While the life-boat searched the Brough bay area a report was received that the motor boat was close inshore just to the west of Stroma lighthouse. The life-boat altered course and came up with the motor boat at 3.23 and took her in tow to Thurso, returning to her station at 5.20.

No. 2 Life-boat Area

Peel, Isle of Man – At 10.36 a.m. on 15th July, 1968, it was learnt that a small boat was in difficulties off Lynague. The life-boat *Helena Harris - Manchester and District XXXI* was launched at 10.50 in a fresh south westerly wind with a



by courtesy of]

[J. Stone

The Cromer IRB returning from a service. The crew are Mr. D. Abbs (helmsman) Mr. D. West (port side) and Mr. G. Morris (starboard side).

moderate sea. It was low water. The life-boat came up with the motor launch *Pamela* with three people on board and took her in tow to Peel breakwater. The *Pamela* had fouled her propeller. The life-boat returned to her station at noon.

No. 3 Life-boat Area

Tynemouth, Northumberland – At 9.15 p.m. on 25th July, 1968, the coastguard reported that a fishing coble was in difficulties three miles from the Tyne look-out. The life-boat *Tynesider* was launched at 9.25 in a moderate northerly breeze and a smooth sea. It was one and a half hours before low water. The life-boat came up with the coble with a crew of three at 9.50. Her engine had broken down. The life-boat took her in tow to Tynemouth and returned to her station at 11 o'clock.

No. 4 Life-boat Area

Caister, Norfolk – At 8.45 p.m. on 22nd July, 1968, a life-boat helper

informed the motor mechanic that a radio message from the trawler *Catherine Shaun* of Fleetwood had been intercepted, reporting that she had an injured man on board who required medical assistance and that her engine had broken down. The life-boat, *The Royal Thames*, with a doctor on board, was launched at 9 o'clock in a light north easterly breeze and a moderate sea. It was one hour before high water. She came up with the trawler near the north west Scroby buoy at 9.15. The injured man was taken aboard the life-boat and landed at Great Yarmouth. On the return passage to her station the life-boat again contacted the trawler, and having found that no further help was needed, she returned to Caister at 11.10.

No. 5 Life-boat Area

Ramsgate, Kent – At 9.15 p.m. on 29th July, 1968, the coastguard informed the honorary secretary that a yacht was aground on the harbour

bar. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, slipped her moorings at 9.50 in a fresh north easterly wind and a moderate sea. It was low water. The life-boat came up with the yacht *Hayman Lady*, with six people on board, aground on a flint bank. The life-boat's boarding boat was used to place two men with a tow rope aboard the yacht. At 10.6 the yacht was towed clear and moored in Ramsgate harbour. The life-boat returned to her station at 10.45 p.m.

At 2.28 p.m. on 12th July, 1968, the east pier watchman informed the honorary secretary that a dismasted yacht was drifting eastwards off Ramsgate harbour. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, slipped her moorings at 2.35 in a moderate south south westerly wind with a smooth sea. The tide was ebbing. The life-boat came up with the yacht *Tikokino* and took her crew of two on board. With the yacht in tow the life-boat returned to her station at 3.9.

Margate, Kent – At 10.50 p.m. on 28th July, 1968, the coastguard informed the honorary secretary that the yacht *Couthie*, with a crew of two on board, had gone ashore at Gresham bay, Birchington. The coastguards were standing by on shore and had laid out two anchors to seaward. As high water was not due until 3.30 a.m. the coxswain assembled the crew at 11.40 and the life-boat *North Foreland (Civil Service No. 11)* was launched at 11.50 in a fresh north north easterly breeze with a rough sea. It was three and a half hours before high water. The life-boat came up with the yacht at 12.15 a.m. on the 29th July. She was lying head in to the cliffs and the sea was breaking over her stern. The life-boat dropped anchor and kedged in to use the gun line. After two

unsuccessful attempts to get a line aboard, the life-boat veered her anchor cable and got closer enabling the heaving line, and later a nylon rope, to be made fast to the yacht. In the retrieving of the anchor the rope fouled the port propeller. However, by putting the starboard engine full ahead the life-boat retrieved her anchor and drew clear with the yacht in tow. She reached Margate with her tow at 4.30, but owing to the unfavourable weather conditions the life-boat was not rehoused until later. The rescued men made a gift to the crew.

Walmer, Kent – At 7.33 p.m. on 23rd July, 1968, two IRB crew members saw a sculler belonging to the Deal rowing club capsize just north of the pier. Another club member swam out to him, but the sculler was driven rapidly towards the pier and both rowers were becoming exhausted by their efforts to get the craft ashore. They waved for assistance and the IRB was launched immediately. There was a strong northerly wind and long, rolling breakers. It was almost low water. The IRB rescued the two men and beached the sculler, returning to her station at 8 o'clock.

No. 6 Life-boat Area

Weymouth, Dorset – At 10.44 a.m. on 31 July, 1968, it was learnt that a cabin cruiser was firing flares a hundred yards off Portland Bill. The life-boat *Frank Spiller Locke* slipped her moorings at 10.58 in a strong northerly wind with a moderate sea. The tide was ebbing. The life-boat found the cabin cruiser *Kelt Isle II* with four people on board. Her propeller had been fouled by lobster pot lines. The life-boat took the cabin cruiser in tow to Weymouth and returned to her station at 2 o'clock. The owner made a gift to the crew.

At 2.40 p.m. on 13th July, 1968, the coastguard informed the acting honorary secretary that a motor boat had fired flares three miles west of Portland Bill. The life-boat *Frank Spiller Locke* slipped her moorings at 2.47 in a fresh south easterly wind with a choppy sea. The tide was ebbing. The life-boat found the motor boat *Chindwyn V* with three people on board. Her engine had failed because of water in the fuel system. The life-boat took the *Chindwyn V* in tow to Weymouth which was reached at 5.45. The owners made a donation to the Institution's funds.

At 10.34 p.m. on 19th July, 1968, the coastguard reported that red flares had been sighted three to four miles south east of Portland Bill. The life-boat *Frank Spiller Locke* slipped her moorings at 10.55. It was two hours after low water. She came up with the yacht *Quest Levant*, with two people on board, at midnight. The yacht's engine had

broken down. A member of the life-boat's crew was put aboard the yacht and she was taken in tow to Weymouth. The life-boat returned to her station at 2.30 a.m. on 20th July. The owner made a donation to the Institution's funds and a gift to the life-boat crew.

Salcombe, Devon – At 1.50 p.m. on 14th July, 1968, the motor mechanic was informed that a yacht had capsized on the harbour bar. The life-boat *The Baltic Exchange* slipped her moorings at 1.57 in a strong west south westerly wind and a moderate sea. It was two hours after low water. While making for the capsized yacht *Gavotte II* of Portsmouth her crew learnt that a boy had been lost overboard from a trimaran, and the life-boat began an immediate search. Shortly afterwards it was learnt that the missing boy had reached shore safely, and the life-boat then went to the help of the yacht which was dismasted. There were two people on board. One of them, a woman who



by courtesy of]

[Belfast Telegraph

Bangor's IRB crew (note crew member, left, with VHF equipment) at speed.
An IRB has been stationed there since 1965.

was ill, and who was taken aboard the life-boat. A member of the life-boat crew was put aboard the yacht to help the owner, and the life-boat stood by for two hours and a half until there was enough water to tow the yacht into Salcombe. The life-boat returned to her station at 6 o'clock.

No. 7 Life-boat Area

Swanage, Dorset – At 4.12 p.m. on 2nd July, 1968, the coastguard informed the honorary secretary that a yacht was firing red flares just west of Broad Bench, and that there was a possibility that a second yacht was dismasted in the area. The life-boat *R.L.P.* was launched at 4.21 in a strong north westerly wind and a choppy sea. It was three hours after high water. The life-boat came up with the yacht *Mistra* of Bosham three miles south of Lulworth Cove. There were four people on board and *H.M.S. Scarborough* was standing by. A second yacht in the area was found not to be in difficulties, and the life-boat took the *Mistra* in tow to Weymouth and returned to her station at 11.20.

Angle, Pembrokeshire – At 2.28 p.m. on 29th July, 1968, the coastguard reported that a yacht was in difficulties twenty miles south west of St. Ann's head. The life-boat *Richard Vernon and Mary Garforth of Leeds* was launched at 3 o'clock. It was low water. The life-boat came up with the yacht *Westwinds* at 6.20. There were four people on board. Her rudder was defective and her engine had broken down. The tanker *Esso Glasgow* of London was standing by. The life-boat took the yacht in tow to Angle and returned to her station at 10 o'clock.

No. 10 Life-boat Area

Dunmore East, Co. Waterford – At 9 p.m. on 13th July, 1968, the honorary secretary was informed that

a yacht with two men on board was aground on the rocks at the foot of the cliff outside Dunmore harbour. The life-boat *H. F. Bailey*, on temporary duty at the station, slipped her moorings at 9.18 in a strong easterly gale with a rough sea. The tide was ebbing. While the life-boat was preparing to leave, a fishing boat with three men on board left the harbour to help. On reaching the scene the life-boat found that the fishing boat had already passed a tow line, but she too was in difficulties as her propeller had been fouled. The life-boat passed a line to the fishing boat and took both boats in tow to Dunmore harbour. She returned to her station at 10.30.

See page 527 for other life-boat services

IRB LAUNCHES

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

No. 3 Life-boat Area

Filey, Yorkshire – At 2 p.m. on 21st July, 1968, the honorary secretary was informed that two people were stranded on High Brig. The IRB launched at 2.10 p.m. in a light northerly breeze and a slight swell. It was high water. She proceeded to High Brig and took off a man and a woman. The IRB took them ashore, where an ambulance drove the man to Scarborough hospital. The IRB returned to her station at 2.35.

Cullercoats, Northumberland – At 2.40 p.m. on 25th July, 1968, the IRB was launched on exercise in a fresh north north easterly wind and a choppy sea. The tide was flooding. The exercise was just ending when a canoe capsized and a youth was thrown into the water. The IRB picked him up and towed the canoe to the harbour. She arrived back on station at 2.45 p.m.

No. 4 Life-boat Area

Southend-on-Sea, Essex – At 6.40 p.m. on 2nd July, 1968, the police informed the honorary secretary that two boys were in a boat off the Eastern esplanade. They were not in any immediate danger but would be if they attempted to get ashore. The IRB was launched at 6.49 in a strong southerly wind gusting to gale force and a moderate sea. It was high water. When the IRB reached the position one boy was found in the boat and the other was clinging to the chain of another boat some distance away. He had tried to swim ashore but had become exhausted. The IRB embarked the two boys and took them ashore. The IRB returned to her station at 7.10.

Walton and Frinton, Harwich, Essex – At 5 p.m. on 29th July, 1968, the coastguard informed the honorary secretary of the Harwich life-boat and IRB station that concern was felt for two boys who had last been seen about three hours earlier paddling a canoe from Walton Stone Point towards Dovercourt. The IRB was launched at 5.7 p.m. in a moderate north easterly wind and a rough sea. The tide was ebbing. She proceeded to the area indicated and carried out a search in conjunction with an American helicopter from Bentwaters. The Walton and Frinton life-boat *Edian Courtauld* slipped her moorings at 5.35 p.m. and began to make a search of the Naze and the deeper waters of the estuary. The canoe was found by the IRB two miles to seaward of the Little Oakley sea wall. The IRB rescued the boys and towed the canoe to Dovercourt. After landing the two boys the IRB returned to her station, arriving at 6.7. The coastguard informed the life-boat that the boys were safe and she returned to her station at 7.10.

Mablethorpe, Lincolnshire – At 11.53 a.m. on 21st July, 1968, a member of

the public informed the honorary secretary that a boat had capsized in heavy breakers, approximately 200 yards off shore near the South promenade. The IRB was launched at 11.55 in a light easterly breeze. It was two hours after low water. The IRB made for the scene and found that nearly all the people on board the capsized cabin cruiser *Esabee* had managed to reach the shore, but two women were picked up from the surf and landed. After ascertaining that all the people concerned were safely ashore, the IRB returned to her station, arriving at 12.30 p.m.

At 3.38 p.m. on 21st July, 1968, a member of the public informed the honorary secretary that a small rubber dinghy appeared to be in difficulties about one and a quarter miles south of the IRB station. The IRB was launched at 3.39 in a light easterly breeze and heavy breakers. It was high water. She found an ex-R.A.F. dinghy with a man aboard. His paddle had broken and he was exhausted. The dinghy was towed ashore, and after landing the man the IRB returned to her station, arriving at 3.56.

West Mersea, Essex – At 9.32 a.m. on 17th July, 1968, the coastguard informed the honorary secretary that two men were clinging to a capsized pram dinghy opposite East Mersea church. The IRB was launched at 9.35 in a fresh northerly wind gusting to strong and a slight sea. It was three and a half hours after high water. One man who was clinging to the dinghy was taken into the IRB, which then went to help the other man who was about 100 yards away, swimming for the shore. Both men were cold and one apparently suffering from shock. The IRB returned to her station and landed them at 10.15. The men were then taken to the West Mersea yacht club, where their clothes were dried and a doctor attended to the man suffering from shock.

Clacton-on-Sea, Essex – At 3.15 p.m. on 15th July, 1968, the coastguard informed the honorary secretary that a yacht had capsized off Southcliffe beach to the east of the pier. The IRB was launched at 3.17 in a fresh to strong south westerly wind and a rough sea about one hour before low water. She found the yacht *Blue Eyes* with two men clinging to her hull. They had been in the water for about half an hour. The IRB took the two men aboard and towed the yacht ashore. She returned to her station at 4.5.

At 2.48 p.m. on 17th July, 1968, it was learnt that a rubber dinghy with a man aboard was being swept out to sea off St. Osyth beach. The IRB was launched at 2.52 in a moderate to fresh north north westerly wind and a corresponding sea. The tide was flooding. The IRB found the dinghy well over half a mile off shore. She towed the dinghy to the beach and landed the man who was extremely cold. The IRB returned to her station at 3.20.

Great Yarmouth and Gorleston, Norfolk – At 2.45 a.m. on 9th July, 1968, the St. John Ambulance Brigade informed the honorary secretary that a sick woman on board a cabin cruiser on Breyden Water needed medical attention. The IRB was launched at 3.20 with a doctor on board. It was low water. The IRB brought the woman to the yacht station, where she was transferred to an ambulance and driven to hospital. The IRB returned to her station at 5.30.

Humber Mouth (Cleethorpes), Lincs. – At 3.22 p.m. on 24th July, 1968, a mother informed the assistant honorary secretary that her two children were trapped on a sandbank near Haile sands fort and were attempting to wade back to the beach. The water at this state of the tide is extremely fast and about 20 feet deep in the

main channel. The IRB was launched at 3.28 in a light westerly breeze and a calm sea. It was three hours before high water. The children were found on the sandbank, together with two men who had swum out to them, and were in a mild state of shock. They were all taken aboard the IRB which landed them on the beach and returned to her station, arriving at 3.40. A donation was put in the collecting box.

Harwich, Essex – At 2.20 a.m. on 2nd July, 1968, the police informed the honorary secretary that a man, who had been rowing from a barge to the dredger *Panavon* moored in the river Stour, had been swept away by the wind and tide. An engineer from the dredger, who had put off to his assistance in a rubber dinghy powered by an outboard engine was also in difficulties as the engine, had failed. The IRB was launched at 2.29 in a fresh south easterly wind with a moderate swell. The tide was flooding. The IRB made for the river Stour, found the two boats, and returned the men to the *Panavon*. She returned to her station at 5.15.

Cromer, Norfolk – At 4.14 p.m. on 2nd July, 1968, the pier boathouse attendant informed the coastguard that two boys who were hanging on to the struts below the end of the pier were shouting for help. They had been swimming in the area and had found the ebb tide too strong for them to swim ashore. The IRB was launched at 4.17 in a light south westerly breeze and a calm sea. She brought the boys ashore and returned to her station, arriving at 4.28.

Whitstable, Kent – At 5 p.m. on 14th July, 1968, the fire brigade informed the honorary secretary that a small catamaran with one man aboard was drifting out to sea about two miles off Tankerton. The IRB was launched at 5.5 in a moderate south westerly wind and a choppy sea. It was one

hour before high water. The IRB found the catamaran after a short search and the man was taken aboard. The catamaran was towed to the beach at Tankerton, and after the man had been put ashore the IRB returned to her station, arriving at 6.10.

At 4.40 p.m. on 2nd July, 1968, the coastguard informed the honorary secretary that a rubber dinghy with a man and two boys aboard was being swept out to sea near Shell Ness, Isle of Sheppey. The IRB was launched at 4.45 in a short breaking sea and a fresh to strong south westerly wind. It was half an hour before high water. She proceeded to the position indicated, but could find no trace of the dinghy. A fresh report was received and the IRB was directed by radio to a position two miles to the north. She found the dinghy and took her crew of three aboard. She then towed the dinghy ashore and landed the survivors. The IRB afterwards went to help a small boat with two boys on board which was drifting along the coast to the east off Swalecliff. When she reached the position it was found that a small boat had already put out from Swalecliff and was towing the boat ashore. In view of the weather conditions the IRB escorted the two boats until they were safely ashore and then returned to her station, arriving at 6 o'clock.

Littlehampton, Sussex – At 5.5 p.m. on 28th July, 1968, the coastguard informed the honorary secretary that a sailing dinghy had capsized in the harbour mouth. The IRB was launched at 5.7 in a moderate north easterly wind and a choppy sea. The tide was ebbing. When the IRB reached the position the dinghy's two crew members had been rescued by one of the pleasure speedboats. The crew of the IRB were able to save the dinghy with the help of the fishing boat *Bounty* despite the very strong ebb tide. The IRB towed the dinghy

to safety and returned to her station. In the meantime the coastguard had advised the honorary secretary that the engine of a small dinghy, which had been proceeding up river against the tide, had broken down and she was being swept out to sea. The IRB put out again immediately and found the motor boat with two people on board at the outer entrance to the harbour. The boat was towed to her moorings and the IRB returned to her station, arriving at 6.10.

No. 6 Life-boat Area

St. Agnes, Cornwall – At 4 p.m. on 14th July, 1968, during a demonstration by the local surf life-saving club, a simulated casualty who was 120 yards from the shore started to swim to the beach when his rescuer had to be hauled in because of the heavy surf. As the casualty seemed to be in difficulty the club captain asked for help. The IRB was launched at 4.5 in a fresh northerly wind with a moderate sea. The tide was flooding. The man, who was exhausted, was brought ashore and the IRB returned to her station at 4.20.

St. Ives, Cornwall – At 4.15 p.m. on 10th July, 1968, the coastguard informed the honorary secretary that a man had been cut off by the tide at Fisherman's Cove, some four miles east north east of St. Ives head. The IRB was launched at 4.20. It was one hour before high water. Fog reduced visibility to 500 yards. The IRB embarked the man cut off by the tide and then went to help another man stranded 70 feet up the cliff face. The helmsman brought the boat under the cliff and climbed up to the man, who was helped into the IRB with the help of the anchor rope. The two men were landed 300 yards along the coast at a footpath, from which they could climb the cliff and reach their car. The IRB returned to her station at 5.40.

At 4.25 p.m. on 17th July, 1968, the harbour master told the honorary secretary that a youth had been swept out to sea from the new pier beach. The IRB was launched at 4.27 in a light north north westerly breeze and a moderate to rough sea. It was five hours after high water. The youth was found clinging to the Merryn rock and was taken aboard the IRB, which took him to the first aid post near the IRB boathouse, where he was treated for cuts. The IRB arrived back at 4.50.

Torbay, Devon – At 8.10 a.m. on 26th July, 1968, it was learnt that a canoe had capsized off Shoalstone bathing pool. The IRB was launched at 8.18 in a moderate east south easterly wind and a very choppy sea. It was high water. The IRB made for the scene, a distance of about one and a half miles, and found the up-turned canoe with one man sitting on it and two others in the water. Only one of these men could swim. They were all taken aboard the IRB, which landed them near the life-boathouse. The IRB returned to her station at 8.38.

Exmouth, Devon – At 3.20 p.m. on 3rd July, 1968, the coastguard informed the honorary secretary that a speedboat with four people on board had capsized between the No. 1 and Fairway buoys. The IRB was launched at 3.30 in a gentle north westerly breeze with a slight sea. It was two hours before low water. The IRB rescued the four people and returned to her station at 4 o'clock. One of the four was taken to a crew member's house, suffering from exposure, and two more were taken to the local hospital suffering from shock. The fourth was well enough to go home.

No. 7 Life-boat Area

The Mumbles, Glamorganshire – At 9.25 p.m. on 1st July, 1968, the

coxswain saw a small sailing dinghy in difficulties a quarter of a mile north of the life-boat station. The IRB was launched at 9.31 in a strong north north westerly wind and a moderate sea. It was almost high water. The crew member was taken off and the dinghy towed ashore. The IRB returned to her station, arriving at 9.55.

At 2.55 a.m. on 3rd July, 1968, the coxswain learnt that a sailing dinghy had capsized a quarter mile north of the station. The IRB was launched at 3 o'clock in a fresh south westerly wind with a moderate sea. The tide was ebbing. The IRB rescued the dinghy's crew of two from the water, and after righting the dinghy towed her to a nearby beach where the survivors were landed. She returned to her station at 3.45.

At 10.32 p.m. on 21st July, 1968, the coastguard informed the coxswain that a small boat was becalmed near Mumbles head with engine trouble. The IRB was launched at 10.46 in a light northerly breeze and a calm sea. It was five hours after high water. The IRB found the sailing boat *Frolic* with two adults and three children on board. She towed the craft to a safe anchorage and returned to her station at 11.30.

Barmouth, Merionethshire – At 8.40 p.m. on 10th July, 1968, the coastguard informed the honorary secretary that a dinghy appeared to be making little headway against the strong breeze. The IRB was launched at 8.42 in a moderate north easterly wind and a heavy ground swell. It was nearly five hours after low water. The IRB found a small fibre-glass dinghy with two men and two boys on board. She towed the boat back to her launching point and stood by until the dinghy's crew were ashore. She then returned to her station, arriving at 9.15.

No. 8 Life-boat Area

Abersoch and Pwllheli, Caernarvonshire – At 11.10 p.m. on 16th July, 1968, the honorary secretary of the Abersoch IRB station was informed that a flare had been seen east of Benar head. A second flare was sighted at 11.15 and the IRB was launched at 11.20. There was a strong north westerly wind with a corresponding sea. The tide was flooding. The honorary secretary of the Pwllheli station was advised of the situation and the crew of the IRB were placed on standby. Communication between the Abersoch IRB and the shore was maintained by walkie-talkie. The Abersoch IRB found the yacht *Taka Maru* with four people on board two miles and a half east of Benar head. The yacht's engine had failed and she was taken in tow for Pwllheli. When off the south beach the Abersoch IRB was met by the Pwllheli IRB which was launched at 12.15 to help. The Pwllheli IRB escorted the two boats until the *Taka Maru* was moored at 12.45. The two IRBs were then beached. The Pwllheli boat was rehoused at 1 o'clock on 17th July. The Abersoch boat was returned to her station by road and was rehoused at 2.15 a.m.

Beaumaris, Anglesey – At 3.10 p.m. on 17th July, 1968, the coxswain noticed that a dinghy was making very poor progress from a sandbank to the pier. There were two people in the dinghy, which appeared to be awash and was being carried upstream on the flood tide. The IRB was launched at 3.15 in a light breeze and a calm sea. She proceeded to the dinghy and took off the crew. The dinghy was then towed to the beach where the survivors were landed. The IRB returned to her station at 4 o'clock.

Moelfre, Anglesey – At 1.20 p.m. on 23rd July, 1968, the coastguard

told the honorary secretary that a dinghy had capsized about one and a half miles south of the boathouse and a man was in the water. The IRB was launched at 1.23 in a strong north north westerly wind and a rough sea. It was two hours before low water. She found the dinghy and took the man from the water. He was suffering from exposure and was treated for shock. The dinghy was then towed to Traech Bychan beach where the man was put ashore. The IRB returned to her station at 2.15.

Conway, Caernarvonshire – At 4.5 p.m. on 15th July, 1968, the police informed the honorary secretary that a yacht, which had run aground in the estuary, was being battered by the swell and appeared to be in difficulties even though her crew had hauled down the sails. The wind was increasing and the yacht might capsize before there would be sufficient water to refloat her. The IRB was launched at 4.10 in a fresh to strong north westerly wind with a heavy swell. It was two hours after low water. She went alongside the yacht *Filicity III* and took off her crew of two who were brought ashore. The IRB returned to her station at 4.50. The yacht was recovered later by local boatmen who brought her into harbour.

No. 10 Life-boat Area

Tramore, Co. Waterford – At 4 p.m. on 21st July, 1968, two IRB crew members saw a party of five boys making their way along the base of the cliff from the beach to the pier. When they reached a point under the battery they could go no further and started to climb the cliff. A boy was then seen to fall down the cliff. The IRB was launched at 4.5 in a light southerly breeze and a choppy sea. It was half an hour after high water. The area around the scene of the accident was very rocky, so one of the IRB crew swam ashore with a

rope and pulled the boat in. The boy was found lying on a heap of gravel. He was conscious but unable to move. He was lifted into the IRB and taken to the Red Cross first aid post on the beach. A flare had been *fired to attract the attention of the beach guards and Red Cross ambulance men.* The honorary medical adviser met the IRB with a stretcher party and took off the injured boy. The IRB then returned to pick up the other four boys and landed them at the beach. She returned to her station at 5 o'clock.

Howth, Co. Dublin – At 10.55 a.m. on 29th July, 1968, a garda radio car informed the life-boat's motor mechanic that a youth was in difficulties off the Claremont Strand. The IRB was launched at 11.10 in a calm sea. It was two hours after high water. She proceeded to the Claremont Strand and carried out an extensive search of the area without success. The search area was then extended to cover the shore of Ireland's Eye, one and a half miles from Howth harbour, but again nothing was found. The IRB therefore returned to her station, but as she was approaching the harbour the crew sighted the youth about a quarter of a mile to the south. He was being carried away on the strong ebb tide. The IRB went to the youth and took him aboard. He was suffering from exposure, having been in the water for about one and a half hours. The IRB reached the harbour at 12.5 p.m. by which time the youth had recovered.

See page 529 for other IRB services

AUGUST

No. 2 Life-boat Area

Barrow, Lancashire – At 1.23 a.m. on 23rd August, 1968, the coastguard informed the honorary secretary that a small dinghy was overdue from a fishing trip off

Biggar bank. The life-boat *Herbert Leigh* was launched at 1.45. It was two hours after high water. Using her searchlight and parachute flares the life-boat searched the area. Loud whistling was heard off Earnse point and the life-boat found the dinghy with a man and his 13-year-old son on board. The dinghy's outboard engine had been swamped and she did not carry lights or flares. The man and the boy, who were very wet, were taken on board the life-boat, which then took the dinghy in tow to Ramsden dock. The life-boat returned to her station at 5.35.

Douglas, Isle of Man – At 12.37 p.m. on 13th August, 1968, the coastguard reported that a rubber dinghy, with two people on board, was adrift one mile east of Cornan beach. The life-boat *R. A. Colby Cubbin No. 1* was launched at 1 o'clock in a fresh north westerly wind and a choppy sea. The life-boat came up with the dinghy at 2.30 and the crew were taken aboard. The dinghy was stowed on deck, and the life-boat returned to her station at 3.45.

No. 4 Life-boat Area

Sheringham, Norfolk – At 2.20 p.m. on 17th August, 1968, it was learnt that a dinghy with two people on board was in difficulties off Weybourne beach. The life-boat *The Manchester Unity of Odd Fellows* was launched at 2.30 in a moderate northerly breeze and a choppy sea. It was shortly after high water. She came up with the dinghy 20 minutes later. The crew were taken aboard the life-boat and the dinghy was stowed on deck. The life-boat returned to her station at 3.15.

Cromer, Norfolk – At 7.25 p.m. on 30th August, 1968, an IRB crew member saw a small yacht dragging towards the shore. The IRB was launched at 7.28 in a light easterly breeze and a moderate swell. It

was just after low water. She found the yacht *Stilalisanin* adrift as her mooring line had parted. A man was swimming round the north buoy attempting to refix the line. The man, who was exhausted, was taken aboard the IRB which then went to the pier. The life-boat *Ruby and Arthur Reed* was also launched at 7.35 and the man was transferred to her at his own request. The IRB recovered the oars, rubber dinghy and other items and then passed a line from the life-boat to the yacht. The IRB returned to her station at 10.20. After a quarter of an hour the life-boat succeeded in refloating the yacht, which was found to have lost her rudder and was leaking badly through her stern tube. Two members of the life-boat crew were put aboard the yacht to bail her out and the life-boat towed her to Great Yarmouth. During the passage the man was treated for shock. The life-boat was rehoused at 6.30 p.m. on 31st August.

No. 5 Life-boat Area

Ramsgate, Kent – At 12.5 a.m. on 16th August, 1968, the east pier watchman informed the coxswain that the yacht *Ten Ten* was aground on the harbour bar. The life-boat *Michael and Lily Davis* slipped her moorings at 12.18 in a strong westerly wind with a rough sea. The tide was flooding. The life-boat came up with the yacht *Ten Ten* of Nieuwpoort with four people on board and took her in tow to Ramsgate. She returned to her station at 12.50 a.m. The owners made a gift to the life-boat crew.

Margate, Kent – At 7.32 p.m. on 22nd August, 1968, the coastguard informed the honorary secretary that cries for help had been heard in the vicinity of Longnose buoy. At 7.58 the life-boat *North Foreland* (Civil Service No. 11) was launched in light airs with a smooth sea. It was

shortly after low water. Visibility was severely restricted by fog. At 8.20 a man was found clinging to the stern of his submerged boat. He was just conscious and suffering from the effects of three hours' immersion. He was taken aboard the life-boat and treated immediately for shock and exhaustion. His submerged boat was left at anchor and recovered the following day by the Margate pilot boat. The life-boat returned to her station at 8.45, and the man was transferred to a waiting ambulance which took him to hospital. The life-boat was rehoused at 12.45 a.m. when weather conditions had improved. The rescued man made a gift to the life-boat crew.

Yarmouth, Isle of Wight – At 12.8 p.m. on 3rd August, 1968, the coastguard informed the honorary secretary that the catamaran *Pensa* had engine trouble 18 miles south of the Needles. The life-boat *The Earl and Countess Howe* slipped her moorings at 12.31 in a moderate northerly breeze with a corresponding sea. It was low water. After an extensive search the life-boat found the catamaran, with four people on board, seven miles south of the Needles and took her in tow to Yarmouth. She returned to her station at 7.25.

Walmer, Kent – On 29th August, 1968, the life-boat *Charles Cooper Henderson*, on temporary duty at the station, rescued the crew of three of the yacht *Fantasy*, for which special awards were granted. A full account of this service will appear in the next edition of THE LIFE-BOAT.

No. 6 Life-boat Area

Sennen Cove, Cornwall – At 3.55 p.m. on 23rd August, 1968, it was reported that a girl had been washed off the rocks at Land's End and a man had jumped into the sea to help her. The life-boat *Susan Ashley* was launched at 4.7 in a moderate north



by courtesy of]

[Bournemouth Evening Echo

P.C. Arthur E. Farley and Sgt. Douglas H. Carter, of the Bournemouth police, who boarded a blazing motor-boat off Bournemouth on 19th May, 1968, and afterwards picked up three people. The service was described in the September issue of *THE LIFE-BOAT*

easterly wind with a moderate sea. The tide was flooding. On reaching the scene the life-boat found three people clinging to a life-buoy. To have hauled them ashore might have proved fatal, so the life-boat was brought to within 10 feet of them and they were thrown the breeches buoy. They managed to reach it at the first attempt and were quickly hauled aboard the life-boat and wrapped in blankets. The life-boat returned to her station at 4.30 p.m. and two of the survivors were then taken to hospital by ambulance.

Padstow, Cornwall – At 3 p.m. on 21st August, 1968, it was learnt that

the motor boat *Spes* with six people and a dog on board was overdue. She had last been sighted one and a half miles north east of Galland island. The life-boat *James and Catherine Macfarlane*, which had been launched at 2.30 because it was the local life-boat day, slipped her moorings immediately. It was one and a half hours before high water. Having made an extensive search of the area without success, the life-boat returned to Padstow at 5.30. It was learnt that the *Spes* was still missing and a later report amended the position to the Newland island area. The life-boat put to sea for a second time at 6 o'clock and after an extensive

search came up with the motor boat nine miles north of Sheppey point three hours later. The motor boat's engine had broken down. She was taken in tow to Padstow, and the life-boat returned to her station at 10.15.

Weymouth, Dorset – At 11.5 p.m. on 27th August, 1968, the coastguard informed the honorary secretary that a dinghy with five children on board was overdue. The life-boat *Frank Spiller Locke* slipped her moorings at 11.20 in a fresh north easterly breeze with a choppy sea. It was two hours after high water. The life-boat came up with the yacht *Lady Loren* with four people on board, four and a half miles south east of Weymouth. Her engine had broken down. The life-boat took the yacht in tow, intending to resume the search for the missing dinghy after the yacht had been safely moored. At 12.46 a.m. it was reported that the dinghy had come ashore at the pier bandstand and that the children were safe. The yacht was towed to moorings at Weymouth and the life-boat returned to her station at 1.30. The owners of the yacht made a gift to the life-boat crew.

No. 7 Life-boat Area

New Quay, Cardiganshire – At 6.10 p.m. on 29th August, 1968, the coastguard told the honorary secretary that a yacht was in difficulties three to four miles west of New Quay head. The IRB was launched at 6.25 in a fresh north easterly breeze with a rough sea. It was low water. As the yacht was drifting on to a lee shore it was decided that the IRB should stand by until the arrival of the life-boat *St. Albans*, which was launched 15 minutes later. The life-boat came up with the yacht *Mo-Jo* of New Quay with four people on board at 7.10. The yacht had a broken rudder. The life-boat towed her to New Quay, arriving at 8.20. Owing to the state of the tide the life-

boat remained afloat and the IRB landed the four survivors of the yacht and the life-boat crew. The life-boat was rehoused when the tide permitted at 11 o'clock.

No. 8 Life-boat Area

Porthdinllaen, Caernarvonshire – At 6.45 p.m. on 19th August, 1968, the coastguard reported that a yacht was in difficulties off Bodelias point. The life-boat *Charles Henry Ashley* was launched at 7.10 in a south south westerly gale and a rough sea. It was high water. The life-boat came up with the yacht *West Winds* with a crew of three on board at 7.45. The yacht was anchored in a dangerous position. The life-boat took her in tow to Porthdinllaen and returned to her station at 8.45. Owing to the high wind and tide, rehousing of the life-boat was delayed until 6.30 p.m. on the following day.

No. 10 Life-boat Area

Ballycotton, Co. Cork – At 12.55 p.m. on 24th August, 1968, the honorary secretary received a report that the fishing boat *Naomh Fergus* with a crew of three had fired flares three and a half miles west by south of Ballycotton lighthouse. The life-boat *Ethel Mary* slipped her moorings at 1.5 in a fresh north north-westerly breeze with a choppy sea. It was low water. She came up with the fishing boat 25 minutes later and took her in tow to Ballycotton, returning to her station at 2.30.

See page 527 for other life-boat services

IRB LAUNCHES

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

No. 1 Life-boat Area

Broughty Ferry, Angus – at 4.24 p.m. on 15th August, 1968, the coastguard informed the honorary secretary that a coble with a crew of four was sinking 200 yards off Broughty Ferry Castle. The IRB was launched at

4.30. It was two hours before high water. She found that a pilot cutter had already picked up one person. The IRB picked up the remaining survivors, to whom artificial respiration was applied. They were then transferred to the pilot cutter and while the IRB was alongside a helicopter arrived with oxygen apparatus. Both rescue boats then went to Broughty Ferry pier, where police and firemen gave oxygen to two people who were unconscious. The survivors were then conveyed to hospital by ambulance and the IRB returned to her station, arriving at 5.20 Two people subsequently died in hospital.

Aberdeen – At 4.3 p.m. on 29th August, 1968, a member of the public told the motor mechanic that a boat appeared to have broken down and was drifting in Aberdeen bay. The IRB was launched at 4.5 in a strong south westerly wind and a short choppy sea. It was two hours before high water. She found the motor launch *Ensign* with one man aboard. Her engine had failed and the rudder was broken. The IRB towed the *Ensign* to the harbour and returned to her station at 5.15.

No. 2 Life-boat Area

Largs, Ayrshire – At 8 p.m. on 18th August, 1968, the police informed the honorary secretary that a motor cruiser with four people on board was drifting north of Largs. The IRB was launched at 8.15 in a moderate to fresh north easterly wind and a slight sea. She found the motor cruiser *Marianne* which had engine trouble. The IRB took off three people and towed the motor cruiser into Largs bay where she was moored. The IRB then landed all four of the crew and returned to her station at 9.20.

Silloth, Cumberland – At 2.35 p.m. on 6th August, 1968, a police constable informed the honorary

secretary that a youth had fallen from the harbour knuckle on to the concrete base, a distance of about 30 feet. The IRB was launched at 2.51 in a moderate easterly wind and a light sea. It was four hours after high water. With two ambulance men aboard she went to the scene, where first aid was given and the injured youth lifted on to a stretcher. The whole party was then brought to the slipway where an ambulance was waiting. The IRB returned to her station at 3.10.

North Berwick, East Lothian – At 3.10 p.m. on 8th August, 1968, a member of the public informed the honorary secretary that a small yacht with a man and a youth on board was in difficulties one mile west of North Berwick harbour. The IRB was launched at 3.11 in a light north easterly breeze and a rough sea. It was high water. The occupants were trying to control the yacht with one small paddle as the engine had broken down. She was gradually being swept through heavy surf to shallower water and was practically waterlogged. One of the crew of the IRB jumped overboard and helped the yacht's crew to manhandle her past dangerous rocks on to the beach. The yacht's crew returned to North Berwick overland. After baling out the yacht the IRB towed her to the harbour. She returned to her station at 3.35 p.m.

No. 3 Life-boat Area

Blyth, Northumberland – At 1.12 p.m. on 12th August, 1968, the police and the coastguard told the honorary secretary that a 14-year-old bather had got into difficulties about 300 yards off shore from the Ranch House. A girl had gone to his assistance, but was not strong enough to bring the boy ashore. A man who realised that they were both in difficulties swam out to them, and on seeing that he would be unable to

get them ashore returned and collected a life-belt. The IRB was launched at 1.18. It was one hour after low water. She rescued the three swimmers who were clinging to the life-belt, and brought them ashore. The IRB returned to her station at 3.18.

Bridlington, Yorkshire – At 1.54 p.m. on 18th August, 1968, the coastguard informed the honorary secretary that a hired rowing boat, which with others was being kept under observation because of the bad weather conditions, had capsized in North bay. The IRB was launched at 1.58 and carried out an extensive search of the North bay in conjunction with an R.A.F. helicopter, but without success. The life-boat coxswain, who had been keeping the four hired boats under observation further south, spoke to the coastguard as one of them had disappeared. The coastguard thought he could see a small boat near the south Smith buoy. The IRB was diverted to investigate and found the rowing boat, with four people on board, moored to the buoy. They had been unable to make any headway against the wind and were being swept out to sea, so they had rowed across to the buoy and made fast to it. The boat was towed to the harbour and the IRB returned to her station at 4.15.

Hartlepool, Co. Durham – At 10.44 a.m. on 22nd August, 1968, the coastguard informed the honorary secretary that a woman was clinging to an air bed which was drifting out to sea. The IRB was launched at 10.59. It was two hours after low water. The woman was rescued and landed at Seaton Carew beach. The IRB returned to her station at 11.23.

North Sunderland, Northumberland – At 1.43 p.m. on 15th August, 1968, the coastguard informed an IRB crew member that a canoeist was in

the water half a mile off the Isletone rocks and was having great difficulty in getting back on board. The IRB was launched at 1.45 in a light east south easterly breeze and a smooth sea. It was five hours after high water. The IRB made for the scene and found that the man had managed to board his canoe, but he thought it was leaking and asked to be taken off. When he was safely aboard, the IRB set out for her station. While she was on her way another canoe capsized in the heavy surf near the beach. The IRB stood by until the canoeist was safely ashore and then returned to her station which was reached at 2.57.

Filey, Yorkshire – At 4.5 p.m. on 7th August, 1968, the motor mechanic noticed that a small yacht had capsized in the bay. The IRB was launched at 4.15 in a moderate to fresh north easterly wind and a rough sea. It was one hour before low water. The IRB took the crew of two off the yacht and towed her ashore. The two men, who were suffering from cold and exhaustion, were landed and the IRB returned to her station, arriving at 4.35.

Whitby, Yorkshire – At 3.17 p.m. on 22nd August, 1968, the coastguard reported that three girls were cut off by the tide at Sandsend Ness. The IRB was launched at 3.19 in a light southerly breeze and a smooth sea. It was one hour before high water. After negotiating the rocky area offshore the IRB picked up a young girl. Her companion had swum out to another boat, which had been unable to get close enough to rescue the other girl. There was no third girl involved and the IRB, after landing the girl on Sandsend beach, returned to her station, which was reached at 3.45.

On 18th August, 1968, the IRB rescued three of the crew of a motor launch, for which special awards

were granted. A full account of this service will appear in the next edition of THE LIFE-BOAT.

No. 4 Life-boat Area

West Mersea, Essex – At 6 p.m. on 31st August, 1968, the coastguard reported that two dinghies had capsized off Coopers beach, East Mersea. The IRB was launched at 6.3 in a moderate to fresh south westerly wind and a corresponding sea. It was high water. She found a sailing dinghy had capsized and that two people were in the water. They were taken aboard the IRB together with a man who was swimming out from the shore to assist them. The sailing dinghy was towed ashore and beached and the three men landed. A message was then received that another dinghy had been reported in difficulties near Colne point. The IRB made for the position given but when she arrived on the scene it was found that the sailing dinghy was being towed to Coopers beach by a motor dinghy. After making sure that no further help was needed the IRB returned to her station, arriving at 7.20.

At 2.20 p.m. on 8th August, 1968, the coastguard informed the honorary secretary that a work raft belonging to the contractors who were working on the sewer outfall near Sea View Avenue, West Mersea, was drifting seawards with two men on board. The IRB was launched at 2.24 p.m. in a light north north easterly breeze and a choppy sea. It was one and a half hours after high water. The IRB came up with the raft half a mile off shore and took her in tow to the beach. She returned to her station at 3.7.

Southend-on-Sea, Essex – At 10.48 a.m. on 31st August, 1968, the coastguard told the honorary secretary that a yacht was sinking to the west of the pier. The IRB was launched at 10.50 in a moderate to fresh

south-westerly wind. It was one hour after low water. The IRB found the yacht with two youths on board. They were both taken into the IRB which landed them at the pier and returned to her station at 11.15. The boat sank and was wrecked by rough seas on the next tide.

No. 5 Life-boat Area

Hastings, Sussex – At 6.6 p.m. on 26th August, 1968, the police informed the motor mechanic that three small boys were clinging to a marker buoy off Bridgway. The IRB was launched at 6.10 in a strong north easterly wind and a corresponding sea. It was low water. When the IRB arrived at the scene she found that a man and a boy were on a small rubber float hanging on to the buoy about 300 yards off shore. They were taken on board and landed at the life-boat station at 6.45. It transpired that the man had seen the three boys drifting out to sea on their float and swum out to them. He had tied the float to the buoy and twice swum ashore supporting one of the boys. When he had reached the marker buoy for the third time he had been so exhausted that he had climbed on to the float and waved to attract attention.

At 10.38 a.m. on 17th August, 1968, a member of the public informed the honorary secretary that a woman bather was shouting for help at the far end of the harbour wall. The IRB was launched at 10.43 in a south westerly breeze and a choppy sea. It was five hours after high water. The woman was found to the east of the harbour wall and was taken aboard the IRB. An ambulance arrived and took her to hospital. The IRB returned to her station at 10.46.

Walmer, Kent – At about 2.2 p.m. on 18th August, 1968, the honorary secretary noticed that a speedboat

had broken down opposite Walmer Castle and was drifting seawards. The crew were attempting to row ashore. but could not make any headway against the wind, and appeared to be waving for assistance. The boat was kept under observation and at 2.52 the IRB was launched in a fresh westerly breeze and a choppy sea. It was low water. The speedboat had run out of petrol and her engine had also failed. The IRB towed her ashore and returned to her station, arriving at 3.55.

Eastney, Hampshire – At 3 p.m. on 7th August, 1968, as the fast rescue/boarding boat 18-02 was being berthed at Cowes, a member of her crew saw a sailing dinghy capsized to the north of the chain ferry. There was a strong northerly wind and a moderate sea. The tide was ebbing. As 18-02 closed the dinghy, which was being grappled by the harbour master's launch, the man who was clinging to her was swept away by the strong tide. 18-02 had difficulty in getting close to him as two large unmanned yachts were drifting down on him together with a fishing vessel which was trying to recover them. The Seaspeed hovercraft was also leaving the terminal and this left very little sea room. A frogman on board 18-02 jumped overboard and supported the man for five minutes until the boat was able to reach them. They were both taken aboard 18-02 which then returned to her berth, arriving at 3.45. Another man who had been thrown out of the capsized dinghy was rescued by the harbour master's launch.

At 5.6 p.m. on 11th August, 1968, the coastguard informed an IRB crew member that a dinghy had been dismasted at the entrance to Langstone harbour and was being carried out to sea. The IRB was launched at 5.8 in a light north westerly breeze and a moderate sea. The tide was ebbing. The IRB found a dinghy

with an adult and a child aboard. The child was taken into the IRB and a tow line secured. The dinghy was towed ashore and the child landed. The IRB returned to her station, arriving at 5.40 p.m.

At 4.51 p.m. on 27th August, 1968, the Officer Commanding the Frazer Battery informed the honorary secretary that a sailing dinghy had capsized off the Frazer Battery and two men were in the water clinging to their dinghy. The fast rescue/boarding boat 17-01, which was at sea on exercise, immediately went to the scene. There was a fresh north easterly wind and a choppy sea. The tide was flooding. The two men and the dinghy were taken aboard 17-01 which returned to Langstone harbour at 5.15, where the two men and their dinghy were landed.

At 5.30 p.m. on 16th August, 1968, a member of the public informed the honorary secretary that a man swimming across Eastney channel from Hayling island was in difficulties. The IRB was launched at 5.33 in a fresh south westerly breeze and a moderate sea. It was one hour after high water. The man, who was fully clothed, had a buoyancy jacket looped over his right shoulder. It appeared that he had decided to swim across instead of using the ferry. He clung on to the IRB's life-line and was brought ashore. The IRB returned to her station at 6 o'clock.

At 4.22 p.m. on 2nd August, 1968, an IRB crew member informed the honorary secretary that a sailing dinghy had capsized due east of the boathouse in a heavy sea. The IRB was launched at 4.25 in a strong north north easterly wind and a short breaking sea. The tide was flooding. She went to the dinghy and took two men aboard. The dinghy was then righted but capsized several more times. The IRB towed her to the lee side of the Mulberry harbour

where the dinghy was baled out. The dinghy was towed to the sailing club at Gunnar point, Hayling island, where she was beached and her crew landed. The IRB then returned to her station, arriving at 5.15.

Littlestone-on-Sea, Kent – At 8.15 p.m. on 1st August, 1968, some flares were seen from the IRB station, and after consultation with the coastguard the IRB was launched at 8.19. There was a light north easterly breeze and a slight sea. It was four hours after high water. The IRB found an inflatable dinghy, converted to sail, which was trying to sail to France. Her small engine had broken down and she was unable to make any headway. There was only one man aboard and he was taken on board the IRB, which towed the dinghy to the IRB station, arriving at 9 o'clock. A donation was made to the funds of the Institution.

At 6 p.m. on 17th August, 1968, an IRB crew member saw the crew of a fishing dinghy waving an oar to attract attention. The IRB was launched at 6.5 in a north westerly breeze and a moderate sea. It was high water. The dinghy with two people on board had engine trouble, and she was leaking. The IRB towed the dinghy ashore and returned to her station at 6.47 p.m. A donation was made to the funds of the Institution.

Margate, Kent – At 3.38 p.m. on 15th August, 1968, a member of the life-boat crew saw what appeared to be an upturned boat drifting about 50 yards east of Margate pier. A man was in the water hanging on to the capsized craft. The IRB was launched at 3.40 in a moderate west south westerly wind and a slight sea. It was five hours after low water. She found the capsized catamaran *Guaruja*. The man, who was taken aboard the IRB, said that his wife had been rescued by a fishing boat.

The catamaran had been in collision with a fishing boat and had started to sink. The IRB went to the fishing boat, which had picked up the woman and took her off. The survivors were placed in the care of the coastguard and the IRB returned to the catamaran, which was being towed into harbour by the speedboat *Jet Spray*. The IRB returned to her station at 3.56.

Shoreham Harbour, Sussex – At 5.15 p.m. on 25th August, 1968, a member of the public informed the crew of the IRB that a sailing dinghy had capsized off Ferry Road, Shoreham. The IRB was launched at 5.16 in a moderate to fresh north east by easterly breeze and a corresponding sea. It was nearly high water. She found that another boat had already picked up one man and had the dinghy in tow. Another man was found in the water and taken aboard the IRB. After ascertaining that no one else was missing she returned to her station, arriving at 6.15.

At 1.13 p.m. on 18th August, 1968, the coastguard informed the motor mechanic that a canoe had capsized between the two power stations. The IRB was launched at 1.14 in a moderate to strong westerly wind and a moderate swell. It was low water. She found the speedboat *Jupiter IV* which had been holed and was full of water. Two men, who said that they had been in the water for about 20 minutes, were taken aboard the IRB. An attempt was made to tow the speedboat into harbour, but as the survivors were extremely cold, the tow was passed to the motor boat *John VII* which had just reached the scene. The IRB returned to her station at 1.55 and landed the two survivors.

At 5.44 p.m. on 15th August, 1968, one of the parents of two youths who were sailing in the harbour told the honorary secretary that their

dinghy had capsized and the youths were in the water. The IRB was launched immediately in a strong westerly wind and a moderate sea. It was one and a half hours after high water. The two youths were taken aboard and their sailing dinghy *Skylark* towed to Kingston beach. After landing the two young men the IRB returned to her station, arriving at 5.50.

At 12.25 p.m. on 18th August, 1968, a member of the public drew the attention of the motor mechanic to a dismasted catamaran in the harbour. The IRB was launched at 12.26 in a moderate to fresh westerly wind and a choppy sea. It was low water and the weather was deteriorating. The catamaran *Sea Skater*, with two people on board, was taken in tow to Kingston beach and the IRB returned to her station at 1.12.

Yarmouth, Isle of Wight – At 7.29 p.m. on 13th August, 1968, the coastguard reported that a dinghy had capsized near Hurst Narrows and three men were in the water clinging to her. The IRB was launched at 7.36 in a fresh to strong south westerly breeze and a rough sea. The tide was flooding. She found the dinghy dismasted and took the three men aboard. The sailing dinghy was taken in tow to Yarmouth and the IRB returned to her station at 8 o'clock.

At 11.45 a.m. on 8th August, 1968, the harbour master informed the honorary secretary that a sailing dinghy had capsized near Black Rock. The IRB was launched at 11.48 in a strong northerly wind gusting to gale force and a rough sea. The tide was flooding. She went to Black Rock and picked up the two crew men. She then returned to her station, arriving at 12.5 p.m.

Lymington, Hampshire – At 11.22 a.m. on 26th August, 1968, the

coastguard reported that a boat had capsized in the Solent off Pennington boom. The IRB was launched at 11.28 in a moderate to fresh north easterly wind and a slight sea about two hours before high water. She found the capsized sailing dinghy *Raskel* and took off the crew of two. The dinghy was taken in tow to Lymington and the IRB returned to her station at 12.20 p.m.

Eastbourne, Sussex – At 11.18 a.m. on 26th August, 1968, the motor mechanic saw a small boat in difficulties off Langney point. The IRB was launched at 11.20 in a fresh north easterly breeze and a moderate sea. The tide was flooding. She reached the dinghy, which had two people on board, and found that her outboard engine had broken down. The dinghy was drifting out to sea. The IRB towed her ashore and then returned to her station, arriving at 11.50.

Littlehampton, Sussex – At 11.49 a.m. on 25th August, 1968, it was learnt that a sailing dinghy had capsized close to the west harbour works. The IRB was launched at 11.50 in a moderate easterly wind and a slight sea. It was high water. She went to the scene, found the upturned dinghy, and took the owner aboard. The dinghy was then taken in tow to Littlehampton, and the IRB returned to her station at 12.30 p.m.

At 4.21 p.m. on 25th August, 1968, the coastguard told the honorary secretary that someone on a raft, about a quarter of a mile west south west of Littlehampton harbour entrance, was unable to make any headway against the wind and tide. The IRB was launched at 4.22 in a moderate easterly wind and a slight sea. The tide was ebbing. On reaching the scene the IRB found the raft was carrying a member of the firm hiring out the rafts. He had put out to pick up another raft whose

passengers had been rescued by a fishing boat. He had abandoned his attempt to the raft but was still unable to make headway. When the IRB took him aboard he was exhausted. The IRB took both rafts in tow to the east beach, where the man was landed. She returned to her station at 4.35.

Late Service Report

Rye Harbour, Sussex – At 8.40 on 17th August, 1967, a member of the IRB crew informed the honorary secretary that a speedboat with two people on board was overdue. The tide was ebbing fast and darkness was falling. The IRB was launched at 8.49. She found the speedboat drifting just off the harbour mouth with her engine stopped. The IRB towed the speedboat into harbour and returned to her station, arriving at 9.35.

No. 6 Life-boat Area

Newquay, Cornwall – At 2.14 p.m. on 8th August, 1968, the IRB was launched to search for a missing bather. There was a light northerly breeze and a choppy sea. It was two hours before high water. The IRB made an extensive, but unsuccessful, search. On her return to station the crew of the IRB reported having seen two men cut off by the tide in a cove off Lusty Glaze beach. The two men were rescued and landed at the IRB station at 4.35.

At 3.55 p.m. on 14th August, 1968, a member of the public reported that a bather was in difficulties just outside the harbour entrance. The IRB was launched at 3.57 in a moderate to fresh northerly wind and a corresponding sea. It was a few minutes after low water. She found the swimmer, who had been unable to reach the shore, and took him aboard. The IRB returned to her station at 4.10 p.m. and landed the man. In the meantime, a woman had

reported that her husband and child were missing. The IRB left immediately and carried out an extensive search of the area for nearly half an hour in conjunction with a helicopter, but without success. The IRB returned to her station at 4.32.

At 3.7 a.m. on 8th August, 1968, a lifeguard and an IRB crew member saw a bather in the sea off Towan beach who appeared to be in difficulties. The IRB was launched immediately in a moderate northerly wind with a choppy sea. It was low water. The bather was taken aboard the IRB and landed at the harbour, where an ambulance was waiting to take him to hospital. The IRB returned to her station at 11.41.

At 4.51 p.m. on 6th August, 1968, the fire control informed the IRB boathouse that a boy was on the rocks at Mawgan Porth. The IRB was launched at 4.54. It was 30 minutes after high water. She went to the scene, and at 5.15 the coastguard reported that the casualty was at Whipsiderry and not Mawgan Porth. A message was passed to a café near the beach to inform the IRB, and the police were asked to endeavour to contact her. In the meantime the IRB reached Mawgan Porth beach, and her crew contacted a lifeguard, but he knew nothing about the incident. They then telephoned the coastguard at St. Just and were told to go to Whipsiderry. They turned south and searched the coastline on their way. A girl was sighted clinging to the face of cliffs 200 feet high with water over her feet. The sea beneath her was 10 feet deep. The area was rocky, so the IRB was taken to a more suitable place where she could be beached. The engine was raised and the IRB beached on a small boulder-strewn beach. It took a quarter of an hour to clamber over the rocks to reach the girl and bring her back to the boat. As they were heading away from the shore the crew

saw a policeman waving from the cliff top, indicating that they should go to the south west. They then found a party of 10 people on Flory island. The IRB approached and inquired whether anyone was injured or needed assistance. No help was required and after informing the stranded party that the tide was receding and that they would be able to walk ashore in a short while, the IRB returned to her station, arriving at 6.30. First aid was given while the girl was waiting for an ambulance, and she was then taken to hospital where she was treated for shock.

St. Agnes, Cornwall – At 6.50 p.m. on 26th August, 1968, a member of the public told the honorary secretary that a small boat containing six youths had drifted into Wheal Prudence Cove, Cligga, with her engine broken down. She carried no oars. The IRB was launched at 6.51 in a light north north easterly breeze and a moderate sea. The tide was flooding. She found the youths trapped on the rocks. Their boat had been damaged and was breaking up. With considerable difficulty, caused by the heavy swell breaking against the cliff, the IRB was manoeuvred into a position abreast of the youths. The anchor was dropped and the boat was veered in towards the rocks. The youths were taken aboard and the IRB returned to her station at 7.15.

St Ives, Cornwall – At 4.35 p.m. on 10th August, 1968, the coastguard reported that two girls were cut off by the tide at Portheras cove. The IRB was launched at 4.46. It was four hours after low water. When she arrived at Portheras it was seen that the two girls were on a crumbling, rocky ledge about 100 feet up the cliff. The coastguard cliff rescue team fired a rocket line over the spur of the cliff and a breeches buoy was passed to the girls, who were lowered

into the IRB which was waiting below. The girls were landed at Portheras beach. The IRB then returned to the base of the cliff and picked up a man and a woman who had swum round from Portheras to assist the two girls. After landing them on Portheras beach the IRB again returned to the cliff and took off the three coastguard men who had been working the breeches buoy. The IRB returned to her station at 6.50.

At 5.24 p.m. on 8th August, 1968, the coastguard informed the honorary secretary that four teenagers were cut off by the tide on the rocks at the north end of Carbis bay beach. The IRB was launched at 5.25 in a moderate northerly wind with a moderate sea. It was high water. The IRB found two teenagers, not previously reported, trapped in a cave. A member of the crew went ashore to help them aboard the IRB. Heavy seas made the rescue very difficult. The IRB returned to harbour leaving the crew member ashore to help the four other teenagers. It was impossible for the IRB to take them off as the area had been fenced off following a cliff fall. The coastguard rescue equipment company had arrived to take them up the cliff face. A path up the cliff face was cleared by the crew members and the four young people helped to the cliff top. The IRB, after landing the first two survivors, returned to pick up the crew member. The IRB returned to her station at 7 o'clock.

Port Isaac, Cornwall – At 2.1 p.m. on 15th August, 1968, the coastguard informed the honorary secretary that two dinghies had capsized in Lundy bay. The IRB was launched at 2.6 in a moderate west by southerly wind and a corresponding sea. It was nearly high water. Two men were taken from the water and the IRB

with the two dinghies in tow returned to her station, arriving at 3.32.

No. 7 Life-boat Area

Aberdovey, Merionethshire – At 7.25 p.m. on 1st August, 1968, the coast-guard reported that a catamaran with a single crew member aboard was drifting off Aberdovey bar. The IRB was launched at 7.30 in a moderate north easterly wind and a corresponding sea. The tide was ebbing. The catamaran was sighted and was towed to Aberdovey harbour. The IRB returned to her station at 8.43.

Port Talbot, Glamorganshire – At 2 p.m. on 28th August, 1968, the beach office informed the IRB station that two boys were adrift on rubber rafts in the bay. The IRB was launched at 2.3 in a moderate offshore wind. The tide was ebbing. She went to the two boys who were unable to make any progress towards the shore in the face of the offshore wind. The boys were brought ashore in the IRB, which returned to her station at 2.25.

Porthcawl, Glamorganshire – At 5.40 p.m. on 11th August, 1968, it was learnt that a sailing dinghy had capsized off *Ogmone-by-Sea*. The IRB was launched at 5.43 in a light west north westerly breeze. It was three hours after low water. She found the dinghy, which had been swept on to the rocks, and took off the crew of three, who were on the rocks. The waterlogged dinghy was towed to the beach at Southerdown, one mile to the east. Watchers at Porthcawl considered that the IRB was making little headway and a private boat was taken out by three other IRB crew members to assist her if needed. The IRB, however, safely landed the three men and their dinghy at Southerdown and returned to her station at 8.20.

At 3.36 p.m. on 4th August, 1968,

a member of the public told the honorary secretary that a speedboat, taking part in a race in Newton bay, had overturned, throwing her two crew members in the water. The IRB was launched at 3.40. It was high water. She went to Newton bay and found that one man had already been picked up by another boat. The IRB rescued the second man and towed the speedboat to the beach. After landing the man the IRB returned to her station, arriving at 4.17.

Mudford, Hampshire – At 4.23 p.m. on 29th August, 1968, the coast-guard informed the honorary secretary that a dinghy had capsized off Highcliffe. The IRB was launched at 4.25. It was high water. She found a dinghy about half a mile off shore. The crew member was unable to right her because of the strong wind. He was taken aboard the IRB which then towed the dinghy ashore. After beaching the sailing dinghy and landing the survivor the IRB returned to her station at 5 o'clock.

Barmouth, Merionethshire – At about 3.15 on 4th August, 1968, the beach patrol informed the IRB crew that a child was missing. The IRB, which had already been launched for an exercise with the honorary medical adviser on board, left immediately. The tide was flooding. The child was found in less than three minutes face downwards in about five feet of water a quarter of a mile north west of the IRB house. A beach patrolman waded into the water and handed the child into the IRB, where the doctor and crew started resuscitation. The IRB brought the child to the quay where he was transferred to a fishing boat, and the doctor, a colleague and the crew continued respiration for one and a half hours. The doctor asked the coastguard to arrange for a helicopter to take the child to hospital. This service was carried out, both doctors going with the helicopter. The IRB returned to her

station at 5.15. The child unfortunately died in hospital two days later.

No. 8 Life-boat Area

Moelfre, Anglesey – At 1.1 p.m. on 21st August, 1968, the coastguard reported that a cabin cruiser had broken down one and a half miles east of Moelfre life-boat house and her crew were signalling for assistance. The IRB was launched at 1.5 in a fresh south westerly wind and a choppy sea. The tide was ebbing. Two men and a small boy were taken off, and after a member of the IRB crew had gone aboard the cabin cruiser she was taken in tow to Traeth Bychan, where the survivors were landed. The IRB returned to her station at 2 o'clock.

At 8.3 p.m. on 20th August, 1968, the coastguard informed the honorary secretary that a small boat two miles south of the boathouse was unable to make any headway against the wind and was drifting out to sea. The IRB was launched at 8.7 in a fresh south westerly wind and a choppy sea. It was three and a half hours after low water. The IRB took off the two men on board and towed the boat to Traeth Bychan, where she was beached and the men landed. The IRB returned to her station at 8.30 p.m.

At 6.50 p.m. on 20th August, 1968, it was learnt that a yacht had capsized two and a half miles south of the boathouse. The IRB was launched at 6.55 in a fresh south westerly wind and a choppy sea. It was three hours after low water. She found the yacht with two men in the water clinging to her. The men were picked up, and several attempts were made to right the craft, but without success, so she was made fast alongside the IRB, which towed her to Traeth Bychan. After landing the survivors the IRB set course for her station. While on the way she came up with a canoe

which was not making any headway against the wind and tide. The man and his canoe were taken aboard the IRB, which landed them at Benllech. The IRB then returned to her station, arriving at 8 o'clock.

At 7.15 p.m. on 17th August, 1968, the coastguard reported that a motor boat was flashing her lights two miles east of the life-boat house. The IRB was launched at 7.23 in a moderate to fresh south westerly wind and a choppy sea. It was one and a half hours after high water. She found the motor boat, with its engine broken down, drifting out to sea. The crew of two were taken aboard the IRB and after treatment for shock were landed at Red Wharf bay. After the boat had been beached near by the IRB returned to her station, arriving at 8.30.

At 5.30 p.m. on 20th August, 1968, it was learnt that a small boat was drifting out to sea three and a half miles south east of the life-boat station. There were two adults and children on board. The IRB was launched at 5.35 in a fresh south westerly wind and a choppy sea. It was two and a half hours after low water. The IRB found a boat with her engine broken down. The crew were taken aboard the IRB, which then towed the motor boat to Traeth Bychan. After landing the survivors the IRB returned to her station, arriving at 6.25.

Abersoch, Caernarvonshire – At 12.7 p.m. on 15th August, 1968, an IRB crew member informed the honorary secretary that a dinghy was in difficulties off Warren beach. The IRB was launched at 12.10 in a strong north westerly wind and a rough sea. It was high water. The IRB went to Warren beach and found a sailing dinghy had capsized, throwing two youngsters into the water. The boys, who were cold and exhausted, were taken aboard the

IRB, which landed them at Warren. The IRB then returned to her station, arriving at 12.35. The sailing dinghy was later recovered by the yacht club's launch.

Criccieth and Pwllheli, Caernarvonshire – At 7 p.m. on 12th August, 1968, a member of the public told the honorary secretary of the Criccieth station that the converted ship's life-boat *Johnny Reb* had left Llandanwg en route for Pwllheli with seven people on board, and in view of the increasing wind strength it was suggested that a watch be kept for the boat. She was later seen hove to off Pen-y-Chain. As the weather was still deteriorating the Criccieth IRB was launched at 7.30. There was a moderate south easterly wind and a choppy sea. It was two hours after low water. The IRB came up with the *Johnny Reb*, whose occupants asked for help. It was decided to tow her to Pwllheli. One of the crew of the IRB went aboard to help in the towing operation. On clearing Pen-y-Chain head, the IRB crew fired flares to summon assistance. The Pwllheli IRB was launched at 8.40 and took off five of the crew of the *Johnny Reb*. She landed them at Pwllheli while the Criccieth IRB continued with the tow. The Pwllheli IRB then returned to the scene and helped to tow the launch to Pwllheli. The three boats arrived at 9.25, and after the remaining survivors had been landed the Criccieth IRB returned to her station, arriving at 10 o'clock.

Conway, Caernarvonshire – At 11.50 p.m. on 10th August, 1968, two IRB crew members heard cries for help from the river. The IRB was launched with the assistance of members of their families at 11.52. There was a strong tidal current. A young man was found clinging to an upturned dinghy which was being swept up-

stream. It appeared that the youth and a companion were rowing the dinghy across the river to board a small cabin cruiser. When they went alongside the cruiser the dinghy capsized. One youth was able to grab hold of the side of the cruiser and climb aboard. The other was swept upstream clinging to the dinghy. The IRB took the youth aboard and righted the dinghy, which was towed back to the cabin cruiser. After securing the dinghy to the cruiser and putting the youth aboard, the IRB returned to her station, arriving at 12.20 a.m.

No. 10 Life-boat Area

Tramore, Co. Waterford – At 3.45 p.m. on 4th August, 1968, an IRB crew member saw a punt going in under the cliffs at the Battery into what he considered to be a dangerous position. The IRB was launched immediately in a light south easterly breeze and a choppy sea. It was two and a half hours after high water. She went to the Battery and saw that the punt had gone in to try to help a party of three youths trapped on the cliff. One youth was trapped on the cliff face about 30 feet up. The IRB was beached, and a crew member climbed the cliff and stayed with the stranded climber. The other two then took the IRB round to the Foyle and climbed the steps to the cliff top, taking the heavy line with them. They let down the rope to the two men on the cliff face and, with the help of five other people, lowered the trapped youth to the foot of the cliff. The IRB crew member who had waited with him then climbed down the rope. The IRB was brought back to the foot of the cliff and took off the three youths and the third crew man. After landing the youths and handing them over to the beach-guard the IRB returned to her station, arriving at 5.50.

See page 529 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 486, 502, 512, the following launches on service were made during the months June to August, 1968, inclusive:

Aberdeen, Aberdeenshire – June 24th, August 2nd and 4th.
Aldeburgh, Suffolk – July 30th and August 11th.
Amble, Northumberland – June 15th and 27th.
Angle, Pembrokeshire – June 19th.
Appledore, Devon – June 30th, July 13th, 24th, August 13th, 20th and 21st.
Arbroath, Angus – June 15th.
Arklow, Co. Wicklow – July 17th, August 1st, 3rd and 7th.
Ballycotton, Co. Cork – June 1st and August 16th.
Baltimore, Co. Cork – July 3rd.
Barra Island, Outer Hebrides – July 18th, August 3rd, 7th, 20th and 30th.
Barrow, Lancashire – August 25th.
Barry Dock, Glamorganshire (O.N. 806) – July 21st.
Barry Dock, Glamorganshire (O.N. 1005) – June 1st, 7th, July 8th and 21st.
Beaumaris, Anglesey – June 15th, August 8th and 19th.
Bembridge, Isle of Wight – June 21st, 26th, July 29th, August 8th and 14th.
Berwick-upon-Tweed, Northumberland – June 8th.
Bridlington, Yorkshire – July 3rd, August 3rd and 5th.
Buckie, Banffshire – August 27th.
Caister, Norfolk – July 11th.
Campbeltown, Argyllshire – June 30th and August 5th.
Clacton-on-Sea, Essex – June 3rd, 7th, July 14th, August 6th and 25th.
Clogher Head, Co. Louth – August 13th and 22nd.
Courtmacsherry Harbour, Co. Cork – July 13th, 20th and August 27th.
Coverack, Cornwall – July 29th.
Cromer, Norfolk – July 11th, August 10th and 23rd.
Donaghadee, Co. Down – August 5th, 17th and 27th.
Douglas, Isle of Man – June 7th.
Dover, Kent – July 6th, 14th and August 22nd.
Dungeness, Kent – June 10th, July 19th, August 13th, 22nd and 25th.
Dun Laoghaire, Co. Dublin – June 29th, 30th and July 13th.
Eastbourne, Sussex – June 22nd, August 26th.
Exmouth, Devon – August 31st.
Falmouth, Cornwall – July 10th, August 14th and 15th.
Filey, Yorkshire – June 14th, 30th, July 23rd and August 29th.
Fishguard, Pembrokeshire – June 2nd, 28th, August 9th and 20th.
Flamborough, Yorkshire – June 30th.
Fleetwood, Lancashire – June 23rd and July 13th.
Fowey, Cornwall – June 3rd, 4th, July 2nd, 13th, 22nd and August 8th.
Fraserburgh, Aberdeenshire – June 13th.
Galway Bay, Co. Galway – June 28th, July 7th, 16th, August 3rd, 6th and 25th.
Girvan, Ayrshire – June 18th.
Great Yarmouth and Gorleston, Norfolk – August 10th and 29th.
Harwich, Essex – June 3rd, 4th, 13th, July 4th, 11th, 13th, August 10th and 22nd.
Hastings, Sussex – June 26th, July 2nd, August 25th and 31st.
Holyhead, Anglesey – June 8th, 21st, 27th and 30th.
Howth, Co. Dublin – June 2nd, 3rd and August 13th.
Humber, Yorkshire – June 30th, August 3rd, 5th, 11th and 16th.
Ilfracombe, Devon – July 13th and August 14th.
Lerwick, Shetlands – July 8th and 20th.
The Lizard – Cadgwith, Cornwall – June 26th.
Llandudno, Caernarvonshire – August 12th and 17th.
Lochinver, Sutherlandshire – July 1st, 5th, and August 19th.
Longhope, Orkneys – August 6th.
Lowestoft, Suffolk – July 26th, August 9th and 27th.
Lytham-St. Anne's, Lancashire – June 23rd.
Mallaig, Inverness-shire – August 18th.
Margate, Kent – June 13th, 13th, 15th, July 4th, 17th, August 2nd and 31st.
Minehead, Somerset – June 30th, July 14th, 29th, August 10th and 21st.
Moelfre, Anglesey – June 30th.
Montrose, Angus – August 12th.

The Mumbles, Glamorganshire – August 15th.
Newbiggin, Northumberland – July 3rd.
New Brighton, Cheshire – June 1st, 25th, July 22nd, 31st and August 10th.
New Quay, Cardiganshire – August 11th.
North Sunderland, Northumberland – July 12th and August 31st.
Peel, Isle of Man – June 27th.
Penlee, Cornwall – June 2nd, 29th, July 11th, 21st and 25th.
Peterhead, Aberdeenshire – August 4th.
Plymouth, Devon – June 4th, 27th, July 13th, August 8th and 11th.
Porthdinllaen, Caernarvonshire – July 2nd, 5th and August 25th.
Portpatrick, Wigtownshire – July 24th.
Portrush, Co. Antrim – August 3rd, 17th and 27th.
Port St. Mary, Isle of Man – June 2nd and 16th.
Pwllheli, Caernarvonshire – June 17th.
Ramsgate, Kent – July 21st, 22nd, 31st, August 12th, 22nd, 24th and 25th.
Redcar, Yorkshire – June 2nd.
Rhyl, Flintshire – June 25th and July 2nd.
Rosslare Harbour, Co. Wexford – August 12th and 26th.
Runswick, Yorkshire – July 2nd and August 13th.
St. Abbs, Berwickshire – July 8th.
St. David's, Pembrokeshire – June 2nd.
St. Helier, Jersey – June 17th, July 14th, 29th, August 10th, 16th and 18th.
St. Ives, Cornwall – July 10th, 15th and August 12th.
St. Mary's, Scilly Islands – *June 22nd and 25th.*
St. Peter Port, Guernsey – June 16th, July 14th, 29th and August 10th.
Salcombe, Devon – June 27th, July 6th, 12th, 29th, August 15th and 17th.
Scarborough, Yorkshire – August 14th.
Seaham, Co. Durham – August 2nd.
Selsey, Sussex – June 21st, 23rd, July 2nd, 23rd, 29th, 31st, August 11th and 27th.
Sennen Cove, Cornwall – June 5th, July 6th and August 7th.
Sheringham, Norfolk – August 20th.
Shoreham Harbour, Sussex – August 11th and 26th.
Skegness, Lincolnshire – July 11th, August 19th and 31st.
Southend-on-Sea, Essex – June 3rd, 23rd, and August 24th.
Stornoway, Outer Hebrides – August 26th.
Stromness, Orkneys – June 8th.
Stronsay, Orkneys – June 20th and August 15th.
Sunderland, Co. Durham – June 7th.
Swanage, Dorset – June 11th, 19th, July 13th, 23rd, 30th, August 1st and 29th.
Teesmouth, Yorkshire – August 9th and 11th.
Tenby, Pembrokeshire – July 28th and August 26th.
Torbay, Devon – July 9th, 11th and 14th.
Treose Head (Padstow), Cornwall – July 24th.
Troon, Ayrshire – July 28th.
Valentia, Co. Kerry – July 17th and 30th.
Walmer, Kent – June 9th, 16th, July 6th, August 3rd and 25th.
Walton and Frinton, Essex – June 25th, July 13th, 29th, 31st, August 1st and 12th.
Wells, Norfolk – July 25th and August 19th.
Weston-super-Mare, Somerset – June 23rd, July 14th and 18th.
Weymouth, Dorset – June 14th, 15th, 17th, July 5th, 7th, 27th, 28th, 29th, August 3rd, 8th, 25th and 31st.
Whitby, Yorkshire – June 8th, 17th and July 25th.
Whitehills, Banffshire – July 17th and August 7th.
Wick, Caithness-shire – June 11th and July 13th.
Wicklow, Co. Wicklow – June 14th and August 1st.
Workington, Cumberland – August 7th, 11th and 13th.
Yarmouth, Isle of Wight – July 10th, August 3rd, 8th, 11th, 14th, 18th, 19th, 23rd, 25th and 30th.
Youghal, Co. Cork – June 26th.
Life-boat 44-001 – June 3rd (at Barry Dock), June 18th, 23rd, 24th, July 24th, August 7th, 10th and 15th (at Clovelly).

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded on pages 491, 506, 515, the following launches on service were made during the months June to August, 1968, inclusive.

Aberdeen – August 20th.
Aberdovey, Merionethshire – June 28th, 30th (twice), August 10th and 22nd.
Abersoch, Caernarvonshire – June 14th, 25th, July 1st, August 8th, 13th, and 23rd.
Aberystwyth, Cardiganshire – June 15th, 30th, July 11th and 21st.
Atlantic College, Glamorganshire – June 13th and July 28th.
Bangor, Co. Down – June 8th, July 3rd, 7th, 15th and August 17th.
Barmouth, Merionethshire – June 3rd, 22nd, July 4th, 10th, 18th, 31st, August 23rd and 24th.
Beaumaris, Anglesey – July 11th, 15th, August 28th (twice) and 31st.
Blackpool, Lancashire – June 18th.
Borth, Cardiganshire – June 28th, 30th, July 20th, August 7th, 24th, 25th and 27th.
Boulmer, Northumberland – August 18th.
Bournemouth, Hampshire – July 29th, 30th and August 11th.
Bridlington, Yorkshire – June 4th (twice), 16th (twice) and July 28th.
Brighton, Sussex – June 3rd, 12th (twice), 13th, July 27th, 28th, 30th, August 5th, 25th (twice), 30th and 31st.
Broughty Ferry, Angus – June 22nd, 28th, 29th, 30th, July 27th, August 10th, 11th, 17th, 18th and 24th.
Bude, Cornwall – July 19th, 21st, 22nd, 28th and August 27th.
Burnham-on-Crouch, Essex – August 14th.
Clacton-on-Sea, Essex – June 4th, 23rd, 26th, 28th, July 21st, August 1st, 5th, 6th, 25th and 30th.
Conway, Caernarvonshire – June 16th and August 16th.
Criccieth, Caernarvonshire – June 8th, August 13th and 14th.
Crimdon Dene, Co. Durham – July 20th.
Cromer, Norfolk – June 3rd, July 13th, 21st (four times), August 20th and 22nd.
Cullercoats, Northumberland – July 11th.
Dunbar, East Lothian – August 11th.
Eastbourne, Sussex – June 6th, 26th, July 7th, 28th, August 11th, 18th, 25th and 27th.
Eastney, Hampshire – June 3rd, 19th, 23rd, July 4th, 29th, August 17th (twice), 18th (twice) and 25th.
Eastney, Hampshire (18-02) – June 3rd, 17th, 23rd, July 4th, August 2nd and 31st.
Exmouth, Devon – June 17th, August 13th, 26th and 31st.
Filey, Yorkshire – June 30th, July 9th and 28th.
Fleetwood, Lancashire – June 22nd, July 1st, 13th, 14th, August 1st, 10th, and 18th.
Flint – August 15th.
Great Yarmouth and Gorleston, Norfolk – June 4th, 17th, 26th, July 2nd, 3rd, 11th, 28th, August 5th, 25th (twice), 26th and 27th.
Happisburgh, Norfolk – June 1st, August 19th and 20th.
Hartlepool, Co. Durham – June 23rd, August 9th and 23rd.
Harwich, Essex – June 12th, July 4th, 11th (twice), 21st, August 14th, 18th and 22nd.
Helensburgh, Dumbartonshire – June 3rd, 16th, 29th, 30th, July 14th and 28th.
Holyhead, Anglesey – June 7th, 15th, August 5th and 17th.
Horton and Port Eynon, Glamorganshire – July 29th, 31st, August 4th, 7th, 8th (twice), 9th, 10th, 15th, 18th and 21st.
Howth, Co. Dublin – June 2nd, August 7th and 13th.
Humber Mouth, Lincolnshire – June 22nd, July 4th, 21st and August 2nd.
Ringhorn, Fife – June 22nd, July 6th and August 18th.
Largs, Ayrshire – June 7th, July 28th and August 11th.
Little and Broad Haven, Pembrokeshire – June 1st, July 7th, 9th, August 15th, 22nd, 26th and 27th.
Littlehampton, Sussex – June 8th, 13th, 22nd, 23rd, July 3rd, 4th, 5th, 14th, August 4th and 18th.
Littlestone-on-Sea, Kent – June 3rd, July 10th, 14th, August 2nd, 19th, 22nd (twice), and 31st.
Llandudno, Caernarvonshire – June 3rd, 7th, July 13th (twice), August 12th, 21st and 24th.
Lymington, Hampshire – August 26th.
Lytham-St. Anne's, Lancashire – June 23rd.
Mablethorpe, Lincolnshire – June 3rd, August 12th and 20th.
Margate, Kent – June 3rd, 10th, 13th, 16th, 23rd, July 27th, 28th, 31st, August 3rd, 19th, 20th, 22nd, 25th and 28th.
Moelfre, Anglesey – June 2nd, 4th, 16th (twice), July 25th, August 20th, 27th and 31st.

Morecambe, Lancashire – June 2nd, 9th, July 10th, 30th, 31st, August 25th and 28th.
Mudford, Hampshire – June 13th, 23rd, July 2nd, 10th and August 31st.
Newquay, Cornwall – June 10th (twice), 19th, 20th, July 7th, 8th, 9th, 14th, 21st, 22nd, 26th, August 1st, 8th (twice), 14th, 18th, 20th, 21st, 25th, 26th (twice) and 31st.
New Quay, Cardiganshire – June 28th, 30th, July 26th, August 23rd, 29th (twice) and 31st.
North Berwick, East Lothian – July 3rd and August 25th.
North Sunderland, Northumberland – July 8th, August 10th, 12th and 31st.
Plymouth, Devon – June 28th, July 13th, 14th (three times) and 23rd.
Poole, Dorset – June 13th.
Poole, Dorset (18-03) – July 10th and 15th.
Porthcawl, Glamorganshire – July 20th and 24th.
Port Isaac, Cornwall – July 11th, 20th, 23rd, 24th, 27th, August 8th, 18th, 20th, 21st and 28th.
Port Talbot, Glamorganshire – June 11th, 13th, 18th, 18th, 30th, August 3rd, 10th and 11th.
Pwllheli, Caernarvonshire – June 8th, 11th, 25th, July 16th, 21st, August 14th and 17th.
Redcar, Yorkshire – June 3rd, July 28th and August 13th.
Rhyl, Flintshire – June 3rd, 4th, 11th, 25th, July 4th, 11th (twice), 18th, 24th, 26th, August 11th, 12th and 14th.
Rye Harbour, Sussex – July 29th, August 25th and 26th.
St. Agnes, Cornwall – June 2nd, 11th, 13th, July 7th, 16th, 27th, 28th, August 21st, 22nd and 24th.
St. Ives, Cornwall – June 12th, July 7th, 15th, 17th, August 4th and 18th.
Scarborough, Yorkshire – June 1st and August 25th.
Selsey, Sussex – June 6th, 7th, July 2nd, 7th, 13th, 26th (twice), 28th, 31st, August 15th and 25th (twice).
Shoreham Harbour, Sussex – June 12th, 19th, 20th (twice), July 2nd, 27th, August 5th, 18th, 24th, 25th (three times), 26th, 27th (twice), 28th and 30th.
Silloth, Cumberland – July 12th.
Southend-on-Sea, Essex – June 1st, 3rd, 9th, 30th (twice), July 2nd, 4th, 6th, 22nd, August 17th, 25th and 31st (twice).
South Queensferry, West Lothian – June 29th, 30th, August 4th and 18th.
Southwold, Suffolk – June 1st, July 14th, 28th (twice), August 10th, 20th, 27th and 28th.
Stonehaven, Kincardineshire – June 9th, 26th, July 20th and August 15th.
Sunderland, Co. Durham – June 4th, 5th, 9th (twice), 30th, July 1st, 13th, 30th, August 8th and 11th.
The Mumbles, Glamorganshire – June 4th, July 1st, 30th and August 29th.
Torbay, Devon – June 11th, 17th, 21st, July 12th, 14th, 18th, 25th, 26th and 28th.
Tramore, Co. Waterford – June 16th and July 15th.
Tre-Arddur Bay, Anglesey – August 13th.
Tynemouth, Northumberland – June 13th (twice) and 16th.
Walmer, Kent – June 7th, 16th, 27th, August 25th and 28th.
Wells, Norfolk – July 1st, 28th and August 27th.
West Kirby, Cheshire – June 23rd.
West Mersea, Essex – June 5th (twice), 15th, 23rd, July 13th, August 6th, 23rd and 25th.
Weston-super-Mare, Somerset – June 22nd, 30th (twice), July 14th and August 22nd.
Whitby, Yorkshire – June 8th, 14th, 17th, July 21st and August 11th.
Whitstable, Kent – June 22nd, 23rd, 25th, 30th, July 14th, 15th, 19th, 29th, August 2nd (twice) and 24th.
Yarmouth, Isle of Wight – June 2nd, 23rd, 29th, July 2nd, 12th, August 22nd and 25th (twice).
17-01 on evaluation trials – August 31st.

LUNCHEON HONOUR

Coxswain John King, of Bridlington, Yorkshire, who won the Institution's bronze medal for gallantry in February, 1968, for the rescue of a woman from the German m.v. *Maria F*, attended the 'Men of the Year' luncheon at the Savoy Hotel, London, 7th November, 1968.

B.B.C. TELEVISION APPEAL

As we were closing for press it was learnt that the R.N.L.I. has been granted an appeal on B.B.C. television on Sunday, 16th March, 1969, at 7.20 p.m. This appeal will not be seen in Scotland but there will be a special Scottish appeal later in the year. The March appeal will, however, be transmitted to all other parts of the United Kingdom.

COXSWAIN'S THIRD SILVER MEDAL

WHEN a Grimsby trawler went aground on the Island of Hoy in the Pentland Firth during the early hours of 1st April, 1968, a series of events began which led to the saving of the lives of 15 men. It also resulted in the award of a second bar to his silver medal for gallantry to Coxswain Daniel Kirkpatrick of Longhope. Coxswain Kirkpatrick thus became the only man alive today to have been awarded the R.N.L.I.'s silver medal for gallantry three times.

The Longhope station first learnt that the trawler *Ross Puma* was in difficulties at 2.27 in the morning when the coastguard told the honorary secretary, Mr. J. M. F. Groat, that a mayday signal had been picked up by Wick Radio. This stated that the trawler was ashore on the south east side of the Island of Stroma. Maroons were fired at 2.47, and six minutes later a further message was received from the coastguard. This gave a new position for the casualty, which was two miles north of Torness Point on the Island of Hoy.

EXCEPTIONALLY COLD

The wind was from the north west approaching gale force in squalls. The sea was rough and in the squalls visibility was reduced to less than 50 yards. It was exceptionally cold with heavy sleet and snow. It was two hours after high water.

The Longhope life-boat, *T.G.B.*, which is one of the 47-foot Watson type, put out at 2.56. Good progress was made through the Pentland Firth with the ebb tide. Visibility improved for a time, and Coxswain Kirkpatrick was able to fix his position off Torness Point at 3.24. The crew then sighted a red flare to the north, and they fired a parachute flare in acknowledgement.

The searchlight was played on to the sea and rocks as the life-boat began to search close inshore to the north of Torness Point. At 3.30 contact was made with the trawler by radio telephone, and from then onwards excellent radio communications were maintained.

It was at 3.45 that the crew of the life-boat first sighted the *Ross Puma*. The trawler was close inshore and aground on the Little Rackwick Shoals. She was heading approximately south east.

The Little Rackwick Shoals consist of almost continuous skerries and rocks extending about 600 yards out to sea. The casualty was aground on the north side and was lying only about 50 yards from the shore, where there are cliffs some 300-400 feet high.

The trawler was listing about 35° to starboard. She was rolling and pounding heavily. Most of the crew could be seen on the starboard side aft. Here they were trying to get some shelter from the deck housing, but they were being swamped by the seas which continually broke over the vessel. The seas were rising and falling some 15 to 20 feet alongside. The life-boat crew also noticed that there were three life rafts alongside the trawler, but as the life-boat approached one of these broke adrift.

IN GRAVE DANGER

Coxswain Kirkpatrick decided that the trawler's crew must be taken off without delay. The *Ross Puma* was in grave danger of being swung beam on to the sea and rolled over the reef. He therefore sent a message by radio telephone that he would try to effect a rescue at once.

The life-boat skirted the seaward side of the shoals. Coxswain Kirkpatrick then ordered the anchor to be let go to windward of the trawler. 80 fathoms of cable were veered, and the life-boat came within 20 yards of the trawler's starboard quarter.

The life-boat was rolling and pitching violently in the confused sea and swell inside the shoals. This made it extremely difficult to fire a rocket line with any accuracy. The line which was fired unfortunately fell clear of the trawler to leeward.

STRUCK ROCK

The life-boat crew found themselves facing a new danger. A tide eddy, together with the effect of the wind and sea, began to carry the life-boat closer into the skerries. The life-boat struck a rock under her port side, and Coxswain Kirkpatrick immediately went ahead on the engines, and the anchor cable was shortened in.

The immediate danger was cleared, and the coxswain then ordered the anchor cable to be veered out to about 70 fathoms. Then, using his engines to keep clear of the skerries, he took up a new station about 25 yards from the trawler on her starboard quarter.

The coxswain now decided that the best hope of saving the trawler's crew was to take them off with the use of one of her own life rafts rather than with the life-boat's breeches buoy. He sent a message by radio telephone announcing his intentions, and a rocket line was fired. This time it fell across the deck of the trawler. The life-boat's securing rope was bent on to the rocket line and hauled aboard by the trawler's crew. *With the greatest difficulty they succeeded in securing it to one of the life rafts, and a second line was then attached to the opposite side of the raft. This line secured the raft to the trawler.*

One by one seven members of the *Ross Puma's* crew jumped from the deck into the life raft. At times the raft was several feet below deck level and a moment later was several feet above it. One young man hesitated and found himself hanging over the side of the trawler. His crew mates managed to haul him back aboard before the next sea broke.

Coxswain Kirkpatrick kept the life-boat in position by frequent use of his engines, and the bowman, Ray Kirkpatrick, remained forward tending the anchor cable. The two mechanics controlled the engine and the radio telephone, and the other two members of the crew manned the searchlight.

Once the seven men had been taken aboard the raft the life-boat crew hauled in the securing rope while the eight men aboard the trawler slacked away on their rope. As soon as the raft cleared the slight shelter afforded by the side of the trawler it was swept violently towards the skerries.

SEA FILLED COCKPIT

While the life-boat crew were trying to heave the raft alongside, a heavy sea struck both the raft and the life-boat. It completely filled the life-boat's after cockpit, and the raft was filled with about a foot and a half of water. The raft was carried away to leeward, and the life-boat crew now had the greatest difficulty in hauling it back alongside. They succeeded in doing so and seven men were helped aboard the life-boat. They were immediately sent below to the cabin for some warmth.

Eight men still remained aboard the trawler. The raft was hauled back, and the same manoeuvre repeated. The eight men jumped on to the raft one by one, the last of them releasing the trawler's rope. Once again when leaving the slight shelter of the side of the trawler the raft was swept to leeward, but the life-boat crew hauled it alongside once more, and the eight men were taken on board the life-boat.

The time was now 4.35. The rescue operation had lasted 40 minutes, and a message was passed to Wick radio to say the rescue had been completed.

The survivors were given rum and hot soup, and once the Little Rackwick

Shoals had been finally cleared the coxswain set course for Longhope. The life-boat reached Longhope pier at 6.30 and landed the survivors. She was refuelled and ready for service again at 7 o'clock.

In addition to the award of a medal to Coxswain Kirkpatrick, the thanks of the Institution inscribed on vellum were accorded to the other five members of the crew: Second Coxswain James Johnston, Bowman Daniel Raymond Kirkpatrick, Mechanic Robert R. Johnston, Assistant Mechanic James Swanson and crewman Robbie Johnston.

RESCUE OF ANGLER

AN unusual rescue carried out in a small plywood dinghy led to the rescue from drowning of an angler near Dunbar on 15th April, 1968. At 3.30 in the afternoon of that day, Miss H. Bibby, a gardener on the Earl of Haddington's estate at Tynninghame, heard a noise which she thought at first came from an animal in distress. She told the head gardener, Mr. John Stewart, the two of them listened carefully, and they decided a man was calling for help.

Mr. Stewart set off in a Land-Rover with his brother Walter and an apprentice gardener named Gordon Stewart, who was not related to the two brothers. They drove for a mile through the woods on the estate till they reached a point where the way was blocked by trees. They then continued on foot towards the river.

It was a cold day, the sky was overcast, though visibility was good, and there was a light easterly wind. After searching they found a rod fisherman on top of a sandbank. He had water over his knees, and the tide was still making as it was more than an hour before high water. The time was then 3.45.

Mr. Gordon Stewart ran along the shore to fetch a boat while the other two men returned in the Land-Rover to inform the police and guide them to the scene.

USED JAR AS BAILER

The boat which Mr. Gordon Stewart found was a plywood dinghy, 10 feet in length and 4 feet in the beam, which was in poor condition. He took a glass jar to use as a bailer, and with only one oar he poled the dinghy, which was filling steadily. After about half an hour he reached the fisherman, who by now had water up to his thighs. The man had no waders, was cold and exhausted and was supporting himself with his rod. With some difficulty he was dragged into the dinghy, which Mr. Gordon Stewart poled back to the shore.

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 Mr. Gordon Stewart, and other letters of thanks have also been sent to Mr. John Stewart and Miss Bibby.

IRB CREW CLIMB OVER ROCKS

FRAMED letters of thanks signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., have been sent to Mr. C. J. Bean and and Mr. R. Swalwell, the crew of the Scarborough IRB, for their efforts when a child fell over cliffs near Scarborough on 1st June, 1968.

The Scarborough honorary secretary, Mr. D. B. Atkinson, learnt from the coastguard at 12.54 p.m. that a child had fallen over the cliffs at Gristhorpe. The IRB was launched five minutes later and made for the position given, which was reached at 3.20. It was low water with an onshore south easterly

wind, force 3, blowing on to the cliff face and causing a choppy sea.

At this point there is a heavy growth of kelp extending seawards for about 150 yards. This made it impossible to use the IRB's engine for the approach to the beach. The two members of the crew therefore lifted the engine. Mr. Bean went over the side to clear the way in while Mr. Swalwell rowed the boat towards the shore.

Mr. Bean soon found himself fighting through the kelp with water up to his chest. He fell into holes between the rocks several times, and though his head was under water more than once he managed to extricate himself to keep going until the boat reached the bottom of the cliffs.

When they finally reached the scene they found the child was dead. A message was then passed to the top of the cliffs that a helicopter was on the way, and they were asked to pass the body to the helicopter.

They carried the child's body clear of the cliffs, and it was then picked up by helicopter. The IRB reached her base at 3 p.m.

YACHT'S CREW SAVED

THE skipper of a fishing vessel, Mr. Leslie Richardson, and his crew member, Mr. Brian Joy, have both received framed letters of thanks signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O. This was in recognition of the manner in which they saved the crew of two of a yacht off Hastings on 11th July, 1968.

Their fishing vessel, *Carol*, was returning from the fishing grounds on an easterly course to Hastings when a red flare was seen at one o'clock in the morning. From the position of the flare it was evident that a vessel was in trouble close inshore. Mr. Richardson and Mr. Joy considered returning to Hastings to call out the life-boat, but because of the freshening wind and the proximity of the casualty to a lee shore they decided that a rescue must be attempted immediately. They agreed to try to carry it out themselves.

The *Carol* is an 18-foot boat powered by an 18 h.p. diesel engine. She turned northwards to investigate and her crew soon realised that because the casualty was so near to the shore, with cliffs 250 feet in height, the coastguard would probably not have seen the flares. Neither boat was fitted with radio telephone.

There was a southerly wind force 6/7 with a rough sea and a moderate swell. It was cloudy and visibility was about five miles. Near the Govers Rocks the tide was setting in an easterly direction at about two knots with a counter eddy running close inshore causing confused seas.

The casualty was found a mile west of the Fairlight coastguard lookout. She was a 14-foot sailing boat with cabin and was anchored a little to the west of the Govers Rocks. Her outboard engine had broken down.

TOWED CLEAR

The fishing vessel closed the yacht and succeeded in passing a towline. The rough seas made this a difficult operation, but the towline was secured and the yacht towed clear of danger. On the passage to Hastings the fishing vessel's engine stopped and she had to anchor until the engine was restarted. She finally reached Hastings with her tow at 1.45. The two people who had been aboard the yacht, a man and a woman, were landed, and the woman was taken to hospital suffering from severe shock.

ANNUAL MEETING

The annual meeting of the R.N.L.I. will take place at the Central Hall, Westminster, on 25th March, 1969, at 3 p.m.

BOOK REVIEWS

● Among the 455 people aboard the passenger steamer *Royal Charter* which went aground off the Anglesey coast on 25th October, 1859, were members of the family of R. M. Ballantyne, the famous writer of children's books. Ballantyne was deeply impressed by the scenes he witnessed at Moelfre as bereaved people searched for dead friends and relations, and he decided to write a book which would call attention to the need for more life-boats and more efficient life-saving equipment. The outcome was his book *The Life-boat* which for many years was a best seller.

In the penultimate chapter of the book Ballantyne included an appeal for funds for the R.N.L.I., to which there was a considerable response. After the book appeared the life-boat service became for a time his first choice as a subject for his lectures. In December, 1864, he wrote to his sister: '*I think the Life-boat will be a first-rate, serious, & weighty lecture wh. I shall not be ashamed to deliver before the most learned & fastidious society in the land!*'

For two of his lectures given at the Queen Street Hall in Edinburgh in February, 1865, the demand for tickets was such that they were all sold within a few hours and hundreds of disappointed people were turned away. A few days later he gave a lecture to an even larger gathering in the Free Assembly Hall, and the next day a committee was set up which undertook to raise funds for a new life-boat. The committee succeeded, and in the autumn of 1866 the Provost of Edinburgh named the *Edinburgh and R. M. Ballantyne* life-boat.

In a recently published biography, *Ballantyne the Brave* (Rupert Hart-Davis, 50s.), Eric Quayle has produced a lively, carefully documented and sympathetic study of an author whose popularity was such that when he died, young readers, led by the boys of Harrow School, voluntarily subscribed to provide a memorial to one who had given them boundless pleasure. Ballantyne's deep interest in the work of the life-boat service is given due emphasis.—P.H.

● Robert Malster has made an admirable addition to the valuable series of life-boat station histories edited by Grahame Farr and published by D. Bradford Barton Ltd. of Truro. This is *Wreck and Rescue on the Essex Coast* (30s).

In dealing with the Essex stations, Mr. Malster has concentrated on the new types of life-boat which in different periods have been stationed at Harwich; on the work of the Southend life-boat during the last war; on Clacton's services to crashed aircraft; and on the period at Walton when there were two life-boats, one controlled by the R.N.L.I. and the other a private life-boat.

In his opening section he pays suitable tribute to the many gallant acts of rescue carried out off the Essex coast by men in private boats whose livelihood to some extent depended on salvage. In the middle of the last century for instance, John Glover, a Rowhedge smack-owner, was responsible for saving nearly 300 lives.

A colourful story he tells is of a rescue by the Harwich life-boat crew which took place in 1894, when they put out to a Liverpool barquentine and found that

both the captain and the mate were drunk. The crew of the barquentine wanted to be taken off, but the captain threatened them with his revolver. In evidence in court later, one of the life-boatmen said that when the crew of the stranded vessel were ordered to heave up the anchor the seas were so heavy that 'the poor fellows couldn't do it; the crew said if the life-boatmen left the ship they would leave too—and very wise of them to do so'.

Mr. Malster records that the first life-boat supplied by the R.N.L.I. to the Walton station in 1884 was paid for by the drama group of the Honourable Artillery Company, and on one occasion a man took *his place in the life-boat* in full-dress Yeomanry uniform. There was considerable rivalry between the crews of the R.N.L.I. life-boats and the private boats which one after another were named *True-to-the-core*, and this gives rise to a number of good stories. At a later stage in the history of the Walton station, Mr. Malster records the outstanding service carried out in 1966 when a Panamanian steamer went aground and Coxswain Bloom carried out a rescue requiring excellent seamanship.

A service which was unusual at the time was a call answered by the Clacton life-boat in 1914 when a seaplane crashed off the beach. Three weeks later another seaplane carrying Winston Churchill was forced down off Clacton, but on this occasion the life-boat was not needed to effect a rescue.

Like all the books in this excellent series, *Wreck and Rescue on the Essex Coast* is well produced, well illustrated and thoroughly documented.—P.H.

● *A History of the Criccieth Life-boat Station 1853-1968* has been written by Peter L. Williams, of 8 Salem Terrace, Criccieth, Caernarvonshire. Cost of the history is 2s. 6d. with postage 1s. extra. The author, who is a young member of the Life-boat Enthusiasts' Society, is handling orders direct from his home address.

DISPOSITION OF LIFE-BOATS

The *Michael Stephens* (ex-Exmouth) has been placed in the reserve fleet along with the *Crawford and Constance Conybeare* (ex-Falmouth). The *Gertrude* (ex-Holy Island) has gone to Exmouth, and the *Lilla Marras, Douglas and Will* (ex-Cromarty) is now at Falmouth. *The Princess Royal* (Civil Service No. 7) is stationed at Humber for afloat relief duties for a trial period of 12 months. She was originally at Hartlepool.

DASHED TO LIFE-BOAT IN TAILS

While at his wedding reception on 22nd June, 1968, a Barmouth life-boatman, Mr. John H. Stockford, aged 30, was called to a fishing boat with engine trouble. As the life-boat, *The Chieftain*, sailed to the boat's assistance in Cardigan Bay, Mr. Stockford had under his oilskins his wedding clothes, complete with tails and buttonhole! His grey topper, however, was left in the life-boat house.

AWARD TO IRB MAN

The Royal Humane Society has awarded Mr. J. A. Bate of the Bude IRB crew the Society's testimonial on parchment in recognition of his services on 17th June, 1968, when he saved a 4-year-old girl from the water (THE LIFE-BOAT, September, 1968).