

THE LIFE-BOAT

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Portrait of a Coxswain



By courtesy of]

[R. H. Allen

THE photograph shows Coxswain Harold Parkinson, of Lytham St. Anne's, Lancashire. He became coxswain in April, 1959, and was awarded the Institution's bronze medal in 1962 for the rescue of the four members of a yacht's crew. He served previously as second coxswain. Since his appointment as a boat's officer in January, 1959, the life-boat has been launched on service 23 times and has saved 16 lives.

NOTES OF THE QUARTER

FIGURES for the first nine months of the year show remarkable increases in the numbers of services carried out by life-saving vessels. All three categories of life-saving vessel with which the Institution is concerned, its life-boats, its own inshore rescue boats, and privately owned shore-boats, were launched on service more often than in 1963 and rescued many more lives.

The comparative figures tell their own stories. In the first nine months of 1964 life-boats were launched 747 times and saved 391 lives. Corresponding figures for 1963 were 630 launches and 279 lives saved. Even more striking was the increase in services rendered by R.N.L.I. inshore rescue boats, which were launched 219 times in the first nine months of 1964, saving 66 lives. In the corresponding period in 1963 there were only 37 launches, which led to the saving of 10 lives.

SHORE-BOAT INCREASE

The figures for shore-boat cases recognised by the Institution were 290 launches up to the end of September, 1964, compared with 213 for the corresponding period of the year before, and 297 lives saved, compared with 210. The shore-boat figures are clear evidence of the increasing effectiveness of the inshore rescue scheme.

September was an unusually busy month, life-boats being launched 128 times. This was the highest figure for September ever recorded, the pre-

vious highest having been 117 in September, 1962.

IRISH DISTINCTION

Services recorded in this number of THE LIFE-BOAT led to the awards of six bronze medals for gallantry. Every one of these was won by an Irishman. Coxswain Patrick Power of Dunmore East achieved the rare distinction of winning the bronze medal for the fourth time. Two other members of his crew, Second Coxswain Stephen Whittle and Assistant Mechanic John Power, also received bronze medals, as did Coxswain Joseph McLoughlin of Howth. The other two bronze medals were awarded for a rescue carried out by a currach manned by two Kerry-men, Mr. Patrick O'Connor and Sergeant William McCarthy.

CHANGE AT WELSH STATION

A life-boat station established more than 100 years ago lost its traditional life-boat on 31st October. This was the Aberystwyth station, where a life-boat was first placed in 1862. Since the station was established 91 lives have been saved by life-boats.

Aberystwyth was one of the first stations to have an inshore rescue boat, which has already proved its value by saving eight lives. There is now little coastal traffic in this part of Cardigan Bay and the life-boat has for some time been launched mainly to the help of yachts and other small boats. For this purpose the inshore rescue boat is, of course, particularly

well suited, and she will remain at the station ready for service throughout the year.

ONE HUNDREDTH BIRTHDAY

A happy event occurred on 6th September when Mr. J. R. Barnett, the well-known boat designer, celebrated his 100th birthday. No man played a more important part in the development of the early motor life-boats than Mr. Barnett. He was appointed Consulting Naval Architect to the Institution in 1904 when the first experiments with motor life-boats were being made, and he remained in this office until 1947.

When he retired he had been engaged in the work of designing life-boats for 60 years, his earliest association with this work being with the Clydeside firm of boatbuilders, Messrs. G. L. Watson. The largest type of life-boat at present in the Institution's service is named after Mr. Barnett.

In 1933 Mr. Barnett published a book entitled *Modern Motor Life-boats*

and 17 years later a revised edition of the work was produced. Although in the last 15 years there have been many new and important developments in life-boat design and construction the revised edition of his book can still be considered a standard work on the subject.

TRIALS OF STEEL LIFE-BOAT

The 44-foot steel life-boat which the Institution obtained from the United States Coast Guard completes her trials in December, having covered some 4,500 miles on passage and sea trials. The last stages of her trials were carried out off the coasts of Scotland and north-east England. On 8th to 10th December the life-boat was on view at Westminster pier.

She will not be the only new life-boat to be seen in London this winter, for the 37-foot Oakley life-boat which will later be sent to her station at Kirkcudbright will be shown at the Institution's stand at the International Boat Show in Earl's Court from 6th to 16th January.

New Depot Superintendent

Commander E. W. Middleton, V.R.D., R.N.V.R., Superintendent of the Depot since July, 1958, is retiring on 31st December, 1964. He joined the Institution in 1946. He will be succeeded by Lieutenant E. D. Stogdon, R.N.V.R., inspector of life-boats (south-east), whose appointment will take effect from 1st January, 1965.

Lieut.-Commander D. B. Cairns, R.N.R., will be the new inspector of life-boats (south-east) and Mr. G. R. Walton, promoted to district inspector, will take over Lieut.-Commander Cairns' present position as inspector of life-boats (Ireland). Both these appointments will also take effect from 1st January, 1965.

Swiftly Replaced After Damage

Worthing's inshore rescue boat, maliciously damaged during August, suffered a two-foot rip and the repairs cost about £50. The damaged craft was replaced by another within 48 hours.

OBITUARY

COMMODORE THE RIGHT HON. THE EARL HOWE, P.C., C.B.E., V.R.D., R.N.V.R.

Earl Howe, who died on 26th July, 1964, at the age of 80, was actively associated with the Royal National Life-boat Institution for 45 years. He first joined the Committee of Management in 1919 and was elected a Vice-President in 1936. He became Deputy Chairman in 1946 and 10 years later succeeded Sir Godfrey Baring as Chairman. He retired from the post of Chairman earlier this year when he was appointed honorary Chairman for Life. From 1931 to 1947 he was Deputy Treasurer and from 1932 to 1956 he was Chairman of the general purposes and publicity committee.

To the general public Lord Howe was known primarily as a racing car driver, a field in which he achieved outstanding distinction. It was perhaps characteristic of his courage and zest for life that he took up this most exacting of sports at the age of 44, yet he became perhaps the best known racing driver of his time. He also served the sport for many years in an administrative capacity, being Chairman of the R.A.C. Competitions Committee and, from 1928, Chairman of the British Racing Drivers' Club.

There were, however, many other fields in which Lord Howe achieved distinction. In 1918 he was returned to Parliament as the Conservative member for South Battersea, and until his succession to the earldom in 1929 he was a most active member of Parliament, becoming a Conservative Whip in 1924. He was made a Privy Councillor in 1929 and was Chairman of the Central Council of the Conservative Party in 1932 and 1933.

Lord Howe's interest in the sea developed at an early age and as a boy he had planned for himself a naval career. He did not in fact enter the Royal Navy but was educated at Eton and Christ Church, Oxford. At the age of 20 he joined the Sussex Division of the R.N.V.R., and in the first world war he commanded the Howe battalion of the Royal Naval Division with which he fought at Antwerp. He left this force to serve in the *Queen Elizabeth* throughout the Dardanelles campaign and to the end of the war.

In the second world war he served as Senior Inspector of De-gaussing with the rank of Commodore (R.N.V.R.).

One of the last public engagements which Lord Howe carried out was to take the chair at the ninth international life-boat conference in Edinburgh in June, 1963. He was then in failing health, but such was his devotion to the life-boat service that he was determined to take part in this major event, to which he had long looked forward, and in whose planning and organisation he had taken such an active part.

Lord Howe will be remembered with affection in all parts of Britain and Ireland, for he visited every one of the Institution's life-boat stations, and wherever he went he showed the keenest interest in the work of the crews and those who supported them.

Lord Howe's widow, Sybil, Countess Howe, is an honorary life governor of the Institution, having been appointed in 1954 in recognition of her services to the Central London Women's Committee. She is a past chairman of the

Central London Women's Committee and is also president of the Chilterns branch, of which she was chairman from 1955 to September, 1964.

Lord Howe's daughter, Lady Georgiana Starkey, is president of Malton ladies' life-boat guild and a member of the Central London Women's Committee.

LIEUT.-COMMANDER HENRIK DE BOOY

Lieut.-Commander Henrik de Booy, an honorary life governor of the Institution since October, 1933, died on 7th September, 1964, at the age of 97. He was former secretary of the Royal North and South Holland Life-boat Society.

His son, Lieut.-Commander H. Th. de Booy, who is also an honorary life governor, found among his late father's papers a note asking him to tell the R.N.L.I. how deeply grateful he had been for the friendship, hospitality and co-operation shown by the Institution during the years 1906-1933 when he was secretary of the Royal North and South Holland Life-boat Society. He visited the Institution's headquarters and several life-boat stations during his term of office.

LAUNCHING A WINNER



By courtesy of]

[W. T. Woodward

Margate life-boat - prize-winning entry in the
Evening Standard's recent Amateur Cameraman contest

Focus on

GREAT YARMOUTH AND GORLESTON

There she lies in the Gorleston boathouse—a sturdy, tubular creature, grey-black like the seals on the nearby Scroby sands who, at her approach, dive and slither into the sea, splashing noisily.

Jack Bryan, mechanic of the Great Yarmouth and Gorleston crew, opens the boathouse door and prepares to launch her. “Fast and dead safe,” he says with pride. “Nothing to beat her in good weather.”

Moments later he is sitting inside her, back braced against one side, feet against the other, hand on the throttle control. Slowly he guides her away from the boathouse, down the river mouth, then, turning the throttle between his fingers and palm, quickens her speed out into the open sea.

Her engine buzzes steadily, her broad black pug-nose thrusts upwards as she rides the waves. She bumps a little—bumps more where the sea’s movement is stronger—and it is good to be able to hold tightly to the grab handles attached to her sides.

Turbulent and Unexpected

After the steadier almost phlegmatic heaving of the conventional life-boat the turbulent motion of the inshore rescue boat is unexpected. Up, down, up, down she goes. It is not easy to keep fast to the wooden floorboard—the body rises involuntarily.

A large wave tumbles forward to meet her—a moment of panic—will she rise to it? The boat rises, I seem to be grasping my stomach between my teeth, feel myself being heaved from the floorboard, then falling again. But it’s the floorboards I meet, thank goodness, and not the cold collapsible surface of the sea as I had feared.

Jack Bryan steers her further into the open sea until the early morning bathers on Gorleston sands become pin pricks in the distance and the seals on Scroby sands become more distinct in shape. The inshore rescue boat is going at her highest speed—about 25 knots—and noses swiftly through the water, thrusting up a fantail of spray in her wake. The seals, watching from the sands, watch until they dare no longer. Almost in unison, as though obeying a leader’s command, they go plopping into the waves, seeking safety in the sea.

Treacherous Scroby Sands

Round the treacherous, shifting island of sand goes the boat, skirting the masts of submerged ships. For hundreds of years ships have met their fate here, going aground, then sinking deep and inextricably into the sands.

“Like to take over?” he says, as he sets course for Gorleston again. We change places and I grasp the throttle control, obeying instructions. Sitting on the port side I pull the throttle control to the left and the boat goes right,

push it to the right and she goes left, turn it anticlockwise and she increases speed, turn it clockwise and she decelerates.

Turning her through 180 degrees is less easy. It takes a more subtle combination of pulling and turning, changing direction but decelerating simultaneously, then opening up again. Try to change direction without decelerating and she will become a wild, self-willed creature spluttering angrily as the propeller cavitates.

Jack takes over again as we return to the river mouth. Enjoying her fast acceleration, he thrusts out his lips exultantly. He handles her with a proprietary air, like a proud parent showing off a precocious offspring—and this is not surprising. Great Yarmouth and Gorleston was one of the first stations to receive an inshore rescue boat and it was here that many of the initial trials were held.

For months after her arrival he tested her weekly with other members of the life-boat crew and with the Institution's technical staff. How fast would she go, what strength of wind would she endure, would her transom and floorboard withstand the thrust of the 40 h.p. engine?

Floorboards' Successful Debut

The floorboards, as it happened, were one of the greatest problems. The mighty pounding from the sea, taken by inshore rescue boats at high speed, caused the locking bars of the floorboards to crack under the strain. Bar after bar snapped in two.

During 1963 a delegation from Great Yarmouth and Gorleston went to France to find the answer. It was in France that the inflatable craft had first been used by a life-boat society but they discovered that the French, too, were still seeking a final solution.

Back in Gorleston again, Claud Peacock, one of the crew and a builder by occupation, set himself the challenge of inventing a (virtually) unbreakable floorboard. A wooden framework, made to his design, was fitted in the boat and tried out. To everyone's joy, it withstood the strain.

This year the success of the "Gorleston floorboard" has been such that it has been fitted in inshore rescue boats at many other stations round the coast, and the French, keenly interested in the experiments, are planning to come and see it for themselves.

Shelters are being Planned

While the problem of communication between the shore and the inshore rescue boat at sea has still to be resolved, experiments to prevent cavitation are already promising success and everyone is waiting eagerly for the results. Next year members of the crew may be able to see new shelters for the craft for which designs are now being considered. Inshore rescue boats need to be protected from extremes of temperature and from possible damage, either accidental or malicious. The shelters will be placed on beaches and at other sites from which the inshore rescue boats can be easily launched.

Although one or two members were sceptical about the abilities of the strange



By courtesy of]

[Eastern Daily Press

Launching from the boathouse at Gorleston

new craft when she arrived last year, enthusiasm among the life-boat crew grew—encouraged by the forward-looking honorary secretary, Mr. Rey Ling, who felt from the beginning that inshore rescue boats were a new break-through in the life-saving services.

“The life-boat service must look to the future,” he told them.

Steadily the inshore rescue boat proved her worth, streaking in and out of the life-boathouse at seconds’ notice to rescue swimmers and the crews of boats. “Picked up two men from a sinking trawler on the Scroby sands one day,” says Jack Bryan. “We got them before the life-boat was half-way there.”

But the station’s 25-year-old *Louise Stephens*, 46 feet long and over 12 feet wide, still keeps her prestige among members of the crew. She, says Coxswain George Mobbs, is the boat to trust in any weather, the boat which faces high gales and hurling seas without flinching, which can take on board nearly 80 survivors and return to her station with no more than salt-stained brasswork to show for it.

Coxswain Mobbs became coxswain of Great Yarmouth and Gorleston life-boat six years ago. A dark stocky man, good-humoured and calm at the wheel, he was in the old pulling and sailing boat when young. He joined the crew at 20, a young man among the giants. In those days most of the crew were fishermen, strapping muscular men with the strength of horses, up to seven feet tall and nearly as broad. Their appetites were prodigious: 20 to 30 herrings at a sitting. A man, after all, could not go to sea on an empty stomach.

He speaks of them with wonder. “The old boys weighed 18 to 20 stone, and could carry an engine gear box under their arms. They drank eight to nine pints

before dinner and never used loud hailer—they could make themselves heard all over Gorleston when they shouted. You'll never see such men again."

These were the men who belonged to the two companies of boatmen, the Gorleston Rangers and the Storm company. The companies were run by the fishermen themselves and had more than a passing interest in claiming a "good salvage". A good salvage claim could eke out a meagre living earned by fishing.

Old Companies of Boatmen

Paul Willement, who went to sea in the Gorleston Rangers' boat, the *Elizabeth Simpson*, describes a meeting of the old boatmen's company. "It was not like the meetings you hold in the Institution," he says. "Many years ago the Gorleston Rangers received about £600 in golden sovereigns as salvage money and they went down to the old Pier Hotel to share it out.

"The names of the men who had taken part in the rescue were read out from a piece of paper. One man stood up and shouted, 'You weren't there,' as another's name was read out. A fight began and the others had to take a sovereign for beer to keep the peace. Another name was read out, there was another argument and fight, then more beer all round. Finally everything was settled and a great deal of beer had been drunk—but there were fewer sovereigns for the share-out."

Coxswain Mobbs remembers the robust humour of the old life-boat crews who entertained themselves at each other's expense. "One old man had a huge beard down to his waist and he was very proud of it, was old Puddy.

A Contrast in Ages

"Well, one day they gave him a good drop of rum and milk in one of the pubs and one man took him to the barber's where he soon fell sound asleep in the chair. 'What does your old father want?' said the barber to the other man. 'He wants a torpedo-shaped beard,' he said, and along came the barber with his shears.

"Well, you should have seen old Puddy when he woke up. The first thing he did was to finger his non-existent beard. He went up in that chair and frightened the life out of the barber. The other man took to his heels and ran away."

One of the last of the former giants is Billy Parker, now 75, who joined the crew 44 years ago.

He still rows a boat single-handed carrying eight or nine people across the river and he can still eat more herrings for breakfast than most men eat in a day. A huge man in his navy jersey and sea boots, he stands on the quayside while the inshore rescue boat is launched, and together they symbolise the contrast between old and new. For the Great Yarmouth and Gorleston station, a pioneer in the use of the most modern life-saving craft, is also a station where life-saving boats put to sea before the history of the Institution began. Here, too, is the station with the highest number of launches and lives rescued to be recorded by the Institution. Generations of life-boatmen have made 1,245 launches and rescued 1,808 lives since the Institution took over the station in 1857.

IRISH COXSWAIN'S BRAVERY

His Fourth Bronze Medal

COXSWAIN Patrick Power of Dunmore East, County Waterford, has achieved the remarkable distinction of winning the Institution's bronze medal for the fourth time. His award was for the rescue of six men from the Dutch motor vessel *Jan Brons* of Delfzijl, early on the morning of 11th March, 1964.

The first news that a ship was in distress reached the honorary secretary of the Dunmore East life-boat station, Mr. A. Westcott-Pitt, from the Waterford harbour pilots at 3.55 a.m. The ship was reported on the rocks off Ardnamult Head about one mile north-east of Dunmore East harbour. Maroons were fired five minutes later.

TOOK BOARDING BOAT

A near gale was blowing from the south-east and there was a rough sea. The weather was cloudy and it was half an hour after high water. At 4.20 the Dunmore East life-bóat, *Annie Blanche Smith*, which is one of the older 46-foot Watson type, left her moorings. She took her boarding boat in tow.

It was only a quarter of an hour before the life-boat reached the Dutch vessel, but Coxswain Power realized that he could not bring the life-boat alongside. The first attempt to reach the Dutch vessel was with the boarding boat, but this had to be abandoned because of the extremely severe conditions. The wind had now increased to a full gale and the tide was ebbing at 2-2½ knots.

Coxswain Power came to the conclusion that the rescue would have to be carried out by breeches buoy. The life-boat was therefore anchored up tide from the Dutch vessel, but when the cable was veered the anchor began to drag and the coxswain could not maintain station. He therefore re-anchored in three fathoms to windward of the Dutch coaster and veered down until the life-boat was some 90 feet off her. A rocket line was fired and the breeches buoy gear rigged.

TWO VOLUNTEERED

An attempted rescue was made over the stern of the life-boat, but the boat was sheering so badly that it was decided to use the boarding boat to maintain a spread in the veering lines. Second Coxswain Stephen Whittle and Assistant Mechanic John Power both volunteered to man the boarding boat, which was secured to the life-boat with a nylon line. One by one they took four survivors from the Dutch coaster into the boarding boat. About 6.40 one of the veering lines fouled the coaster's propeller and had to be cut.

INJURY TO RIBS

While the gear was being rigged again the four men who had been rescued were taken to the life-boat. Later two more survivors were taken off the Dutch vessel by breeches buoy and taken aboard the life-boat. The master, mate and chief engineer decided to remain on board the *Jan Brons* to

await the arrival of a salvage tug. They were eventually rescued by the coast life saving services's cliff ladder equipment.

The Dunmore East life-boat reached her station at 8.40 and landed the survivors. She then put out again and stood by the coaster until 10.15, returning to her moorings 10 minutes later. Throughout the rescue the life-boat had been labouring heavily and Mr. A. Westcott-Pitt, the honorary secretary, who was on board, had three of his ribs broken.

THREE MEDALS

Three bronze medals were awarded for this service, one to Coxswain Patrick Power, one to Second Coxswain

Stephen Whittle and one to Assistant Mechanic John Power.

CERTIFICATES FOR SEVEN

Medal service certificates were issued to the other members of the crew: Mechanic Richard Murphy, Bowman Stanley Power, Captain C. H. Hazell, William Westcott-Pitt, Sir Brian Warren, Dr. Michael V. McCabe and A. Westcott-Pitt.

Coxswain Power's other three bronze medals were awarded for services in 1941, 1950 and 1960. The first was for the rescue of the crew of seven of the Belgian trawler *Ibis*; the second for the rescue of the crew of five of the fishing boat *St. Declan*, and the third for the rescue of one man from a disabled barge.

TRAWLER STRIKES CLIFF-FACE

A SERVICE carried out by a reserve life-boat, which resulted in the saving of three lives, has led to the award of the bronze medal for gallantry to the Howth coxswain, Joseph McLoughlin.

The first intimation of a boat in difficulty reached the coxswain from the watchkeeper at the Bailey lighthouse at 8.50 a.m. on 14th July, 1964. A fishing trawler with her engine broken down was reported in grave danger on a lee shore slightly to the north of the lighthouse.

A southerly gale was blowing. The sea was very rough and there was a heavy south-easterly swell. The weather was overcast, visibility was only moderate, and it was half an hour before low water.

A reserve life-boat was temporarily stationed at Howth at the time. This was the 46-foot Watson life-boat

H. F. Bailey which for long was stationed at Cromer in Norfolk. She put out at 9 p.m. with a crew of six on board.

FOUND NEAR CLIFFS

After a passage of nearly 2½ miles against a very rough sea and flood tide, the life-boat found the casualty about 30 feet from the cliffs at the north side of Freshwater Bay. The time was 9.25. The vessel in distress was the motor fishing vessel *Roscairbre* of Dublin. She was lying head to wind in about two fathoms of water. Seas were breaking over her and her anchor was dragging.

There was clearly no time to be lost and Coxswain McLoughlin decided to go alongside the vessel immediately. He brought the life-boat to the port side of the trawler and the nylon



By courtesy of]

[Irish Press

Howth reserve life-boat tows the *Roscairbre*

securing rope was passed to her. This was made fast to the life-boat's port quarter bollard, and the life-boat tried to tow the fishing vessel clear. With the ropes secured in this position the life-boat could not manoeuvre and the coxswain decided to slip the tow.

HE TRIED AGAIN

The fishing vessel was now in a very dangerous position and Coxswain McLoughlin, with little room to manoeuvre, decided to go in for the second time. Through broken water and against the backwash of seas from the cliff-face he brought the life-boat into a position from which the nylon rope could be secured through the drogue fairlead. This gave the life-boat a central and much more effective position for towing.

About 9.45 the trawler slipped her anchor cable and the life-boat began to tow her clear. While this was being done the fishing vessel struck against the cliff face but the life-boat towed her out safely and reached her station at 10.30 with the trawler in tow.

Five stanchions and the footrail of the life-boat were damaged, and the drogue fairlead was torn out and lost.

CERTIFICATES AWARDED

Medal service certificates have been issued to the other five members of the crew.

They are Second Coxswain Peter McLoughlin, Mechanic Francis Hendy, Assistant Mechanic George McConkey, crew members Laurence McCann and Kevin O'Connor.

Rescue by Irish Currach

Two Irishmen, neither in the regular service of the Institution, have each been awarded bronze medals for an unusual and gallant rescue carried out on the morning of 29th June, 1964, at Meenogahane, Co. Kerry. The two men are Mr. Patrick O'Connor of Meenogahane and Sergeant William McCarthy.

When it was learnt that two men on board the 32-foot fishing boat *Beal Eairbeirt* were stranded on Bird Rock they decided to put out in a currach which had not been in the water for about 12 months. A strong breeze was blowing from the west-north-west, with a moderate sea and swell. The weather was clear and it was two hours after high water.

Meenogahane pier is situated in a cleft in towering cliffs. It is approached by a narrow lead between dangerous rock ledges, and in the conditions prevailing at the time considerable skill and courage were needed to put to sea in a currach through the broken water.

PAST RUGGED CLIFFS

Once they had cleared the water the two men continued on their two-mile passage. The coastline consists of rugged cliffs, flanked to seaward with rocks, and apart from Meenogahane pier the only point at which they could land was Clahaneleesh.

At Clahaneleesh beach there were a number of people who were able to direct the currach to the two men in distress, and eventually these men were located about a quarter of a mile south-west by west from Bird Rock. The time was then 10.15 a.m. With considerable difficulty the two men were pulled aboard the currach, an operation which lasted a full quarter of an hour, and the currach was then rowed to Clahaneleesh beach, where she arrived at 11 a.m.

CORONER'S PRAISE

One of the men, John Tyrrel, was unconscious when he was picked up. Sergeant McCarthy tried both the mouth-to-mouth and Garland methods of resuscitation, but without success, and the man was dead by the time the beach was reached. The other survivor, Jonas Whelan, was landed safely.

At the subsequent inquest, Mr. J. S. O'Reilly, coroner for North Kerry, said that he did not think any words were possible to describe the courage of Sergeant McCarthy and Mr. O'Connor, who had gone out in the canoe in a rough sea to the aid of the two men. "I think it was a very brave act and deserving of the greatest commendation," he said. He also paid a tribute to the fortitude of Mr. Whelan.

Presentation of Medal

Lord Chesham, former Parliamentary Secretary to the Ministry of Transport, acting on behalf of the Queen, presented the British Empire Medal to Coxswain Sidney Cann, of Appledore, at the Ministry of Transport on 7th October. Fifteen other B.E.M.s were also presented, and among those present was Dr. Beeching.

Coxswain Cann was awarded the B.E.M. in this year's Birthday Honours list.

FOUR LIFE-BOATS ARE NAMED

Countess Howe at Yarmouth



By courtesy of]

[Norman Paterson

The Yarmouth crew at the naming ceremony

OVER a year after she was first introduced experimentally into the life-boat service, the 48-foot 6-inch Oakley prototype life-boat, *The Earl and Countess Howe*, was named and dedicated at Yarmouth, Isle of Wight, on 26th August.

The life-boat was named after the late Earl Howe, former Chairman of the Committee of Management, and his widow, Sybil, Countess Howe, in recognition of their valuable services to the Institution.

Earl Howe died only two months before the ceremony and his daughter-in-law, Countess Howe, named the new life-boat. The cost of the life-boat

was provided out of the general funds of the Institution.

Admiral Sir Manley Power, chairman of the Yarmouth branch, opened the ceremony and Commander H. B. Acworth, Assistant Chief Inspector of life-boats, described the life-boat.

Captain the Hon. V. M. Wyndham-Quin, R.N., Chairman of the Committee of Management of the Institution, handed the life-boat to the branch and Mr. L. W. Noton, honorary secretary, accepted her on behalf of the branch. The life-boat was dedicated by the Venerable Geoffrey L. Tiarks, Archdeacon of the Isle of Wight. Sir Charles Baring, President

of the Isle of Wight Life-boat Board and a member of the Committee of Management, proposed the vote of thanks.

NAMED AFTER FATHER

Three other life-boats were named during the summer. On 9th July a 37-foot Oakley life-boat *Charles Fred Grantham*, named after the former honorary secretary of the Skegness branch, was named by his son, Admiral Sir Guy Grantham, former Governor and Commander-in-Chief of Malta.

The late Mr. Grantham, who was honorary secretary for 40 years, was also the first chairman of the Skegness Urban District Council and the first magistrate appointed from Skegness.

Lieut.-Commander F. S. W. Major, vice-chairman of the branch, opened the proceedings and Commander L. F. L. Hill, district inspector of life-boats, described the new life-boat.

DEDICATED BY BISHOP

The Right Hon. the Earl of Scarbrough, president of the Skegness branch, presented the life-boat to the Institution and she was accepted by Rear-Admiral R. St. V. Sherbrooke, a member of the Committee of Management. Mr. F. Janney, honorary secretary, accepted her on behalf of the branch. The Right Rev. Anthony Otter, Bishop of Grantham, who dedicated the life-boat, was assisted by three other members of the clergy, who included the Rev. Canon A. H. Morris, chairman of the branch.

A statuette of a life-boatman was presented to Admiral Sir Guy Grantham by Mrs. George Perrin on behalf of the Institution. The vote of thanks was proposed by Coun. F. A. Wise,

chairman of the Skegness Urban District Council, and seconded by Mrs. E. Horry, chairman of the Skegness ladies' life-boat guild.

The life-boat was provided out of legacies from the late Mrs. Elizabeth Wright Montford and Miss Edith Mary Dearden and out of the funds of the Institution.

COXSWAIN'S BIRTHDAY

Five days later, on 14th July, another 37-foot Oakley life-boat, *The Royal Thames*, was named at Caister by the Hon. Mrs. Valentine Wyndham-Quin, wife of the Chairman of the Committee of Management. By a happy coincidence it was also the 60th birthday of Coxswain Jack Plummer, coxswain of the Caister life-boat and his daughter, Jane, presented a bouquet to Mrs. Wyndham-Quin.

After opening words from the Rev. Richard Dommett, chairman of the branch, Commander Acworth described the life-boat.

Captain the Lord Ailwyn, a Vice-President of the Institution and a member of the Committee of Management, handed the life-boat to the branch, and she was accepted by Mr. M. C. McAvoy, honorary secretary, on behalf of the branch.

FORMERLY IN CREW

The Rev. John Markham, formerly a member of the life-boat crew, dedicated the life-boat, and Mr. G. E. Tubby, chairman of Caister Parish Council, proposed the vote of thanks.

The Royal Thames was provided out of gifts from Mr. G. J. F. Jackson and Miss G. Ellison, a legacy bequeathed by the late Mr. D. A. Forster and the general funds of the Institution.



By courtesy of]

[George Graves

The Skegness naming ceremony



By courtesy of]

[Eastern Daily Press

The Hon. Mrs. Valentine Wyndham-Quin names Caister life-boat

Two previous life-boats which served consecutively at Caister between the years 1856 and 1871 had similar names to the new life-boat. Both were called *Royal Thames Yacht Club* after the club which gave them to the Institution.

Lady Egremont, daughter of the Chairman of the Committee of Management, performed her first naming ceremony since becoming President of the Ladies' Life-boat Guild when she visited Hastings on 23rd September. The new 37-foot Oakley life-boat was named *Fairlight*.

MAYOR TOOK PART

Coun. D. W. Wilshin, Mayor of Hastings and president of the Hastings branch, opened the proceedings and Mr. R. D. Pike, assistant district

inspector for life-boats, described the life-boat.

Sir Neill Cooper-Key, M.P., a member of the Committee of Management, handed over the life-boat to the branch.

LEGACIES HELPED

She was accepted by the mayor on behalf of the branch. The Rev. J. L. Napier, Rector of the Borough Church of St. Clement, Hastings, dedicated the life-boat. The vote of thanks was proposed by Mr. S. L. Clarke, chairman of the Hastings branch, and seconded by Mr. J. J. Adams, honorary secretary of the branch.

The cost of the life-boat was defrayed by legacies bequeathed by the late Mrs. Katherine Elizabeth Wood and Mrs. Florence Mary Dudman and in addition by the general funds of the Institution.

Imbibing on the Sands

"A party of trustees, with their wives and daughters, agree to meet at some commodious hotel in the vicinity of a life-boat station, the day is fine, and the party are perhaps themselves rowed out a couple of miles—a daring deed, which supplies them with a topic for after-dinner conversation for months to come.

"The chief boatman explains the qualities of his boat, exhibits her air-cases, her cork fenders, her valves for discharging water, and her iron keel, by which she rights herself, and tells how well she behaved in the last December gale.

"The trustees, with the young ladies and their cavaliers, adjourn to their hotel, or, peradventure, 'rough it' over a dainty pic-nic banquet on the sands, and, after imbibing a due portion of champagne and claret, proceed to compliment each other, to laud alternately the qualities of their boat, the bravery and skill of her crew, or the liberality of some neighbouring patron.

"We appeal to the recollections of many of our readers, especially on the east coast, whether the above incidents do not constitute the prominent proceedings of a life-boat inspection."

This description of life-boat trials is taken from a book published at the time of the Great Exhibition in 1851 and sent by Mr. Ray Ling, honorary secretary of the Great Yarmouth and Gorleston branch. Plus ça change . . . hardly.

New Ways of Raising Money

Money-raising for the R.N.L.I. sometimes begins accidentally, as Mr. S. J. Roberts discovered at the Earls Court Radio Show in September. Mr. Roberts, a member of the Institution's staff, is also honorary secretary of the Gauge 1 Model Railway Association which built and exhibited a model railway at the Radio Show. The model railway's "scenery" included a small pool on which Mr. Roberts floated two of the Institution's toy life-boats. To his surprise people began throwing money into the pool and the coins soon lay thick on the bottom. He asked permission to collect the money for the Institution's funds and displayed an appeals poster at the side of the pool. By the end of the show the sum of £23 2s. 6d. had been raised.

* * *

Five teams of motorists—members of the Romans Car Club in Rochdale, Lancashire—smashed up five broken-down pianos in a club competition on 26th August. Said to be giving vent to their frustrations over present-day motoring conditions, they reduced the pianos to neat heaps of firewood which were later burnt on a bonfire. The proceeds of a collection made at the time were given to the Institution. Comment from the Rochdale Observer: "A happy note was struck by all."

* * *

A director of a Fulham departmental store is also a magistrate, and people bring him documents to sign, often expecting to pay a small fee. He tells them that none is required but suggests that they might like to contribute to the life-boat collecting box on the inquiries desk.

* * *

"Try and sink me, £100 might do it" was the challenge to visitors to a stall at the Paignton Dairy Festival. A card issuing the challenge was displayed with a paddling pond on which floated a metal collecting box, soldered watertight and with the lid removed. Coins which were thrown at it were given to the R.N.L.I. They amounted to £6.

* * *

Mr. N. Warrington Smyth, a member of the Committee of Management, recently came across the crew of a yacht who paid their way abroad by contributing to a ship's fund for general stores and other necessities. A balance of about 15 guineas was left in the general fund at the end of the cruise. This was placed in the nearest life-boat collecting box.

* * *

During a comedy cricket match at Wells in August the sum of £33 was collected from visitors and onlookers. The match was played between teams from the Fox and Hounds, Northampton, and from the Prince of Wales, Wells.

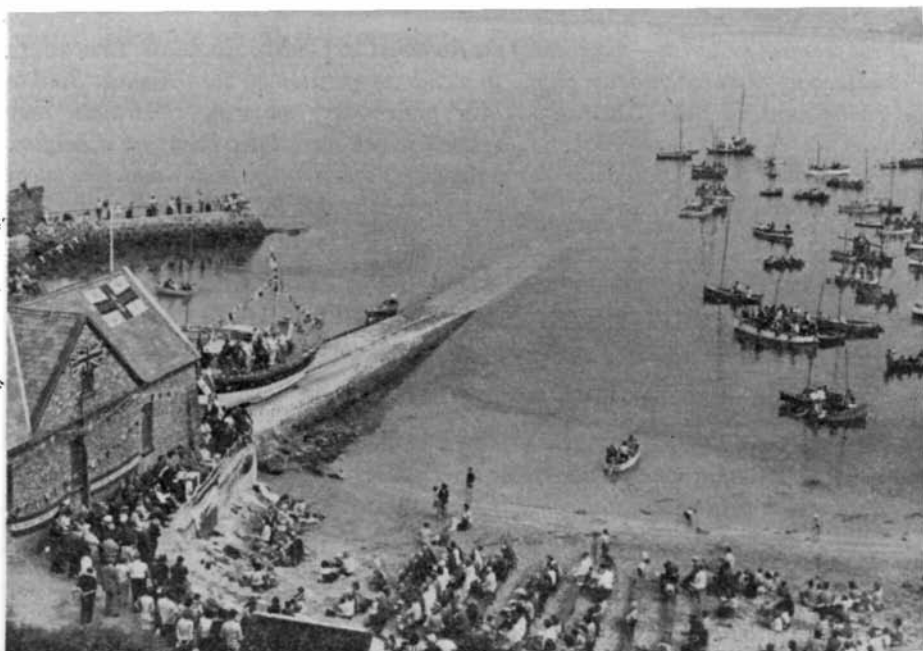
* * *

The first issue of "Yes", an annual universities' magazine sold in Ireland this year, brought £262 10s. to the Dublin office of the Institution. The R.N.L.I. was one of the charities which benefited from the sales of the magazine, receiving 25 per cent of the proceeds.

Porthdinllaen Centenary

The centenary of Porthdinllaen life-boat station and also of the Life Saving Association was celebrated at Porthdinllaen on 12th August.

A service at the life-boat station was conducted by the Rev. T. Edryd Edwards and by Canon D. Jonathan Jones. This was followed by a short address on the work of the Life Saving Association by Mr. F. Bushell, District Officer of Coastguards. The centenary vellum was then presented by Mr. Raymond Cory, a member of the Committee of Management, to Mr. J. E. Roberts, honorary secretary of the Porthdinllaen branch. The life-boat branch and the Life Saving Association also held a joint centenary dinner on 11th December.



By courtesy of]

[John Charles

Porthdinllaen centenary celebrations

NOTICE

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

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

The next number of THE LIFE-BOAT will be published in MARCH, 1965.

Trouble on the Trap

The following account by Commander Erroll Bruce, R.N.(Retd.), editor of Motor Boat and Yachting, appeared in the edition for 18th September, 1964, and is reproduced with his kind permission. He is a former member of the Longhope life-boat crew in the Orkneys.

It was a change to be at the other end of a life-boat call recently, but it certainly added yet another rivet to my warm feelings for life-boatmen, life-boats, and everything to do with them. It was also an experience full of valuable lessons, including the amazing strength of a well-built boat.

During a September week-end I was invited by Major Richard Gatehouse to make the fourth man of the crew in his sailing yacht entered for a race next day, with a course from the West Solent, round Christchurch Ledge buoy and back to finish inside Hurst Castle. I accepted willingly and looked forward to a thoroughly enjoyable few hours of sailing in his Lion class *Reflection* of 35 ft. overall, besides testing new gear.

TESTING POINT

Next morning the forecast of north-west wind, force 4 to 5, heightened this promise, while we got away to a good start and were soon leading quite a large fleet on a reach down the Needles Channel; that was where we should have been as this was a handicap race, and *Reflection* was one of the faster boats. In such a fine wind it seemed no time at all before we were coming back to Hurst Castle, knowing that the result of the race would mainly depend upon who best could edge past the spring tide ebb stream which was then pouring through the Hurst Narrows at least as fast as most boats could sail. Skill came in knowing just how close

each boat could go to the shallows of the Trap, under Hurst Castle, where there is slacker water; our owner had taken a close look the day before, and came to the conclusion that there might be a channel of slightly deeper water inshore of this shingle shoal, through which we could try to feel our way as the sea was completely calm in the eddy.

GROUNDING ON SHINGLE

Our echo sounder showed the depth inch by inch, as well it should do with its designer as owner of the craft. But instead of edging forward foot by foot with our sailing speed just overcoming the speed of the ebb, we came into a counter eddy which added to our speed to shoot *Reflection* forward until she grounded on the shingle of the Trap at a good seven knots. Another few yards further out, and she would have been clear, as our wading survey showed later. However, that same eddy held her firmly on to the bank however hard we shoved, and however much we heeled the boat with the engine going full speed astern. Nor was there time to lay out anchors before she was obviously stuck, and took up an increasing list as the tide fell.

We were not a bit worried, as the sea was quite calm on the Trap, and we expected to float off with the rising tide some six hours later. It was merely inconvenient as the boat heeled over, to lie on her bilge at an angle of 40 degrees. Richard decided to wait for

low water and slack tide to make a further survey of the soundings all round before laying out anchors in the inflatable dinghy.

DINGHY SWAMPED

What we had not appreciated was that the ebb tide and broken water where it met the eddy acted as a break-water for the Trap; as the stream slackened so the sea waves began to come on to the beach; then later it was as though the flood brought them in from the open sea to the Narrows, where they turned through 90 degrees and were augmented by the violence of the race before breaking on the Trap. The dinghy was swamped at the first attempt to lay out an anchor; next time it did the job after half filling, but the strength of the stream prevented it putting this anchor in the best position well offshore. Later the surf moved closer inshore, so Olle Arbin, of Sweden, in bathing costume and life-belt, managed to get the second anchor out to give a better lead, but this was our lighter C.Q.R. anchor, and these are never at their best in shingle.

COXSWAIN ALERTED

About that time two girls waded out, offering to try and help lay out anchors with their outboard fitted Duckling dinghy; but we felt the surf was too dangerous for this. So instead Miss Bremridge, whose father was a fellow member of the Royal Cruising Club, proved an able shore link who found the nearest telephone and informed the life-boat coxswain at Yarmouth of the position in case help was needed later. When this eventually came about in the dark, she organized a transit line of lamps to indicate the position of the yacht.

However, that was all much later and meantime *Reflection* lay with her bows up the beach, heeled away from the waves; but a good deal of water came over the weather side, and even before she began to move around, it was surprisingly awkward to work on a spray-swept deck angled at 40 degrees.

BEGAN TO LIFT

Soon she began to lift; it was an anxious time when the bilge was hammered on to the shingle with each wave, but it was not long before she was up enough so that the bumps came more on the iron keel than the wooden hull. Soon after that we realized that the anchors were holding, and each time she lifted on a wave we winched in the warps to haul her bow an inch or two to seaward, while the wave would swing round her stern. In half an hour she was right round, with her stern standing well up out of the water and her bow facing towards deep water. Water came over occasionally forward, but she was firmly on her keel, lolling from one side to the other with the waves. The wind was by then parallel to the line of the beach so we hoisted sails which steadied her and kept up a steady pressure to push her off against the force of the waves trying to push her up the beach. As the tide rose, so the line of maximum wave height moved in shore until it reached the yacht, and gave her a real pounding.

SHOUTED MESSAGES

Although our stern seemed no more than a boat's length from the shore, the noise of crunching and grinding made it difficult for our shore link to hear even shouted messages although on board we could hear more easily.

ROCKS WERE CLOSE

However, two motor boats were standing off, waiting to help if needed, but we felt they could do little unless they had heavy anchors to lay well off-shore from which we could collect the warps through the surf in our rubber dinghy. In any case I was quite confident myself that if our anchors would hold it would only be half an hour more before the tide gave us the water to haul off, assisted by sails and engine.

Yet things were rather critical, as quite close under our counter were rocks, and only a couple of boat lengths down-tide was the jagged remains of an old breakwater. The warp leading to our heavy anchor, although not best placed for hauling off, was certainly our life line, and, if anything happened to that, the position of *Reflection* would at once have become serious.

COMMUNICATIONS DIFFICULT

As ever, one of the problems was local communications. The motor boats could not get close enough for us to know what equipment they had on board, nor even to see that one was in the charge of a Yarmouth fisherman of great experience, even if he had no large anchor on board. But longer range communications were working well, and soon the word reached Lympington, where my wife gathered a team of children of which the leading hand was Mark Gatehouse, who even before going to Pangbourne had earned an award for swimming out to sea to save life in a tideway.

So as the light began to fade, I heard a familiar barking ashore and could just make out the newcomers who had arrived to support the loyal watch of Miss Bremridge. They were shocked

by the violent treatment served out to *Reflection* by the waves, as the boat crashed around so noisily.

LIFE-BOAT WAS NEEDED

Soon after that the seaward anchor began to come home, and we realized that the other anchor, even if it held, might do little to keep her off the beach; instead, the radius of its warp might swing her with the tide on to the boulders.

With the last light of the sunset we saw from our transits that an occasional wave threw her a few inches up the beach. We conferred quietly and all agreed that help should be sought and would best be given by the life-boat with her heavy anchor and ability to operate in fairly shallow water. To those ashore we shouted, asking that they telephone through to the coxswain asking for this aid. Although so close, they were unable to hear until each word was shouted by two or three in unison. The yacht pounded more heavily than ever, shuddering as a wave hit her, then jarring as it dropped her on to the shingle.

FIRE A FLARE

"She's taking no water," I reported to the skipper after checking the bilges for the umpteenth time, "except what little has come through the hatches." But we all agreed that she would soon be holed if she pounded like that a few times on the rocks not far off.

"I'm not certain they heard our message ashore," our skipper said calmly. "It's getting dark now and the stream is running very fast, so we may be endangering those boats if we ask their help, especially as we don't know who they are and what they have on board. I daren't let them touch the

warp which is holding, as if the strain goes off that for even a few seconds the boat might come on the boulders. I think the right action is to fire a flare." All three of us in his crew agreed.

Richard held the flare as it burst into an orange light, then handed it to me on the counter as, one after another, four balls of fire flipped up above the masthead.

MAROON WAS HEARD

At once the Needles coastguard station flashed back acknowledgment. Soon, from over the Isle of Wight, another ball of light climbed into the night sky. It was the life-boat maroon; and we knew that Harold Hayles and his men would soon be on the way.

As the lights of the life-boat moved into the Narrows, a steamer was passing on her way to sea—rather fast I noticed, as I stood by the mast ready to lower the sails if ordered by the skipper who was in the cockpit.

Suddenly from the foredeck came the call, "The anchor rope's gone slack. Look out. She's off." She was, and urged by her engine and sails she shot out from the beach. Suddenly she came up with a jerk and swung round on her cable with the anchor firmly stuck into something. "Let it all go," shouted the skipper, but the warp was jammed on the capstan. "Cut it then," he ordered, but in the dark no one

could find a knife. "Take the tiller, hard over to port," he told me, and darted forward to do the job.

RETURN TO SAFETY

At the tiller I saw that the swirling stream had swung us right round and we were going straight at the beach again and the rudder was having no effect.

No time for questions as I flung it the other way and she swung round on her stem, with the tide; a moment later the warp was cast off and thrown overboard. We safely headed out to sea, then turned into the Solent where the life-boat crept alongside to confirm that all was well.

We were four fit men, all well accustomed to boats in most conditions, and aboard a particularly well found sea-going craft. Never had the wind exceeded force 5.

A CERTAIN DANGER

Yet the yacht had certainly been in an awkward position and, when aground, she was quite unable to pick up anyone if he went over the side; so there was an element of danger to those working on her deck in usual conditions with a dark night and a strong tide. I'm certain we all felt warmly for the life-boat and, too, for those who stood by in boats and ashore.

Record at Baltimore

A small girl was startled to see someone placing a cheque for £100 in her collecting box during the R.N.L.I. flag day collection at Baltimore. With the help of this cheque, a record collection was made at Baltimore for the Institution's funds.

SEASON'S GREETINGS

As Chairman of the Committee of Management of the Royal National Life-boat Institution, I would like to take this opportunity of congratulating everyone associated with the life-boat service on their splendid achievements during the past year and to wish them the happiest of Christmases and the very best of luck in all their efforts on behalf of the life-boat service in 1965.

V. M. WYNDHAM-QUIN, CAPT., R.N.



By courtesy of]

[Weekend

Chicken Rock lighthouse and Port St. Mary life-boat

NEW QUAY CENTENARY

The centenary of the New Quay life-boat station was celebrated on 3rd July.

An open-air service was held on the pier with New Quay life-boat *St. Albans* moored below. The Right Rev. J. R. Richards, Bishop of St. David's, who in May this year dedicated the new St. David's life-boat *Joseph Soar* (*Civil Service No. 34*) at the naming ceremony, gave the sermon at the open-air service.

Sir Knowles Edge, a member of the Committee of Management, also addressed those present.

After the service a cocktail party was held for guests, who included members of the life-boat crew and supporters of the Institution's work.

The Winning Photographs

The winners of the Institution's photographic competition which closed on 31st October are Mr. W. Aldiss, of Sparrow Hall, Hindringham, Fakenham, Norfolk, and Mr. J. H. Hughes, mechanic of Criccieth life-boat, North Wales.

Mr. Aldiss is awarded £10 for the best black and white photograph, and his winning entry shows the new American-built 44-foot steel life-boat. Mr. Hughes wins £10 for the best 35 mm. colour transparency. His winning entry shows Criccieth life-boat being launched by tractor.

HUNTING FOR DIVERS

MUDEFORD inshore rescue boat and a R.A.F. helicopter were called out on 19th July to search for two aqualung divers who had failed to surface after diving between the Groyne, Hengistbury Head, and Christchurch Ledge buoy. The divers were about one hour overdue.

After receiving the news of the missing divers about 3.20 p.m. the inshore rescue boat launched immediately. The divers, who had surfaced some distance from their boat and had been unable to attract attention, were picked up by the inshore rescue boat and landed at Mudford quay.

A member of an angling party in the area at the time of the rescue said that he and his companions were so impressed by the fast inshore rescue boat that they would give the proceeds of their annual festival to the Institution's funds.

BOOKS FOR REVIEW

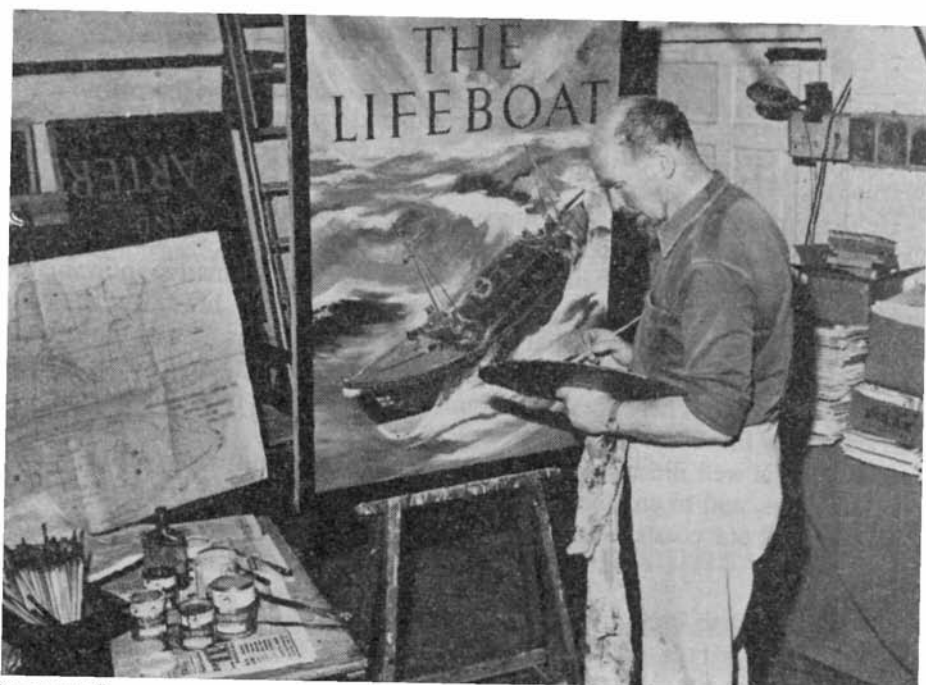
Laurence Gilding is to be warmly congratulated on successfully carrying out the tasks he set himself in his new work *The Book of Sea Rescue* (Frederick Warne, 10s. 6d.).

He describes the work of the life-boat service, of Trinity House, of H.M. Coastguard, of the air-sea rescue services and of life-saving societies in other countries. Although the book has only 102 pages it is an informative and valuable guide. Mr. Gilding explains in the simplest of terms why life-boats are constructed in the way they are; what is the purpose of various aids to life-saving, such as parachute flares, echo sounders and line-throwing pistols, and how all these devices work. There are also accounts of some of the more famous rescues carried out by life-boats in the past.

The book is well illustrated both with photographs and with Mr. Gilding's own drawings, and to anyone who is beginning a study of the problems of sea rescue around our coasts no better or simpler introduction could be offered.

The Lutterworth Press has done an excellent job in producing *My Favourite Stories of Courage* (12s. 6d.). The selection ranges from an unvarnished account of a man lost in the Australian outback in the 1870s to the work of such a distinguished writer as Cecil Woodham Smith. One of the 10 tales told in detail is that of the remarkable rescue from the Daunt Rock lightvessel by the Ballycotton life-boat in 1936. Another describes the winter spent alone in the Arctic by a former member of the Committee of Management of the R.N.L.I., Augustine Courtauld—an exploit described by the author, David Howarth, as the greatest in modern exploration. The tension throughout Lindbergh's solo flight across the Atlantic and the final stages of the ascent of Everest as told by Sir Edmund Hillary are effectively conveyed in a book which is both well produced and admirably edited.

The World's Greatest Sea Adventures (Odhams, 21s.), by Commander John Kerans, D.S.O., R.N., M.P., is also a widely ranging selection of adventure stories. It includes Commander Kerans' account of the way in which he brought the frigate *Amethyst* over 150 miles to the mouth of the Yangtse river past the Chinese Communist batteries in 1949. A comparable story also told is that of the escape of the Polish submarine *Orzel* from the Baltic in the early days of the last war. The stories extend over the centuries to include St. Paul's shipwreck in the Mediterranean and the remarkable gallantry shown by Lieut. John F. Kennedy of the U.S. Navy in rescuing members of his crew after his motor torpedo boat had been rammed by a Japanese warship off Guadalcanal Island in 1943. The life-boat story included is that of the famous launch of the Lynmouth life-boat after she had been transported by horse and man-power up Countisbury Hill, over Exmoor and down Porlock Hill in 1899.



By courtesy of]

[C. J. Payne

Mr. Crosby Cook, artist, paints a sign for the Life-boat Inn, St. Ives, which opened this year



By courtesy of]

[Robin Fletcher

St. Ives life-boat off Yarmouth, Isle of Wight

Life-boat services round the Coasts

LAUNCHES AND LIVES SAVED

1st July to 30th September: Launches 382, lives saved 216

NORTH-EAST ENGLAND

Berwick-upon-Tweed, Northumberland. At 12.36 a.m. on 10th July, 1964, the coastguard told the honorary secretary that one of many foreign trawlers which had been sheltering in Berwick bay during a gale had just fired red flares. There was a slight sea with a gentle westerly breeze. The tide had been making for some three hours. At 12.55 the life-boat *William and Mary Durham* was launched and on reaching the trawler *Runer* of Gdynia found that one of the trawler's crew was suffering from intense abdominal pains. He was landed immediately and taken to Berwick Infirmary. The life-boat returned to her station at 1.30.

NETS WERE FAST

Boulmer, Northumberland. At 10.50 a.m. on 17th August, 1964, the coxswain asked the honorary secretary if the local fishing coble *Seaflower* needed help and the honorary secretary kept watch on the boat in Alnmouth bay. She appeared to be in difficulties and at 11.18 the life-boat *Robert and Dorothy Hardcastle* was launched. There was a light east-south-east wind, the sea was moderate, and the tide was flooding. The life-boat found that the *Seaflower's* nets were fast, helped the crew of two remove them, and escorted the coble to Boulmer by 1.5 p.m.

The life-boat was also called out on 22nd September.

EIGHT IN ROUGH SEA

Bridlington, Yorkshire. At 1.45 p.m. on 13th September, 1964, the coxswain told the honorary secretary that the fishing cobsles *White Heather*, *Kate and Violet*, *My Judith* and *Emmanuel*, the converted motor launch *Swift*, the motor

pleasure boat *Britannia*, a small speedboat *Dabchick* and the motor cruiser *Ferida* were out in a rough sea and a near gale force south-easterly wind. It was two hours before low water. At 2 p.m. the life-boat *Tillie Morrison*, *Sheffield II* was launched. The small speedboat *Dabchick*, in difficulties with her engine out of action, was moored to a buoy, and her crew were landed. The life-boat stood by the remaining boats until the tide rose sufficiently for her to escort them into harbour. She towed the *Dabchick* in and returned to her station at 7 p.m.

ESCORTED FOUR

At 1.15 p.m. on 16th September, 1964, the coastguard told the honorary secretary that the small fishing coble *Nancy* was off Flamborough hauling her lobster-pots. The wind at this time was blowing a near gale from the south-east and very rough seas were building up rapidly at the harbour mouth. It was high water when the life-boat *Tillie Morrison*, *Sheffield II* was launched at 1.45 to escort the *Nancy* into harbour. Three other fishing vessels appeared when this was completed and the life-boat escorted them singly into the harbour, returning to her station at 4 p.m.

FOULED PROPELLERS

Filey, Yorkshire. At 9.15 p.m. on 22nd July, 1964, the coastguard told the honorary secretary that red flares had been seen about four miles south-east of Filey. There was a slight sea with very little wind. It was one hour to high water. At 9.30 the life-boat *The Isa & Penryn Milsted* was launched and soon found the fishing coble *Enterprise* with fouled propellers. She towed her back to Filey and returned to her station at 10.20.

COBLE IN DANGER

At 9.29 p.m. on 28th August, 1964, the coastguard told the coxswain that two red flares had been observed close inshore near Speeton look-out. There was a slight sea and it was one hour after low water. At 9.32 the life-boat *The Isa & Penryn Milsted* was launched to investigate and found the coble *Margaret and James* in danger of running aground because her engine had failed. The life-boat towed her to Filey and returned to her station at 11.30.

EIGHT ON BOARD

Hartlepool, Co. Durham. At 8.10 p.m. on 25th July, 1964, the coastguard informed the coxswain that a small boat was reported to be in difficulties one mile east of the breakwater. Her crew were signalling for help. The tide had been ebbing for three hours while the sea was smooth and there was a light south-westerly breeze. At 8.20 the life-boat *The Princess Royal (Civil Service No. 7)* put out. The converted ship's life-boat *Kathleen*, which had eight people on board, was found drifting due to engine trouble. A local fishing vessel, *Three Lads*, was taking her in tow to Hartlepool, and the life-boat accompanied both boats into harbour. The life-boat returned to her station at 9.40.

ENGINE FAILED

At 5.50 p.m. on 2nd August, 1964, the harbour pilots informed the coxswain that the cabin cruiser *A. Andess* had radioed for assistance from a position 2½ miles north of Hartlepool. There was a light north-easterly breeze with a smooth sea. The tide was just after low water. At 6.15 the life-boat *The Princess Royal (Civil Service No. 7)* proceeded and found the cabin cruiser three miles north-north-east of the station, with two people on board. The engine had failed. She was towed to Hartlepool and the life-boat returned to her station at 7.40.

The life-boat was also called out on 16th July.

NORWEGIAN VESSEL

Humber, Yorkshire. At 7.38 p.m. on 13th July, 1964, the coastguard told the coxswain superintendent that a Norwegian vessel anchored in Bull Anchorage had an injured man aboard whose condition required the services of a doctor. At 8.40 the doctor arrived and the life-boat *City of Bradford III* was launched into a fresh south-easterly breeze and moderate sea. It was high water. At 9 p.m. the life-boat secured alongside the vessel—the s.s. *Aggie*—while the doctor went aboard to attend to the injured man. At 9.45 the doctor returned to the life-boat which arrived back on station at 10.10.

HAD BROKEN DOWN

At 3.35 p.m. on 1st August, 1964, the coastguard told the coxswain superintendent that a white cabin cruiser had fired red flares but did not appear to be in danger. It was one hour before low water with a rough sea and a near gale from the north-west. Fifteen minutes later the life-boat *City of Bradford III* was launched. At 5.40 she found the cabin cruiser *Altonia* and learnt that her engine had broken down, forcing her crew of three to anchor 1½ miles north-west of Canada wreck buoy. At 9 p.m. the life-boat arrived at Grimsby with the cabin cruiser in tow. She returned to her station the following day when the weather had improved.

PATIENT ON LIGHTVESSEL

At 10.37 a.m. on 26th August, 1964, a superintendent of Trinity House told the coxswain superintendent that a sick man on board Dowsing lightvessel needed urgent medical attention and requested the use of the life-boat. There was a slight sea with a gentle south-westerly breeze. It was two hours before low water. At 12.5 p.m. the life-boat *City of Bradford III* was launched with a doctor aboard. At 3.20 the doctor boarded the lightvessel. He returned on board the life-boat at 3.45 with the sick man. On reaching Spurn the sick man was taken by ambulance to Hull. The life-boat returned to her station at 6.50.

HELP FOR DUTCH

At 2.5 p.m. on 29th August, 1964, the coastguard told the coxswain superintendent that the Dutch fishing vessel *Delft* was approaching Spurn with an injured man on board and that a doctor's services were requested. There was a near gale from the north with a rough sea and it was just before low water. At 3.45 the life-boat *City of Bradford III* was launched, and at 4.30 the doctor was put aboard the vessel. Twenty minutes later both doctor and patient boarded the life-boat which made for Grimsby, where the injured seaman entered hospital. With the doctor on board, the life-boat reached her station at 7.50.

GREEK VESSEL AGROUND

At 11.20 p.m. on 6th September, 1964, a message was received over the radio-telephone from Humber radio station that a small vessel, aground half a mile from Spurn Point, was asking for assistance. The life-boat *City of Bradford III* put out at 11.25, and found the Greek cargo vessel *Stelianos* hard aground in a slight sea and gentle north-westerly wind. The tide was ebbing and as the vessel was on an even keel the life-boat lay off in deeper water for nearly two hours. On the turn of the tide she moved in to secure alongside the *Stelianos* until 4 a.m., when she again moved out to give the vessel room to manoeuvre as she refloated. At 4.50, with the *Stelianos* afloat and under control, the life-boat returned to her station at 5.15.

TOWED TO GRIMSBY

At 3.41 p.m. on 6th September, 1964, the coastguard informed the coxswain superintendent that a cabin cruiser appeared to be in difficulties in the moderate seas off the coastguard station. At 4.34 he reported that the boat was still in difficulties, drifting in the fresh northerly breeze towards the open sea. It was two hours before high water when, at 4.40, the life-boat *City of Bradford III* was launched to investigate. At 5.15 she found the cabin cruiser *Aquilla* proceeding very slowly because of engine

trouble, and the life-boat towed her to Grimsby. On the return journey the coastguard at Spurn radioed the life-boat to report that what appeared to be smoke signals had been seen off the old Easington boathouse. After a fruitless search together with a helicopter, the life-boat returned to her station at 9.25 and anchored to await the tide before rehousing.

AIDED ENGINEER'S WIFE

At 2.40 p.m. on 9th September, 1964, the coxswain superintendent heard from a Hull shipping agent that the chief engineer's wife on board the cargo vessel *Aethon* of Piraeus needed urgent medical attention. The ship was lying at anchor in Spurn anchorage in moderate seas with a fresh westerly breeze. At 3.30, with a doctor and nurse on board, the life-boat *City of Bradford III* made for the *Aethon*. The doctor and nurse went aboard to examine the woman and reboarded the life-boat at 4.10 with the patient and her husband accompanying them. The life-boat went to Grimsby where an ambulance was waiting, then returned to her station at 7.15 p.m.

The life-boat was also called out on 8th and 27th August and 8th and 21st September. She was therefore called out on service 11 times in three months.

VERY HEAVY SEA

North Sunderland, Northumberland. At 8.30 a.m. on 12th September, 1964, the life-boat's mechanic informed the honorary secretary that five small fishing boats were out and that a very heavy sea was running across the harbour mouth. At 9.15 the life-boat *Grace Darling* was launched to stand by at the harbour entrance until the boats were safely in on the ebb tide. The life-boat returned at 10.25.

FROM EAST GERMANY

Runswick, Yorkshire. At 7.48 a.m. on 4th September, 1964, the coastguard informed the honorary secretary that a ship was aground about two miles north-west of Staithes. There was a calm sea with light airs from the east and thickening fog. At 8.30 the life-boat *The Elliott Gill* was launched and searched the

coastline with the Redcar life-boat. *The Elliott Gill* later moved farther south where the East German trawler *Siegfried Raedel* was found aground and flooded on the south side of Kettleness Point. The Whitby life-boat was launched in response to a call from the Runswick life-boat and brought pumps with her but the trawler refused her assistance. The life-boat *The Elliott Gill* stood by until another East German vessel put pumps aboard and prepared to tow the *Siegfried Raedel* to Hartlepool. The life-boat returned to her station at 6 p.m.

CLUNG TO DINGHY

Tynemouth, Northumberland. On 5th July, 1964, the life-boat *Tynesider* was returning from a trip with members of the ladies' life-boat guild aboard when, just off the Northern pier, a capsized sailing dinghy was seen with a man and a girl clinging to her. It was 1.55 p.m. and one hour past high water, while the sea was choppy with a moderate north-easterly breeze. The life-boat went alongside and took the sailing dinghy's owner aboard while the girl was put aboard the Tynemouth Sailing Club's rescue craft, which was also alongside but had been in difficulties as her buoyancy bags had been coming adrift. The dinghy was righted by the life-boat and towed to Prior's Haven where the dinghy was baled out by the life-boat crew and the man was put ashore. The life-boat returned to the North Shields ferry landing where the guild members were disembarked and another party taken out at 5.15.

FAILED TO START

At 9.15 p.m. on the following day, the coastguard informed the honorary secretary that a small motor boat appeared to have broken down between the North pier and Wreck buoy, and the crew were waving for help. Two minutes later the life-boat *Tynesider*, which had just returned from an exercise, was launched into a smooth sea and moderate westerly breeze. The tide had been rising for two hours. The three men in the motor boat had been trying to start their engine for some time and because of the freshening

breeze and late hour they willingly accepted a tow up river to a safe mooring. The life-boat returned to her station at 10 p.m.

HELIOGRAPH FLASHES

At 8.2 p.m. on 11th July, 1964, the coastguard informed the honorary secretary that a small motor-boat appeared to have broken down. Her crew of four were waving and flashing a heliograph. The tide had been ebbing for two hours, and there was a gentle westerly breeze with a smooth sea. At 8.20 the life-boat *Tynesider* was launched. About 14 minutes later she reached the motor-boat *Jarvis*, to find that the boat's engine had broken down. She took the *Jarvis* with four people on board in tow to safe moorings and returned to her station at 9.15.

ADRIFT OVER 18 HOURS

At 10.13 a.m. on 28th July, 1964, the coastguard told the honorary secretary that the fleet auxiliary vessel *Tidepool* was standing by the converted ship's life-boat *Witch*, which had broken down and was drifting nine miles off the river Tyne. There was a moderate to strong westerly breeze with a smooth sea. The tide was two hours before low water. At 10.25 the life-boat *Tynesider* was launched. She found the *Witch* at 12.2 p.m. beam on to the seas. There were two crew members aboard. They had been adrift for over 18 hours and one of them was very sick. Both were put aboard the life-boat while a tow rope was made fast. Their boat was towed to the river Tyne where a police launch took over the tow and took the men aboard. The life-boat returned to her station at 2.45.

TOW ROPE WAS CUT

At 2.15 p.m. on 11th September, 1964, the coastguard informed the honorary secretary that a small motor cabin cruiser was aground on the Black Middens rocks half a mile from the life-boathouse. There was a strong westerly breeze with a slight sea, and it was low water. At 2.31 the life-boat *Tynesider* was launched. A line was fired over the *Gannet* and she was made fast. Manoeuvring was difficult in



By courtesy of]

[A. W. Dick

Bridlington life-boat leaves harbour in a gale

the available space and one of the propellers of the life-boat, fouled on the tow rope, had to be freed by cutting the rope. The owner of the *Gannet* attempted to bring a line from his boat to the life-boat in a dinghy, but it fouled on the bottom. The second coxswain then succeeded in bringing a line from the life-boat to the *Gannet* in a small inflatable boat. The motor cruiser was towed up river to North Shields fish quay where the river police took over. The life-boat returned to her station at 7 p.m.

The life-boat was also called out on 29th August and 3rd September.

SHAFT WAS BROKEN

Whitby, Yorkshire. At 8.35 p.m. on 25th September, 1964, the coastguard told the honorary secretary that a small fishing boat was flashing a light about one mile north-west of the harbour entrance. The sea was moderate with a gentle to moderate southerly breeze. When the life-boat *Mary Ann Hepworth* was launched at 8.48 it was 1½ hours after high

water. The fishing vessel *Ann Elizabeth* with a crew of three was found north of the harbour with her propeller shaft broken. The life-boat towed her into Whitby, returning to her station at 9.20.

The life-boat was also called out on 4th and 12th September.

Other life-boats called out in July, August and September, 1964, were:

Amble, Northumberland—14th September.

Blyth, Northumberland—26th August and 3rd September.

Cullercoats, Northumberland—4th September.

Newbiggin, Northumberland—4th September.

Redcar, Yorkshire—4th September.

Skegness, Lincolnshire—5th August.

Teesmouth, Yorkshire—1st July.

SOUTH-EAST ENGLAND

Caister, Norfolk. At 2.10 p.m. on 16th August, 1964, the Gorleston coastguard

reported that a cabin cruiser needed help off Horsey, eight miles north of Caister. At 2.25 the life-boat *The Royal Thames* was launched with the second coxswain in charge. There was a moderate south-south-east wind with a moderate swell, and the tide was half flood. She found the cabin cruiser *Redcap*, a converted ship's life-boat, in a dangerous position off Horsey beach with a crew of five. She had fouled her propeller and was driving down on to a groyne. Two members of the life-boat crew boarded her, making a tow rope fast. The life-boat took her to Gorleston, returning to her station at 6.15.

WATER POURED IN

At 10.55 p.m. on 22nd August, 1964, the coastguard informed the coxswain that flares had been seen east-north-east of North Cockle buoy. There was a moderate sea with a gentle south-south-westerly breeze and the tide was at high water. At 11.5 the life-boat *The Royal Thames* was launched and soon discovered the motor cruiser *Cairnbin*. The engines of the *Cairnbin* had failed and she was making water through the stern. Three members of the life-boat crew were put aboard her, then two more members of the crew were put aboard, as the cruiser was filling quickly with water. The life-boat towed the *Cairnbin* to the quay-side, standing by until the water was under control. She returned to her station at 4.30 a.m.

The life-boat was also called out on 11th and 18th September.

HELICOPTER TOO

Clacton-on-Sea, Essex. At 12.1 a.m. on 15th September, 1964, the coastguard informed the honorary secretary that a police report had been received stating two flares had been seen on the seaward side of Wallasea Island. There was a rough sea with moderate west-south-westerly winds and it was low water. Half an hour later the life-boat *Sir Godfrey Baring* was launched and, in company with three launches, an area search was made. At 6.30 a helicopter was asked to join an intense search which carried on until noon

when the missing sloop, with a man and woman aboard, was found aground at Holliwell Point. The life-boat and a police launch were standing by to attend to the sloop when it refloated, and a helicopter took off the crew, landing them at Wallasea. The life-boat returned to her station at 4 p.m.

The life-boat was also called out on 1st and 17th August and 13th September.

WOMAN WAVED FOR HELP

Cromer, Norfolk. At 4.5 p.m. on 5th July, 1964, the coastguard told the honorary secretary that a yacht with a man and a woman on board was reported to be in difficulties close inshore near Mundesley Church. A rope had fouled her propeller and while trying to clear it from a dinghy the man had fallen overboard. He had appeared ill as he climbed aboard again and the woman had emerged from the cabin and waved her arms. She had also raised the flag "W" requesting medical help. There was a moderate westerly breeze, with a moderate sea and the tide was one hour after high water. The no. 1 life-boat *Henry Blogg* was launched at 4.20 and a helicopter's help was also requested. When the life-boat reached the yacht *Sally Brown* three members of the life-boat crew boarded her, helping to clear the fouled propeller and to get her under way. The life-boat returned to her station at 6.30. A donation was made to the Institution's funds.

The life-boat was also called out on 23rd September.

OUT OF CONTROL

Dover, Kent. At 9.1 p.m. on 30th August, 1964, the police informed the honorary secretary that a small flare had been sighted to seawards. It was two hours before low water and very calm. At 9.16 the life-boat *Southern Africa* put to sea. After half an hour she found the cabin cruiser *Tomibell* of Folkestone, which was out of control because both her engines had failed $3\frac{1}{2}$ miles west of Dover. She was towed into Dover where the life-boat was remoored at 10.55.

FLARE OFF DOVER

At 8.12 p.m. on 7th September, 1964, the coastguard informed the honorary secretary that a flare had been seen one mile south-west of Dover. With the tide at one hour's flood the life-boat *Southern Africa* put out into a rough sea and fresh south-westerly breeze to find the yacht *Stroma* which was making water while her engine had also failed. She was towed into Dover, and the life-boat was remoored at 11.45. The owner of the yacht made a donation to the funds of the Institution.

AFTER A COLLISION

At 10.15 p.m. on 12th September, 1964, the coastguard told the honorary secretary that the yacht *Sarie Marais* had been in collision with the coaster *Osborne Queen* and needed help. The sea was moderate with a moderate east-north-easterly wind. At 10.50 the life-boat *Southern Africa* put out on the flood tide. The yacht, which was making water and contained an injured crew member, was escorted to Dover where an ambulance took the injured man to hospital. The life-boat returned to her station at 5.30 a.m.

The life-boat was also called out on 5th and 10th July, and 17th, 18th and 25th September.

ADVENTURE AT SEA

Dungeness, Kent. At 2.50 p.m. on 8th August, 1964, the coastguard told the coxswain that a fishing boat had broken down and was lying at anchor half a mile off Littlestone. Her crew were waving for help while they baled her out. There was a gentle to moderate south-west by westerly breeze, and the tide was two hours past high water. At 3.2 the life-boat *Mabel E. Holland* was launched, reaching the fishing boat *Sea Adventure* half an hour later. Her crew of two asked to be towed to Dymchurch as the boat was leaking badly and her engine had broken down. The life-boat returned to her station at 4.55.

CANOE HAD OVERTURNED

At 10.15 a.m. on 31st August, 1964, the coastguard informed the honorary secretary that a passing ship had reported an

overturned canoe. There was a choppy sea with a gentle easterly breeze. It was one hour before low water. At 10.28 the life-boat *Mabel E. Holland* was launched and with the aid of a helicopter she found a canoe south-east of Dungeness. No one was aboard, but a message was received shortly afterwards stating that two boys had been picked up by a yacht. The canoe was brought back to the boat-house by 1.45 p.m.

The life-boat was also called out on 10th and 19th July.

SAVED FROM SINKING

Eastbourne, Sussex. At 4.47 a.m. on 13th September, 1964, the coastguard told the coxswain that a vessel was flashing a distress signal from a position close inshore one mile east of Beachy Head lighthouse. The tide had just begun to ebb when at 5 a.m. the life-boat *Beryl Tollemache* was launched into a very rough sea and strong south-easterly wind. She found that the motor boat *Jean Luc* was listing heavily to port, was without the use of her engine, and was sinking. The motor boat was lashed to the life-boat and two of the life-boat's crew were put aboard. She was towed into Newhaven harbour where she was eventually beached. The life-boat returned to her station at 10.45.

The life-boat was also called out twice on 25th July and also on 12th September.

ANCHOR WAS DRAGGING

Great Yarmouth and Gorleston, Norfolk. At 4.16 p.m. on 23rd August, 1964, the coastguard told the honorary secretary that a small longshore boat was in difficulties in the moderate seas and fresh south-westerly breeze just north of the harbour. At 4.20 the life-boat *Louise Stephens* was launched. She found the open fishing boat *Albatross* drifting with her engine broken down and her anchor dragging. She was taken in tow to the harbour and the life-boat returned to her station at 5.25.

LANDED SICK MAN

At 6.15 p.m. the following day a

superintendent of Trinity House requested that a sick man be landed from Corton lightvessel. The man needed medical attention and no other suitable boat was available. It was nearly low tide. At 6.32 the life-boat *Louise Stephens* was launched and carried out the service as requested. She returned to her station at 8.5.

MASTHEAD SIGNAL

At 12.43 p.m. on 6th September, 1964, the coastguard informed the honorary secretary that a small yacht was flying articles of clothing at her masthead. There was a choppy sea with a fresh north-westerly breeze. It was two hours before low water. At 12.49 the life-boat *Louise Stephens* was launched but the inshore rescue boat, which had also put out, reached the casualty first and landed the six occupants of the small sailing dinghy. The dinghy's rudder had broken and she was out of control. The life-boat, with the help of a longshore boat, managed to bring in the dinghy and returned to her station at 1.25.

TOUCHED BOTTOM

At 2.29 a.m. on 8th September, 1964, the police reported a red flare over Scroby sands. The sea was choppy with a fresh westerly breeze. The tide was two hours before low water when the life-boat *Louise Stephens* was launched at 2.51. There was a heavy swell over the sands and the life-boat touched bottom occasionally as she made her way to the east side of Scroby sands to where a motor yacht, with five people on board, was lying aground. When she reached the yacht it was daylight and the tide was rising. By passing a line to the yacht the life-boat managed to tow her off the sands to the harbour. The yacht's twin rudders and propeller were badly damaged. At 7.15 the life-boat was back at her station.

PINNED TO PIER

At 12.12 p.m. on 16th September, 1964, the coastguard informed the honorary secretary that the yacht *Meda II* was on a lee shore in a moderate sea and gale force south-easterly wind. The yacht was

pinned to the north pier and was being scraped against the pilings helplessly. At 12.16, at low water, the life-boat *Louise Stephens* was launched. A few minutes later she reached the yacht, passed a line to her and towed her to safety. The life-boat returned to her station at 1.15.

DECKS WERE AWASH

At 4.47 p.m. on 24th September, 1964, a report was received via Cromer radio that a small Dutch coaster which had been in a collision was in danger of sinking in choppy seas and fresh south-south-easterly winds. Because of the urgency an inshore rescue boat put out but returned when it was learnt that a Trinity House vessel had taken the coaster in tow. The tide had been falling for about an hour when the life-boat *Louise Stephens* was launched at 5.11. At 6.29 she turned back, after learning that the Dutch vessel was under tow. At 7.41 it was reported that the decks of the coaster were awash, and the life-boat turned out to sea once more, met the coaster and stood by. On reaching Yarmouth Roads the coaster's captain asked that his crew of three and himself be landed as they greatly needed rest. At 12.14 a.m. the life-boat returned them to their ship because a tug was going to attempt to bring the ship in. This was done successfully, with some of the life-boat's crew assisting at the ship's pumps. At 4.7 the life-boat returned to her station.

The life-boat was also called out on 7th July, twice on 13th August, on 23rd August, and on 8th and 19th September. This life-boat was launched 12 times during the three months.

SAW DISTRESS SIGNAL

Hastings, Sussex. At 1.35 p.m. on 2nd August, 1964, the coastguard informed the coxswain that a fishing vessel two miles south of Rye harbour appeared to be flying a distress signal. There was a smooth sea with a light north-north-westerly breeze. The tide had been flooding for two hours. As it was not certain that it was definitely a distress signal, the inshore rescue boat was

launched to investigate. Acting on a pre-arranged signal from the inshore rescue boat, the life-boat *Lucy Lavers*, on temporary duty at the station, was launched at 2.18. The motor fishing vessel *South Star* had an engine failure and had to be towed into Rye harbour. The life-boat returned to her station at 7.10.

The life-boat was also called out on 7th July.

TOWED TO LOWESTOFT

Lowestoft, Suffolk. At 11.30 a.m. on 24th August, 1964, the coastguard told the honorary secretary that a converted life-boat, *Osprey*, was burning red flares about one mile east-north-east of the look-out. There was a choppy sea with a moderate south-westerly wind and it was low water. The life-boat *Frederick Edward Crick* put out at 11.40 and found the *Osprey* with her engine broken down. The life-boat towed her into Lowestoft, and reached her station at 12.30 p.m.

The life-boat was also called out on 10th September.

HIGH AND DRY

Margate, Kent. At 11.22 a.m. on 16th August, 1964, Mid Barrow light-vessel reported that a yacht was ashore at North Shingles sands. It was low water with a moderate sea and a light south-easterly breeze. A helicopter which had joined the rescue operation reported that there was no immediate danger. At 12.40 p.m. the life-boat *North Foreland*, (*Civil Service No. 11*) was launched, and at 2.30 found the yacht high and dry on the sand. The boat had a deep draught and some difficulty was experienced when the tide began to flow. The wind had become a moderate easterly breeze with surf on the sands causing the yacht to hammer and break an anchor cable. At 5 p.m. she was floating satisfactorily and the life-boat guided her to deeper water so that she could continue her passage to Rochester. The life-boat returned to her station at 7.15.

RUDDERS JAMMED

At 5.2 a.m. on 18th September, 1964, the coastguard told the honorary secre-

tary that a cabin cruiser had gone onto the rocks at Foreness in a fresh north-westerly breeze and moderate sea. He was keeping the vessel under observation although he had not seen any signals for help. At 6.17 when the tide had been flowing for one hour, he reported that the vessel had refloated but appeared to be out of control. Distress signals were seen. At 6.42 the life-boat *North Foreland* (*Civil Service No. 11*) was launched. The cabin cruiser *Shearwater II* of Sandwich with a crew of two was found. She was making water and both her rudders were jammed. The wind was blowing her towards the rocks once more. The life-boat towed her to Margate and was remoored at 8.20.

TOWED TWO

At 3.57 p.m. on 24th September, 1964, the police told the coxswain that a vessel was on fire off Eppe Bay. There was a moderate sea with a fresh southerly breeze. The tide was one hour past high water. At 4.10 the life-boat *North Foreland* (*Civil Service No. 11*) was launched. Soon afterwards a helicopter also assisting in the rescue operation reported that a small boat was being blown out to sea and that a flare which had been dropped had landed very close to the boat, giving it the appearance of being on fire. Two boats were found by the flare. One was a rowing boat with one man aboard which had come out to help the other, an outboard motor boat with her engine broken down and with four people aboard. As both boats were being blown out to sea the life-boat took the two crews aboard and towed their boats to Minnis bay, where they were beached safely. The life-boat returned to her station at 5.50.

The life-boat was also called out on 21st July and 9th August.

NEAR DUMPTON GAP

Ramsgate, Kent. At 7.45 p.m. on 18th July, 1964, the coastguard informed the honorary secretary that a yacht two miles off Broadstairs was apparently having some difficulty in the fresh to near gale force south-south-westerly winds and rough seas. It was high water. Shortly afterwards the coastguard reported that a

dinghy was in trouble near Dumpton Gap. At 7.58 the life-boat *Michael and Lily Davis* put out and found the motor-boat *Mary*, which had four people on board, with engine trouble one mile north-east of Ramsgate. The yacht which had first been reported proceeded on her way without assistance while the *Mary* was towed by the life-boat back to Ramsgate. At 8.40 the life-boat was back on station.

TOW FOR CABIN CRUISER

At 7.5 a.m. on 1st August, 1964, the coastguard informed the honorary secretary that the cabin cruiser *Phyllis* was adrift about four miles south-south-east of North Goodwin lightvessel. There was a rough sea with a strong but variable breeze veering from the south-west to the north-west. The tide was three hours before low water. At 7.18 the life-boat *Michael and Lily Davis* put out and was guided by a helicopter to the *Phyllis*, which had three adults and one child aboard. The cabin cruiser was taken in tow to Ramsgate harbour, arriving at 11.33.

DINGHY CAPSIZED

At 8.23 p.m. later the same day the coxswain saw a sailing dinghy capsize about one mile south-east of Ramsgate. There was a moderate to fresh north-westerly breeze with a moderate sea. It was two hours before low water. At 8.30 the life-boat *Michael and Lily Davis* put out to the dinghy which she reached at 9 p.m. The only person in the dinghy *Tranquillity* was taken aboard the life-boat and the dinghy was towed to Ramsgate. The life-boat returned to her station at 9.30.

SUDDEN DISAPPEARANCE

At 10.55 a.m. on 13th August, 1964, the coastguard told the honorary secretary that a yacht which seemed to be making for Broadstairs had disappeared suddenly, presumably capsized. There was a moderate sea with a moderate to strong north-easterly breeze, and the tide was at low water. At 11.10 the life-boat *Michael and Lily Davis* put out and about half an hour later found the yacht *Couthie* 3½ miles

north-east of Ramsgate bound for the Thames estuary. She was making very heavy weather, and on the coxswain's advice she altered course for Ramsgate, with the life-boat escorting her. The life-boat returned to her station at 12.31 p.m.

ENGINE DIFFICULTIES

At 5 p.m. on 30th August, 1964, the watchman on the east pier told the coxswain that a motor launch had broken down in the smooth seas just off the Quern buoy. At 5.10 the life-boat *Michael and Lily Davis* put out into a gentle south-easterly breeze. It was an hour after high water. At 5.17 she drew alongside the motor boat *Uncle George*, whose three occupants could not start the engine. The life-boat towed her into Ramsgate, arriving at 5.40.

TOWED TO RAMSGATE

At 9.35 a.m. on 1st September, 1964, the coastguard told the coxswain that a large motor yacht was four miles east of Elbow buoy and appeared to be broken down. It was two hours after high water when, at 9.44, the life-boat *Michael and Lily Davis* put out. She found the motor yacht *Varina* trying to make Ramsgate. As the engine of the yacht had failed the life-boat took her in tow. The harbour was reached just after midday when the owner of the yacht made a gift to each member of the life-boat's crew. The life-boat returned to her station at 12.5 p.m.

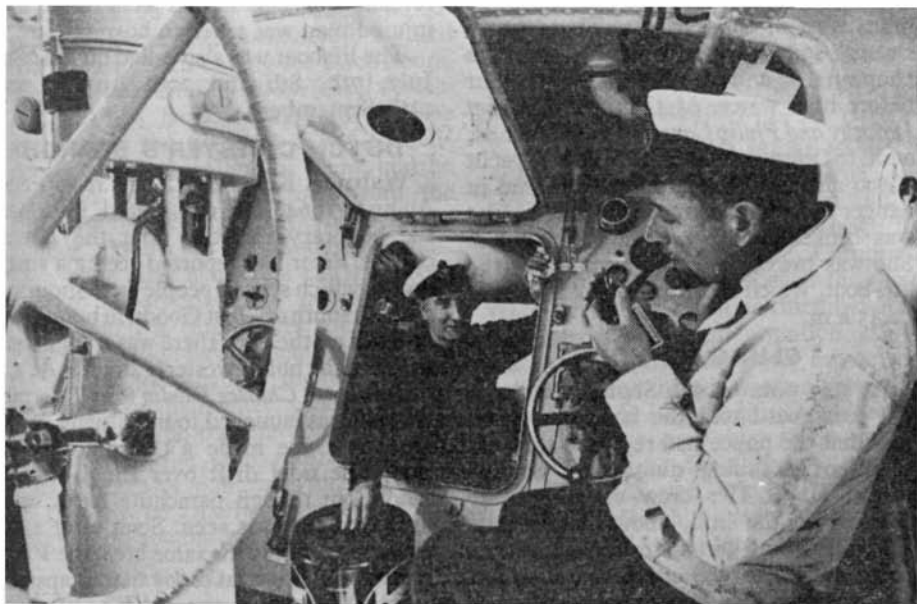
SEVEN ON BOARD

At 3.16 p.m. on 21st September, 1964, the east pier watchman told the honorary secretary that a yawl appeared to have engine trouble and was drifting in the moderate seas and gentle south-easterly breeze near Quern buoy. At 3.23, when the tide was ebbing, the life-boat *Michael and Lily Davis* put to sea. The yawl *Zulu* with a crew of seven was found, out of control, and towed into Ramsgate. The life-boat reached her station at 4 p.m.

The life-boat was also called out on 2nd July and 20th August.

ANXIETY ABOUT TWO

Selsey, Sussex. At 8 p.m. on 28th July, 1964, a member of the life-boat



Coxswain A. E. Moore and Mechanic F. H. Vacher on board Newhaven life-boat

crew told the honorary secretary that concern was felt for the safety of two young men in a sailing dinghy about two miles east of Selsey Bill. They appeared to have gone aground. There was a slight sea with a moderate westerly breeze. The tide was at low water. There was a warning of a strong breeze, and it was known that there were no flares aboard the sailing dinghy. The life-boat *Canadian Pacific* was launched at 9 p.m. She took the dinghy *Fame* in tow at 9.20 and reached harbour soon afterwards. She returned to her station at 10.10.

YACHT WAS SINKING

At 4 a.m. on 18th August, 1964, the coastguard told the honorary secretary that red flares had been seen off Bognor and at 4.10 the life-boat *Canadian Pacific* put to sea. A fresh wind was blowing from the south-west, the sea was moderate and the tide was flooding. The life-boat found the yacht *Gay William* sinking three miles south-east of Selsey with a crew of three on board. She rescued the crew, taking the *Gay William* in tow, but later abandoned the yacht and landed the rescued crew at

Littlehampton at 7.20. She left Littlehampton at 9.45 and arrived at Selsey at 11.20.

The life-boat was also called out on 8th, 17th and 28th July, and 17th, 18th and 24th August.

WHITE FLAG FLYING

Sheringham, Norfolk. At 11.10 a.m. on 1st September, 1964, a member of the life-boat crew reported that a crab boat was flying a white flag off Weybourne, apparently in difficulties. There was a moderate sea with a moderate easterly breeze. It was low water. At 11.31 the life-boat *The Manchester Unity of Odd-fellows* was launched. The engine of the *White Rose* had failed and her crew were baling hard as she was leaking badly. Two members of the life-boat crew boarded the crab boat and she was towed to Sheringham. The life-boat returned to her station at 12.40 p.m.

RUDDER WAS BROKEN

Shoreham Harbour, Sussex. At 11.15 p.m. on 23rd August, 1964, the coastguard told the honorary secretary

that a yacht had fired a red flare about 2½ miles west of the harbour. There was a strong south-westerly breeze with a choppy sea, and the tide was one hour before high water. At 11.27 the life-boat *Dorothy and Philip Constant* was launched, and 16 minutes later found the yacht *Xema* anchored close to the shore and in danger of being blown ashore. Her rudder was broken and her engine had failed. She was towed in to the harbour by the life-boat, which returned to her station at 12.45 a.m.

CLUNG TO HULL

At 5.47 p.m. on 7th September, 1964, the coastguard told the honorary secretary that the police had reported the capsizing of a sailing dinghy off Seaside Villas, Hove. Her crew of three were clinging to the hull, about half a mile offshore. There was a strong wind with a moderate sea. It was one hour before low water when the life-boat *Dorothy and Philip Constant* was launched at 5.55. Very soon she was alongside the overturned dinghy and two youths were pulled on board. The third youth had swum safely ashore. When the life-boat returned to her station at 6.35 one of the youths had to be placed on a stretcher, and both were taken to hospital by ambulance. A donation was made to the Institution by the mother of one of the boys.

The life-boat was also called out on 8th, 9th and 28th July, and 27th September.

RADIO INVICTA

Southend-on-Sea, Essex. At 9.5 p.m. on 28th September, 1964, the coastguard told the honorary secretary that one of the personnel of Radio Invicta, a wireless transmitting station on Red-sand Towers, had badly injured a foot and needed medical attention. There was a slight sea with light south-westerly airs. The life-boat *Greater London II* (Civil Service No. 30) was launched at 10 p.m. with the honorary medical adviser on board. At 11.15 the doctor was put on Red-sand Towers with two members of the crew, who helped to bring the injured man to the life-boat, which then

returned to her station at 1 a.m. The injured man was taken to hospital.

The lifeboat was also called out on 28th July, 7th, 8th and 20th August, and 13th September.

DUTCH COASTER'S SEARCH

Walmer, Kent. At 12.52 a.m. on 2nd August, 1964, the coastguard informed the honorary secretary that the Dutch coaster *Vivat* had reported seeing a small boat in which several people were shouting for help south of West Goodwin buoy. The tide was on the ebb; there was a slight sea with a light north-westerly breeze. At 1.2 the life-boat *Charles Dibdin* (Civil Service No. 32) was launched to investigate. With the *Vivat* she made a thorough search along the tidal drift over the Goodwin sands, but though parachute flares were used, nothing was seen. Soon after 2.30, while re-covering the same area, the *Vivat* radioed the life-boat to say that a capsized dinghy had been discovered. The life-boat found two youths clinging to the dinghy, both thoroughly exhausted. The two were rescued and one of them was put into a survival suit. They were given soup and rum and their dinghy was taken in tow to the life-boat station, which was reached at 4.10.

NOT MANAGEABLE

Later the same day, a number of the life-boat crew heard a radio message broadcast from the North Foreland transmitting station stating that the motor yacht *Tessa* was in difficulties two miles east-south-east of the East Goodwin light-vessel. There was a slight sea with a gentle north-westerly breeze. The tide was at low water and the yacht was plainly visible from the boathouse. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 1.2 p.m. The yacht's rudder had broken, rendering her unmanageable, so she was towed to Ramsgate. The life-boat returned to her station at 6.40.

HELICOPTER HELPED

At 8.30 a.m. on 31st August, 1964, the coastguard told the honorary secretary that two men in a rowing boat about three miles offshore from his look-out were waving frantically to attract attention.

There was a fresh to strong north-easterly breeze with a moderate sea and the tide had been ebbing for three hours. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 8.40. As she approached the two men a R.A.F. helicopter winched up one of them, and he reported another three men from the sunken converted trawler *Alessie* adrift in a rubber dinghy on the Goodwin sands. One hour after a distress call had been sent to all shipping the tanker *British Queen* found it three miles south of the North Goodwin lightvessel, but the water there was too shallow for her to approach. The helicopter picked up the three men while the life-boat picked up the dinghy. She then returned to her station at 12.35 p.m. with one survivor of the trawler *Alessie* aboard and the dinghy and rowing boat in tow.

STRANDED ON SANDS

At 5.50 p.m. on 7th September, 1964, the coastguard told the honorary secretary that a sailing yacht, stranded on the Goodwin sands due east of the station, needed help. Choppy seas were breaking over the five-ton *Moonstone II*, which still had her sails set in the gentle south-westerly breeze. The air-sea rescue helicopter from Manston took off her crew of two, and the life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 6 p.m. to await the tide. When the yacht re-floated she was towed by the life-boat into Ramsgate. The life-boat returned to her station at 3.5 a.m.

The life-boat was also called out on 13th and 17th September.

BROKEN CROSS-TREES

Walton and Frinton, Essex. At 1.56 a.m. on 19th July, 1964, the coastguard told the honorary secretary that the Cork lightvessel had reported a yacht in distress near Cork sands. There was a slight sea with a gentle west-south-westerly breeze. It was almost low water. At 2.40 the life-boat *Elizabeth Elson*, on temporary duty at the station, proceeded to investigate, and found the yacht *Galaxy* lying at anchor at 4.5. The crew of three explained that the yacht's port cross-trees had broken, that her stays

had been carried away by the wind, and that the auxiliary engine could not be started. The life-boat took her in tow to the backwaters of the river Walton. She returned to her station at 7.25.

HEARD RADIO MESSAGE

At 3.55 p.m. on 27th July, 1964, the second coxswain of the life-boat told the honorary secretary that a message had been picked up from Radio Caroline, a broadcasting station on board the motor vessel *Mi Amigo*, that a sick member of the crew needed medical attention ashore. There was a gentle southerly breeze with a slight sea and the tide was two hours after high water. At 4.25 the life-boat *Elizabeth Elson*, on temporary duty at the station, proceeded to the *Mi Amigo* and took on board the sick man. He was later taken ashore and driven by ambulance to hospital. The life-boat returned to her station at 5.37.

TWO DINGHIES TOWED

At 7.15 p.m. on 1st August, 1964, a member of the life-boat crew told the honorary secretary that three youths who had hired one of his boats were having difficulty in returning and that he had sent out an outboard motor dinghy to tow them in. Shortly afterwards the coastguard informed the honorary secretary that he had two boats under observation. A dinghy with four youths on board was drifting, while the other, a powered boat, was barely stemming the strong ebb tide which had been running for two hours. There was a moderate north-westerly breeze with a moderate sea. At 7.50 the life-boat *Elizabeth Elson*, on temporary duty at the station, went to the two boats which were about 2½ miles east-south-east of Walton pier. The crews of both dinghies, seven in all, were taken aboard the life-boat and the two dinghies were towed back to the beach. The life-boat returned to her station at 8.45.

SAFELY ANCHORED

At 5.15 p.m. on 13th September, 1964, the coastguard told the coxswain that a yacht appeared to be drifting in rough seas close by Walton pier and that further investigation was being made. At 6.10 the

message was confirmed and it was learnt that the vessel's engine had failed. At 6.30 the life-boat *Edian Courtauld* was launched one hour after high water into a moderate south-easterly breeze. The motor cruiser *Lady Jean* with a crew of two was taken under tow to Harwich harbour where she was left safely at anchor. The life-boat returned to her station at 10.35.

The life-boat was also called out on 19th July, 13th August and 20th September.

THREE HOURS OVERDUE

Wells, Norfolk. At 11.22 a.m. on 2nd July, 1964, the life-boat coxswain noticed that a local fishing boat was three hours overdue from a fishing trip. The vessel could not be seen and he decided to launch to investigate the boat's apparent disappearance. There was a gentle west-north-westerly breeze with a slight sea and it was high water. At 12.20 p.m. the life-boat *Cecil Paine* was launched. After searching for nearly 1½ hours the fishing boat *Blanche* was contacted about three miles east of Blakeney Overfalls. Her engine had failed so she was towed back to Wells with her crew of three. The life-boat returned to her station at 3 p.m.

TWO BOATS FOUND

At 10.26 a.m. on 19th August, 1964, the coastguard informed the life-boat's second coxswain that two fishing boats near Blakeney Overfalls were reported to be making very heavy weather and would probably need to be escorted in. It was low water with a gale blowing from the north-north-west and the sea was very rough. Visibility was poor. At 10.30 the life-boat *Cecil Paine* was launched and made for Blakeney Point where the *Blanche* was found and escorted to Wells harbour. The life-boat then returned towards Blakeney Overfalls. Two other fishing boats were found, the *Sally* and the *William Edward*. The life-boat escorted the *Sally* in to Wells harbour and returned to her station at 3.20 p.m.

The life-boat was also called out on 29th August.

Other life-boats which were called out on service in July and August, 1964, were:

Aldeburgh, Suffolk—7th August.
Newhaven, Sussex—8th July and 1st August.

CHANNEL ISLES

The following life-boats were called out in July and August, 1964:

St. Helier, Jersey—31st August.

St. Peter Port, Guernsey—29th July and 26th August.

SOUTH-WEST ENGLAND

Appledore, Devon. At 10.10 a.m. on 2nd July, 1964, while the life-boat *Louisa Anne Hawker* was on a combined exercise with the Royal Air Force, the sailing yacht *Armored*, about three miles south-west by west of Fairway buoy, was seen to be becalmed and drifting across a ship anchored in the bay. The yacht dropped anchor to prevent a collision. When the life-boat came alongside the yacht's crew of four asked to be towed to a safe mooring as they had no power. At 11.30 the *Armored* was towed to a safe berth and the life-boat reached her station at noon.

DETAILS LATER

On 11th September, 1964, the life-boat *Cecil and Lilian Philpott*, on temporary duty at Appledore, put out to the yacht *Volunteer* and rescued her crew of four. A full account of this service will appear in the March number of *THE LIFE-BOAT*.

The life-boat was also called out on 16th July.

DRIFTING BROADSIDE

Bembridge, Isle of Wight. At 1.36 p.m. on 9th July, 1964, the coxswain told the honorary secretary that a yacht two miles south-west by south of the coastguard look-out was dismasted. There was a fresh westerly breeze with a moderate sea and the tide was two hours after high water. Three minutes later the coastguard at Culver reported that the yacht was under power, so the order to launch was temporarily suspended. Seven minutes later the coastguard informed the honorary secretary that the yacht was now drifting broadside on to the waves. The life-boat *Jesse Lumb* was launched at 1.54

and half an hour later reported that she was towing the yacht *Scimitar* with a crew of two to Under Tyne. She returned to her station at 4 p.m.

MAST CARRIED AWAY

At 1.23 p.m. on 17th August, 1964, while the inshore rescue boat was being rehoused after a service call, the honorary secretary noticed that a Redwing yacht was in difficulties off St. Helen's Fort, and that her mast had been carried away. At 1.25 the life-boat *Jesse Lumb* was launched. There was a moderate south-westerly wind, the sea was choppy and tide was ebbing. The life-boat found the local yacht *Blue Jay*, rescued the crew of two, and towed the yacht to Bembridge, which was reached at 2 p.m.

PILOT CUTTER'S REPORT

At 8.14 p.m. on 4th September, 1964, the coastguard told the honorary secretary that Nab pilot cutter had reported a dinghy adrift but was unable to help. It was two hours before high water with light airs from the west and a smooth sea. At 8.28 the life-boat *Jesse Lumb* was launched but because of thick mist could not locate the dinghy. At 10.44 the life-boat reported to the coastguard that two people had been rescued from the dinghy, which had been taken in tow. The life-boat returned to her station at 12.5 a.m.

The life-boat was also called out on 13th July, and 8th and 18th August.

DAMAGED FUEL-PIPE

Exmouth, Devon. At 9.10 p.m. on 9th July, 1964, the coastguard told the honorary secretary that a red flare had been seen south of Straight Point. There was a gentle west-north-westerly breeze with a choppy sea. It was two hours after high water and at 9.32 the life-boat *Michael Stephens* set out. Two men had gone to the assistance of the cabin cruiser *Tarka*, which had fired the flare and which had a broken fuel-pipe. They took the *Tarka* in tow, and both boats were escorted back to the docks by the life-boat, which returned to her station at 10.30. The owner of the cabin cruiser made a gift to the life-boat crew.

The life-boat was also called out on 5th July, and 9th and 29th September.

YOUTH CLUNG TO ROCK

Ilfracombe, Devon. At 12.5 a.m. on 2nd August, 1964, the coastguard informed the honorary secretary that one of two youths who had been at Woody bay, Lynton, had returned to raise the alarm that the other was missing. At 12.30 the life-boat *Robert and Phemia Brown* was launched into a slight sea with gentle north-westerly winds. It was high water. The life-boat searched with searchlight and parachute flares, and about 3 a.m. the youth was found clinging to a rock which was surrounded by sea. Guided by the life-boat's searchlight, police and helpers rescued him. The life-boat returned to her station at 5.15.

BOY WAS TRAPPED

At 8.50 p.m. on 10th September, 1964, the coastguard told the honorary secretary that a boy was trapped 60 feet up the cliffs near Heddons Mouth. It was high water with a smooth sea and a gentle westerly breeze. At 9.12 the life-boat *Robert and Phemia Brown* was launched, and, using her searchlight, located the boy. Unable to reach him from above, the rescuers were forced to wait for the tide to ebb. About 4 a.m. local policemen reached the boy and lowered him to the ground. The life-boat searchlight and loud hailer were in constant use during the rescue operation. The life-boat finally reached her station at 5 a.m.

The life-boat was also called out on 11th and 27th July, and 17th August.

YACHT'S BAD LUCK

Lizard-Cadgwith, Cornwall. At 12.1 p.m. on 17th August, 1964, the coastguard told the honorary secretary that a yacht was anchored in Mullion cove in a strong south-south-westerly gale. The sea was very rough with a heavy ground swell inshore. It was three hours before low water. The honorary secretary went to Mullion cove to check the yacht's position and saw her about 400 yards offshore in a very dangerous situation. A crowd had gathered on the cliffs to watch. At 3.40 the life-boat *The Duke of Cornwall* (Civil Service No. 33) was launched, and at 4.52 she reached the yacht *Bonheur*, now only 200 yards from the steep cliffs on to which she was being driven. The two



By courtesy of]

The owner of *Cap Lizard* (centre) comes ashore with the Lizard-Cadgwith life-boat crew

[*Western Evening Herald*

people aboard the *Bonheur* were advised either to accept a tow to Newlyn or to get their boat under way with the life-boat as escort. The life-boat escorted her to Newlyn and returned to her station at 12.45 a.m.

ALONE IN YACHT

At 12.58 p.m. on 21st September, 1964, the coastguard told the honorary secretary that a yacht with one man aboard was reported to be in distress 35 miles south-east of Lizard lighthouse, and was asking for a tow to Penzance. There was a slight sea with a gentle to moderate south-westerly breeze. At 3 p.m. the life-boat *The Duke of Cornwall* (Civil Service No. 33) was launched, the tide being at two hours flood. The honorary secretary requested helicopter assistance to find the yacht, the *Cap Lizard* from Barbados, which had left the company of a French trawler in an effort to reach Penzance. At 5.26 one of two helicopters found the *Cap Lizard* and guided the life-boat to her. A member of the helicopter's crew attended the exhausted owner until the arrival of the life-boat.

At 7 p.m. the life-boat reached the disabled yacht, and two members of the life-boat's crew boarded her to connect a tow rope to the 30-ton yacht. The tow to Falmouth was accomplished with some difficulty and the yacht was safely berthed at 1.45 a.m. The life-boat put out for her station and reached it at 6 a.m.

YACHT WAS LEAKING

Padstow, Cornwall. At 10.38 p.m. on 18th July, 1964, the coastguard told the honorary secretary that flares had been reported at Newland Island. There was a gentle north-westerly breeze with a slight sea and the tide was about two hours before high water. At 11.5 the life-boat *Joseph Hiram Chadwick* put out and 25 minutes later the life-boat found the yacht *Daphne Loo* with a crew of three. Her port engine had broken down and she had also sprung a leak. The second coxswain of the life-boat boarded her and brought her into Padstow harbour, the life-boat escorting her in. Later members of the life-boat crew returned to their station at 12.15 a.m.

DANGEROUSLY CLOSE

At 8.50 p.m. on 9th September, 1964, the coastguard told the honorary secretary that a small motor boat was in difficulties off Trebetherick Point. The sea was slight with light south-westerly airs. Visibility was hampered by fog. Just before high water, at 9.10, the life-boat *Joseph Hiram Chadwick* put out. She found the motor boat within feet of the rocks, took her in tow to the harbour, and returned to her station at 9.50.

The life-boat was also called out on 27th and 28th July, 6th August, and 13th September.

USED PARACHUTE FLARE

Plymouth, Devon. At 11.20 p.m. on 31st July, 1964, the coastguard informed the honorary secretary that a man in a cabin cruiser off Renney rocks was flashing a light and calling for help. It was half an hour after flood tide; there was a moderate sea with fresh west-north-westerly winds. At 11.33 the life-boat *Thomas Forehead and Mary Rowse* put out and, using a parachute flare, found the cabin cruiser *Nimrod II*. There were two adults and three small children on board. Two members of the life-boat crew boarded her and found that both the cruiser's engines had failed, causing the boat to drift helplessly. She was taken in tow and berthed in Millbay docks at 2.10 a.m., and the life-boat returned to her station at 2.20. The owner made a gift to the life-boat crew.

FISHING KETCH AGROUND

At 4.17 p.m. the following day, the Queen's harbourmaster told the honorary secretary that a vessel was aground on the breakwater near the lighthouse. As the tide was due to ebb for 1½ hours and there was a fresh north-westerly wind, it was clear that the yacht would need help. At 4.30 the life-boat *Thomas Forehead and Mary Rowse* put out into a slight sea and 12 minutes later reached the fishing ketch *Hopeful*, which had seven people aboard. The ketch was held firmly in a smooth stretch of water with rocks on either side. All seven people were taken off by the life-boat. Later the owner of the ketch returned to his boat with two

men while the life-boat stood by until there was sufficient water to refloat her. The ketch was then towed to Cawsand, and the life-boat returned to her station at 10.30.

CUT OFF BY TIDE

At 5.52 p.m. on 9th August, 1964, the coastguard informed the life-boat's mechanic that the police had reported two people cut off by the tide on Renney rocks. There was a moderate west-north-westerly breeze with a heavy swell. It was three hours before high water. At 6.3 the life-boat *Thomas Forehead and Mary Rowse* made for Renney rocks with the boarding boat in tow. She reached the rocks at 6.23. The boarding boat was used to take the two people from the rocks to the life-boat, which returned to her station at 7.50.

FISHING BOAT OVERDUE

At 7.36 a.m. on 22nd August, 1964, the coastguard told the life-boat's mechanic that a fishing boat with one person on board was reported overdue. At 9.33 this report was confirmed and both the Royal Air Force and the Royal Navy were alerted. It was one hour after high water with a smooth sea and a gentle north-easterly breeze. At 9.48 the life-boat *Thomas Forehead and Mary Rowse* put out to search within a radius of four miles each side of the harbour entrance, and at 10.35 found the missing vessel, the fishing boat *P.H. 90*, drifting about four miles south-east of Penlee. Her engine had broken down. Her owner, who had injured his wrist, was given first aid on board the life-boat and the *P.H. 90* was towed back to Plymouth. The life-boat reached her station at 12.15 p.m.

HANDKERCHIEF SIGNAL

At 10.42 a.m. the next day, the Rame Head coastguard told the honorary secretary that the Plympton police had reported that a boat needing help about a mile off Bovisand was under observation from Breakwater Fort and did not appear to be in difficulties. Later, however, someone in the boat was seen to wave a handkerchief and at 11.12 the life-boat

Thomas Forehead and Mary Rozse was launched with the second coxswain in charge. There was a strong south-westerly wind with a heavy swell and the tide was ebbing. She found the boat, a 25-foot converted ship's life-boat, which had aboard five men and a boy who had been on a night fishing trip. Her engine had broken down and she was drifting towards the Renney rocks. The life-boat towed her to Millbay docks and returned to her station at 12.45 p.m.

FATHER AND SON

At 5.25 p.m. on 5th September, 1964, the coastguard told the coxswain that a boy was reported to be stranded on Renney rocks but that further investigation was necessary. At 5.36 the message was confirmed. It was one hour before high water, with a smooth sea and light airs from the north-west. At 5.49 the life-boat *Lloyd's*, on temporary duty at the station, put out with the boarding boat in tow. When she drew near to the rocks the boarding boat picked up a man and his son, who were on the rocks. They were put ashore at Bovisand, and the life-boat returned to her station at 7.15.

TWO OVERBOARD

At 4.34 p.m. on 24th September, 1964, the coastguard told the honorary secretary that a red flare had been fired at a position about 200 yards west of a wreck in Whitesand bay. There was a gale force southerly wind with a moderate sea. At 4.47, when it was about two hours after low water, the life-boat *Lloyd's*, on temporary duty at the station, was launched. At 6.10 the life-boat reached a silhouette-type yacht, which had been stormbound on a lee shore and took her in tow. During the return to Millbay docks a following sea washed the yacht's crew of two overboard. One man managed to climb back on board the yacht unaided, but the second man had to be picked up by the life-boat. After this the yacht was made fast alongside the life-boat and eventually was safely berthed at Millbay docks at 9 p.m. The life-boat returned to her station at 9.30.

The life-boat was also called out on 25th and 29th August.

TRAWLER WAS LEAKING

St. Mary's, Scilly Islands. At 12.15 p.m. on 7th July, 1964, the coastguard told the coxswain that the trawler *Rose-land*, which had a crew of six, was leaking badly and needed help. There was a choppy sea with a fresh south-west by westerly wind. The tide was at two hours flood. At 12.25 the life-boat *Guy and Clare Hunter* was launched. She reached the trawler some 12 minutes later and escorted her to St. Mary's harbour. The life-boat returned to her station at 1 p.m.

FIREMEN HELPED

At 7.35 a.m. on 13th September, 1964, while the life-boat coxswain was fishing at sea, he saw the converted ship's life-boat *Waratah* burning red flares just south of Peninnis Head. He immediately gave help and succeeded in towing the vessel to the nearest beach as she was low in the water with her engines submerged. The sea was rough with a moderate southeasterly wind and it was about two hours before high water. At 8.4 the life-boat *Guy and Clare Hunter* was launched but at the vessel's request returned for a salvage pump in company with the coxswain's boat. At the quayside members of the local fire brigade were taken aboard. The life-boat eventually took the converted life-boat in tow and reached her station at 11.15. The *Waratah* was extensively damaged after striking a rock.

TWO MEN IN WATER

Salcombe, Devon. At 2.45 a.m. on 10th August, 1964, the coastguard told the honorary secretary that a fishing boat had capsized off Bigbury and that two men were in the water. There was a smooth sea with a light north-westerly breeze. At 2.50, when the life-boat *Baltic Exchange* put out, the tide was at low water. At 3.30 the life-boat found the two men and rescued them. She radioed for an ambulance to be ready when they returned. At 5.10 she entered the harbour and the two men were quickly taken to hospital by the waiting ambulance. At 5.45 the life-boat returned to her station.

The life-boat was also called out on 31st July.

GERMAN BOAT'S APPEAL

Torbay, Devon. At 2 a.m. on 3rd July, 1964, the coastguard told the honorary secretary that a radio message received at Niton radio station from the German coastal vessel *Hanseat* stated that one of the *Hanseat's* crew was seriously injured and requested the assistance of a life-boat. The tide had been ebbing for 2½ hours; there was a choppy sea with a gentle north-easterly breeze. At 2.14 the life-boat *Princess Alexandra of Kent* put out to sea with a doctor and ambulance men aboard. At 2.47 she met the *Hanseat* off Berry Head and transferred the injured man to the life-boat in the shelter of Torbay. From the life-boat he was transferred by ambulance to hospital. The life-boat returned to her station at 3.15.

RESCUED BY HELICOPTER

At 7.4 p.m. on 12th July, 1964, a local pleasure boat proprietor told the honorary secretary that a hirer of one of his boats was missing and that the help of the life-boat was needed to find him. The tide had been flooding for 3½ hours. There was a choppy sea with a moderate north-westerly wind. At 7.15 the life-boat *Princess Alexandra of Kent* put out to help and an aircraft and helicopter also assisted. The aircraft quickly found the boat about eight miles south-east of Berry Head and dropped a marker flare. The helicopter picked up the occupant of the boat, which was out of control with engine failure, and the life-boat took the boat in tow to Brixham. She returned to her station at 9.10.

ANSWERING FLASH

At 7 p.m. on 23rd August, 1964, the coastguard told the coxswain that a small yacht had capsized off the mouth of the river Dart in a moderate to rough sea with strong to near gale force south-south-westerly winds. At 7.15 the life-boat *Lloyd's*, on temporary duty at the station, put out but found nothing. Later a new position was given placing the yacht about three miles south-east of Coombe Point. As the life-boat approached she switched on her searchlight.

An answering flash came from a torch and the dismasted yacht *Antira* was found. The yacht's mast was salvaged and the boat towed to Brixham, with the one occupant on board. The life-boat returned to her station at 10.15. The man made a gift to the life-boat's crew.

INJURED ENGINEER

At 8.5 p.m. on 12th September, 1964, the coastguard told the honorary secretary that the Swedish motor vessel *Virtala* had radioed for medical assistance for an injured engineer, reporting that the engines were out of commission. The sea was rough with a fresh south-easterly breeze and it was some three hours before high water. At 8.25 the life-boat *Princess Alexandra of Kent* put to sea with a local doctor aboard. Keeping a straight course and using her direction-finding gear, she came alongside the *Virtala* at 11.40 after a passage of about 30 miles. The doctor supervised the lowering of the injured man by stretcher into the life-boat which made for Brixham, arriving at 3 a.m. The injured man was taken to hospital by ambulance. The *Virtala's* owners made a gift to the life-boat crew.

The life-boat was also called out on 30th August, and 1st and 13th September.

BABY WENT TOO

Weston-super-Mare, Somerset. At 11.20 p.m. on 1st August, 1964, the coastguard informed the honorary secretary that a cabin cruiser which lay at anchor in Sand bay needed the life-boat's assistance. A woman had requested help because her husband and her 18-month-old-baby were aboard the boat. There was a fresh westerly breeze with a moderate sea. It was two hours past low water. At 11.48 the life-boat *Calouste Gulbenkian* was launched, the honorary medical adviser accompanying the crew. Half an hour later the cabin cruiser was sighted with the help of parachute flares. The man and the baby were taken off and the cruiser was towed to the harbour. The life-boat was moored at 12.45 a.m. and rehoused later when conditions were suitable.

The life-boat was also called out on 21st September.

TAKEN TO WEYMOUTH

Weymouth, Dorset. At 3.3 a.m. on 6th September, 1964, the coastguard informed the honorary secretary that red flares had been seen two miles south-west of the look-out. There was a smooth sea with a moderate westerly breeze and the tide was ebbing. At 3.20 the life-boat *Frank Spiller Locke* put out and found the yacht *Laura*, with one man on board, six miles south-west of Portland Bill lighthouse. The life-boat towed the *Laura* to Weymouth and reached her station at 7.20.

MAN COLLAPSED

At 6.46 p.m. on 9th September, 1964, the coastguard informed the honorary secretary that a boat had overturned in moderate seas and a fresh south-westerly breeze off Bowleaze cove. At 7.5 the life-boat *Frank Spiller Locke* put out on a flooding tide to assist but before reaching this boat the two occupants righted her and made for the shore. While still at sea a helicopter radioed the life-boat to report that a small white boat was in trouble in Ringstead bay. The life-boat put into the bay to find that the white boat was out of control with steering trouble, and that one of her two occupants was in a state of collapse. Both men were taken aboard the life-boat and their boat was taken in tow to Weymouth. From there an ambulance took the men to hospital. The life-boat returned to her station at 8.35.

The life-boat was also called out on 13th and 17th August, and 7th September.

EIGHT ABOARD YACHT

Yarmouth, Isle of Wight. At 12.15 p.m. on 1st August, 1964, the coastguard told the honorary secretary that the motor yacht *Epomeo* had engine trouble and would probably need help. At 12.30 the coastguard confirmed this, giving her position as about four miles south of the Needles. There was a moderate north-westerly breeze with a choppy sea and a flood tide. At 12.42 the life-boat *The Earl and Countess Howe* was launched. About 2½ hours later the *Epomeo*, which had a crew of eight, was towed by the

life-boat from her position about 15 miles south of the Needles to Yarmouth. The life-boat returned to her station at 6.10.

WHITE FOR DANGER

At 6.32 p.m. on the same day, the coastguard told the honorary secretary that a catamaran lay beached at Scratches bay near the Needles; her crew were flying a white shirt at the mast and she was apparently damaged. There was a strong north-westerly breeze with a moderate sea. The tide was ebbing. At 6.50 the life-boat *The Earl and Countess Howe* proceeded with inshore rescue boat no. 20 in tow. At 7.15 the life-boat approached the catamaran but stood off from the shore because of the swell while the inshore rescue boat went in. The three members of the crew of the catamaran *Jumpahead* were taken off the beach by the inshore rescue boat and ferried out to the life-boat. The inshore rescue boat returned to the beach where her crew secured a tow line, fired from the life-boat, to the catamaran. The *Jumpahead* was towed to Keyhaven, and the life-boat returned to her station at 9.15.

CREW FOUND LATER

At 2 p.m. on 8th August, 1964, the skipper of the Yarmouth to Lymington ferry told the honorary secretary that he had seen a capsized dinghy about one mile west of Lymington river. There was a strong south-westerly breeze with a choppy sea. The tide was ebbing. At 2.7 the life-boat *The Earl and Countess Howe* was launched. She eventually located the sailing dinghy *Philomel* about two miles west of Jack-in-the-Basket. A search was made for the crew, but they could not be found and the life-boat was recalled. Later it was learnt that they had been picked up by another boat and landed at Buckler's Head. The dinghy was towed to Yarmouth and the life-boat reached her station at 4.25. The owner of the sailing dinghy made a gift to the life-boat crew.

FRENCH YACHT'S DIFFICULTY

At 4.40 p.m. on the same day the coastguard told the honorary secretary

that a yacht was dismasted about 1½ miles west of the Needles. There was a rough sea with a near gale from the south-west; the weather was fair and the tide was ebbing. At 4.55 the life-boat *The Earl and Countess Howe* put out and on reaching the vessel, the French racing yacht *Eloe*, found that the yacht's crew had rigged a jury sail and started their auxiliary engine. The life-boat escorted the yacht to Yarmouth, returning to her station at 5.25.

HAD BROKEN BOOM

Later again on the same day, at 9.5 p.m., the coastguard told the honorary secretary that a yacht was firing flares about half a mile south of the Needles. The tide was rising with a rough sea and strong south-westerly breeze. At 9.23 the life-boat *The Earl and Countess Howe* put out and found the yawl *Pagan* with a broken boom. The man aboard was suffering from concussion and his wife could not start the engine. The second coxswain of the life-boat boarded the yawl and she was towed back to Yarmouth. The life-boat returned to her station shortly after midnight.

The life-boat was also called out on 6th September.

Other life-boats called out in July, August and September, 1964, were:

Clovelly, Devon—29th August.

Falmouth, Cornwall—7th August.

Fowey, Cornwall—12th July.

Penlee, Cornwall—25th September.

Poole, Dorset—28th July.

St. Ives, Cornwall—24th July and 30th September.

Sennen Cove, Cornwall—21st September.

Swanage, Dorset—26th July, 31st August, 1st, 3rd and 23rd September.

WALES

Barmouth, Merionethshire. At 5.27 p.m. on 7th July, 1964, the coastguard informed the honorary secretary that he had seen a vessel making heavy weather in the very rough seas and gale force winds off the south bank of Barmouth bar. He had lost sight of the vessel because of bad visibility. It was almost

high tide with very heavy seas on the harbour bar. At 5.35 the life-boat *George and Elizabeth Gow*, on temporary duty at the station, was launched and 15 minutes later the fishing vessel *Thomas Sinclair* was found. She was escorted safely back into harbour, which she reached at 6.10 and where the life-boat was also moored until the weather cleared. She was rehoused the following day.

The life-boat was also called out on 23rd August.

LANDED AT PIER

Beaumaris, Anglesey. At 11.15 p.m. on 17th August, 1964, the Penmon coastguard told the honorary secretary that two men were in difficulties in a boat off Beaumaris and at 11.30 the life-boat *Cunard*, on temporary duty at the station, was launched. A gale was blowing from the south-west, the sea was rough and the tide was ebbing. The life-boat found the motor boat *Hilbre* at moorings in Beaumaris bay. Her crew of two had not risked using their dinghy to come ashore, but were in no danger. The life-boat landed them at Beaumaris pier and returned to her station at 12.30 a.m.

FLARES NEAR ISLAND

At 8.24 p.m. on 12th September, 1964, the coastguard told the coxswain that flares had been seen between Puffin Island and Great Orme Head. It was low water with a smooth sea and light airs. At 8.40 the life-boat *Cunard*, on temporary duty at the station, was launched. At 8.54 Anglesey radio station informed the life-boat that the motor fishing vessel *Dunaine* had located the motor launch *Jean*, with a crew of seven. She was towed by the life-boat to Beaumaris and soon after midnight the life-boat returned to her station.

TWO CAME BACK

Criccieth, Caernarvonshire. At 12.39 p.m. on 1st September, 1964, the coastguard told the honorary secretary that a small sailing dinghy had capsized half a mile off Black Rock sands and both occupants were in the sea. There was a moderate easterly breeze with a choppy sea. It was three hours before high water.



By courtesy of]

[John Lawson Reay

Three men rescued from *Marie II* thank the Llandudno coxswain

The life-boat *Sarah Ann Austin*, on temporary duty at the station, was launched at 12.50. The dinghy was righted and towed back to Criccieth. Her crew of two were put aboard the life-boat and given medical attention as both were thoroughly exhausted. The life-boat returned to her station at 1.30.

The life-boat was also called out on 17th August.

CREW WERE SAFE

Fishguard, Pembrokeshire. At 2.38 p.m. on 7th August, 1964, the coastguard told the honorary secretary that a yacht had capsized off Dinas Head in rough seas and a moderate to fresh west-south-westerly breeze. The tide was one hour after low water. At 2.50 the life-boat *Howard Marryat* was launched but when the capsized yacht was reached it was found that her crew of two had already been taken off by another small boat. The life-boat towed the yacht to Cwm-yr-Eglwys and returned to her station at 5.10.

CLINGING TO BOAT

At 4.55 a.m. on 23rd August, 1964, the coastguard told the honorary secretary that a boat was reported to have sunk off Cardigan Island and her occupants had reached the island. The sea was rough, with a strong south-westerly breeze and a flood tide. At 5.25 the life-boat *Howard Marryat* was launched. Soon afterwards she heard from the coastguard that while three people had landed on Cardigan Island two others were still clinging to their overturned motor boat. The life-boat found the motor boat about three miles north-east of the island. One man was found clinging to the hull but the other had been washed away several hours previously. The survivor was dressed in a breeches buoy by a member of the life-boat crew, who had swum over to him, and was hoisted aboard the life-boat where the bowman, who is also the station's honorary medical adviser, treated him. The other member of the motor boat's crew could not be found. At 11.45 the

life-boat entered Fishguard where the exhausted man was taken to hospital by ambulance. One of the three survivors who had reached the island climbed a 50-foot rocky cliff face, walked about 300 yards across the island and then swam 100 yards to raise the alarm. This man was taken back to the position at his request by one of two local boats which put out to assist, and was later transferred to the life-boat for medical treatment. The other two survivors were rescued by the local boats.

IN A TIDE RACE

Holyhead, Anglesey. At 6.28 p.m. on 7th July, 1964, the coastguard informed the honorary secretary that a small yacht was reported to be in distress off South Stack. Her two occupants had been waving. It was one hour before high water; there was a smooth sea with very light airs. At 6.40 the life-boat *St. Cybi* (*Civil Service No. 9*) was launched. A helicopter was also assisting and its pilot informed the life-boat coxswain that the yacht *Avocet* was in need of a tow, having been becalmed and trapped in a tide race. At 7.10 she was taken in tow by the life-boat and Holyhead harbour was reached at 8.45.

LEAKING MOTOR BOAT

At 4.17 p.m. on 13th July, 1964, the coastguard told the coxswain that a white motor boat off South Stack was in trouble. There was a slight sea with a gentle south-westerly breeze. The tide had been ebbing for two hours. At 4.25 the life-boat *St. Cybi* (*Civil Service No. 9*) was launched. After 15 minutes the leaking motor boat, which also had engine trouble, was found within a few yards of the South Stack rocks. There was one person aboard. She was taken in tow to Holyhead harbour, which was reached at 5.30. The life-boat returned to her station at 6.10.

The life-boat was also called out on 16th and 30th July and 20th September.

FUEL HAD RUN OUT

Llandudno, Caernarvonshire. At 6.10 p.m. on 23rd August, 1964, the coastguard informed the honorary secretary that the *Marie II*, a converted ship's life-

boat, was long overdue in reaching Conway. She was under observation about three miles east of Ormes Head in rough seas and a near gale from the south-south-west. The tide had begun to flood and the boat was clearly in difficulty. The life-boat *The Lilly Wainwright* was launched at 6.40, reaching the boat at 7.50 about eight miles east of Ormes Head. There were three people in the *Marie II*, which had run out of fuel, and there were no flares aboard. The three were taken aboard the life-boat and their boat was towed to Llandudno. The life-boat was back on station at 10 p.m.

PERILOUS PROXIMITY

Moelfre, Anglesey. At 8.45 p.m. on 7th July, 1964, the coastguard informed the honorary secretary that a converted ship's life-boat was reported to be drifting helplessly towards Dulas rocks in heavy seas before a strong south-westerly gale. The tide was full. At 8.55 the life-boat *Watkin Williams* was launched and with the assistance of passing ships she found the converted ship's life-boat dangerously close to Dulas rocks, but with no one aboard. She was towed to Moelfre bay, where she was moored. The life-boat returned to her station at 10 p.m.

FEAR OF BEING WINCHED

At 1.20 p.m. on 24th July, 1964, the coastguard told the honorary secretary that a rowing boat to the south of the life-boathouse was having difficulty in the rough seas and very strong south-westerly breeze. It was almost high water. At 1.30 the life-boat *Watkin Williams* was launched, and at 2 p.m. the dinghy was towed back to safety. There were two people aboard. Meanwhile a helicopter, which was helping another rowing dinghy, radioed to say that a young boy in the dinghy was afraid to be winched up into the helicopter, and asked the life-boat to assist. At 2.35 the second dinghy was reached. The three occupants were rescued and the boat was towed to safety. The life-boat reached her station at 4.15.

SAFELY TO MOELFRE

At 1.20 p.m. on 5th August, 1964, the coastguard informed the honorary secre-

tary that a small motor boat had sprung a leak and was drifting with the fresh to strong south-westerly breeze in rough seas north-north-east of Moelfre. Her engine had also failed. At 1.30 the life-boat *Watkin Williams* was launched but a few minutes before she reached the motor boat a helicopter dropped a flare to mark the boat's position. There was one person on board and the motor boat was towed back to Moelfre. The life-boat returned to her station at 3.30.

SWEPT OUT TO SEA

At 1.20 p.m. on 24th August, 1964, the local police told the honorary secretary that four youths had been swept out to sea in a small dinghy when their engine had failed. One of the youths swam ashore when the dinghy was by Penrhyn Point to seek help. The sea was rough with a strong south-westerly breeze. It was high water. At 1.27 the life-boat *Watkin Williams* was launched, and eight minutes later she reached the boat, took her in tow, and brought the three other youths back to Moelfre. The life-boat returned to her station at 3 p.m.

The life-boat was also called out on 27th July and 25th August.

GALE WARNING GIVEN

New Quay, Cardiganshire. At 10.45 a.m. on 7th July, 1964, the coastguard told the honorary secretary that a small boat was in difficulties in very rough seas on the New Quay side of Ynys Lochlyn. The tide was at low water. Gale warning cones had been hoisted although the westerly breeze was still moderate. The life-boat *St. Albans* was launched at 11.6. She reached the motor boat *Gwylan*, which had been making no headway whatsoever against the wind—now at gale force—at 11.43. She took the vessel, with one man on board, in tow and reached the harbour at 12.30 p.m.

The life-boat was also called out on 25th August.

AID FOR FINNS

Porthdinllaen, Caernarvonshire. At 1.10 p.m. on 1st July, 1964, the coastguard informed the honorary secretary

that the motor vessel *Fimmkraft* of Helsinki, then five miles north-west of Bardsey Island, had an injured man on board and required help. There was a light north-westerly breeze with a slight sea. The tide was almost at high water when the life-boat *White Star*, on temporary duty at the station, was launched at 1.25. At 2.30 she reached the Finnish vessel and transferred the man, who was suffering from a cut wrist, to the shore at Bwlch. An ambulance was waiting there to carry him to Bangor hospital. The life-boat then returned to her station at 4.15.

ON THE ROCKS

At 1.15 a.m. on 11th July, 1964, the coastguard told the honorary secretary that he had seen a red flare north of Trevor Point. There was a very rough sea with gale force west-south-westerly winds. The tide had been ebbing for two hours. At 2 a.m. the life-boat *White Star*, on temporary duty at the station, was launched to investigate. Later a radio message was received stating that the fishing vessel *Maisie* was held firmly on the rocks north of Dinas-Dinlle. An attempt was to be made to refloat her on the flood tide and the life-boat was asked to stand by. As the tide rose, however, heavier seas began to pound the *Maisie*, filling her with water and pushing her up on to a shingle beach. Her crew were taken off by the life-saving apparatus team. The life-boat returned to her station at noon.

SWIMMER TAKEN ABOARD

On 3rd August, 1964, while the reserve life-boat *White Star*, on temporary service at Porthdinllaen, was returning from a regatta at Aberdaron, a swimmer was seen swimming against a very strong tide race between Maen Mellt and the mainland. He was not making any headway at all though the sea was slight with light airs from the west. After being taken aboard the life-boat he was later transferred to a small boat and then taken ashore, the life-boat continuing on her way to Porthdinllaen.

The life-boat was also called out on 18th and 25th August.

NO STEERING

Tenby, Pembrokeshire. At 11.35 a.m. on 7th July, 1964, the coastguard told the honorary secretary that the cabin cruiser *Sheba III* was secured to the Helwick lightvessel and was unable to steer because of rudder trouble. The tide had been rising for an hour and it was blowing a near gale from the south-west with a very rough sea. At 11.44 the life-boat *Henry Comber Brown* was launched, reaching the cabin cruiser at 1.39 p.m. A member of the life-boat's crew helped the two members of her crew to bring her under control and she was taken in tow. At 4.50 they reached the harbour.

MISSING ON CLIFFS

At 10.32 p.m. on 12th August, 1964, the coastguard informed the honorary secretary that a boy was missing on Amroth cliffs. There was a smooth sea with very little wind. The tide had been ebbing for one hour when the life-boat *Henry Comber Brown* was launched at 10.41, taking a punt with her. At 11.15 a search party of the life-boat crew members and the life-saving apparatus team found the boy some 60 feet up the cliff, with the aid of flares fired from the life-boat. When the boy was safely down the cliff, the life-boat returned to her station at 1.30 a.m.

GUNWALES AWASH

At 8.15 a.m. on 13th September, 1964, a local resident telephoned the honorary secretary to say that a cabin cruiser had gone aground in the fresh south-easterly breeze and moderate seas at Saundersfoot. The tide was three hours flood when, at 8.30, the life-boat *Henry Comber Brown* was launched. Half an hour later she reached the leaking cabin cruiser *Belmura* of Cardiff, jammed on a reef of rocks with one person aboard, fired a line to her and pulled her clear. Extra pumps were needed to keep the *Belmura* afloat, but even so her gunwales were awash during the tow to Saundersfoot harbour, where she sank one hour after being moored despite every effort to prevent her from doing so. The life-boat returned to her station at 10.45.

The life-boat was also called out on 4th July.

Other life-boats called out in July, August and September, 1964, were:

Angle, Pembrokeshire—10th July and 24th September.

The Mumbles, Glamorganshire—5th July and 16th September.

Pwllheli, Caernarvonshire—17th and 22nd August and 25th September.

Rhyl, Flintshire—8th and 21st July, 5th August and 26th September.

St. David's, Pembrokeshire—4th July, 23rd August and 1st September.

NORTH-WEST ENGLAND

Fleetwood, Lancashire. At 3.20 p.m. on 5th July, 1964, the coxswain of the life-boat *Ann Letitia Russell*, which was on a publicity launch with several passengers on board, noticed that a small dinghy with a crew of two was being driven into surf by the strong westerly breeze. The life-boat was not able to take the dinghy in tow without causing the passengers aboard to get wet, so a diesel launch which was accompanying the life-boat towed the dinghy to the life-boat. The life-boat then towed the dinghy up the channel to smooth water.

LOST FOUR FINGERS

At 11.45 p.m. on 1st September, 1964, the honorary secretary heard that a Belgian trawler was off Fleetwood with an injured man aboard, who had lost four fingers in an accident. At 12.5 a.m. the life-boat *Ann Letitia Russell* was launched into a smooth sea with the tide at low water. There was a gentle south-easterly breeze. The injured seaman was brought ashore by the life-boat and was transferred to hospital by ambulance. The life-boat returned to her station at 1.15. The owners' agents made a donation to the funds of the Institution.

SOUGHT REFUGE

New Brighton, Cheshire. At 6.30 a.m. on 6th September, 1964, the coastguard told the honorary secretary that the cabin cruiser *Lucelle*, with fuel trouble, had taken refuge alongside the Bar lightvessel in rough seas and a strong westerly breeze. The life-boat *J. J. K. S. W.*, on temporary duty at the station, left at



By courtesy of]

[Clayton Photos

The New Brighton life-boat towing the *Lucelle*

7 a.m. to help the *Lucelle*, which by now was bumping against the side of the light-vessel. En route a message was received stating that the *Lucelle* with a crew of four had broken away from the lightvessel and a pilot cutter had intercepted her. Two occupants of the *Lucelle* were landed by the pilot boat while the other two remained aboard to assist the life-boat in towing their boat back to harbour. The life-boat returned to her station at 1.15 p.m.

The life-boat was also called out on 5th and 17th July, and 17th September.

TWO BOATS MISSING

Port St. Mary, Isle of Man. At 4.40 a.m. on 31st August, 1964, the coastguard told the honorary secretary that two boats, a ship's life-boat in tow of a boat powered by a small outboard motor, were missing on a voyage from Ramsey to Castletown. There was a light variable wind with a smooth sea. It was two hours before high water. The life-boat *R. A. Colby Cubbin No. 2* left at 5.15 and found both boats drifting off Langness. She towed them into Castletown and returned to her station at 7 a.m.

FOUR WERE RESCUED

Ramsey, Isle of Man. At 8.25 p.m. on 24th August, 1964, the coastguard told the honorary secretary that a motor boat was reported to be in trouble off Port-e-Vullen in rough seas and a moderate south-westerly breeze. At 8.50 the life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at the station, was launched. The dinghy's crew of four were picked up by the life-boat and their boat was towed into Ramsey harbour, the life-boat returning to her station at 10.30.

SCALED THE CLIFFS

At 4.40 p.m. on 8th September, 1964, the coastguard told the honorary secretary that a small boat which had left Laxey at 11 a.m. was missing, with two adults and two children on board. There was a moderate sea with a corresponding wind. At 5.12 the life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at the station, was launched on an ebbing tide. The coastguard radioed the life-boat to say that the boat had been beached in Bulgham bay and a man had scaled the cliffs to summon help. When he returned

with the police the life-boat had already taken a woman and the two children to Queen's pier, Ramsey. The life-boat returned to her station at 8.45.

Other life-boats called out in July, August and September, 1964, were:

Barrow, Lancashire—5th August.

Blackpool, Lancashire—31st July, 5th and 23rd August.

Douglas, Isle of Man—29th August.

Peel, Isle of Man—16th September.

Port Erin, Isle of Man—12th August and 16th September.

SCOTLAND

Aberdeen. At 10.21 p.m. on 4th July, 1964, the coastguard told the honorary secretary that a small rowing boat with a crew of two appeared to be in distress about half a mile east of Girdleness lighthouse. The tide was at high water with a slight sea and light airs from the west. At 10.40 the life-boat *Ramsay-Dyce* went to the assistance of the two boys on board the rowing boat. At 11.25 she returned to her station with the rowing boat in tow.

TOWED TO ABERDEEN

At 10.45 p.m. on 4th August, 1964, the coastguard informed the honorary secretary that red flares had been seen one mile south-east by east of Girdleness. There was a smooth sea with light airs from the west and it was just before high water. At 11.10 the life-boat *George and Sarah Strachan*, on temporary duty at the station, put out. Twenty minutes later she found the open motor boat *Seahawk*, whose engine had failed. There were three men aboard. Her crew were taken aboard the life-boat, and the *Seahawk* was towed to Aberdeen. The life-boat returned to her station at 12.40 a.m.

HAD ENGINE FAILURE

At 8.20 p.m. on 22nd September, 1964, the coastguard told the honorary secretary that red flares had been seen three miles north-east of Gregness coastguard look-out station. It was one hour before low water with a moderate west-south-westerly wind and a smooth sea. At 8.40 the life-boat *Ramsay-Dyce* put out. At

9.10 she found the local motor fishing vessel *Margaret*, which had engine failure, and towed her back to Aberdeen. The life-boat returned to her station at 10.55.

The life-boat was also called out on 14th and 29th July.

SEAMAN LANDED

Anstruther, Fife. At 11.48 p.m. on 4th September, 1964, the coastguard told the honorary secretary that H.M.S. *Diamond* wished to land a sick seaman. There was a smooth sea with thick fog. It was two hours before high water. At 12.45 a.m. the life-boat *James and Ruby Jackson* was launched and, at the middle pier, moored in readiness to meet the *Diamond*. The sick man was transferred to the life-boat just after 3 a.m. He was taken to the middle pier and from there an ambulance took him to hospital. The life-boat returned to her station at 3.55.

The life-boat was also called out on 28th September.

GIRL HAD DROWNED

Barra Island, Outer Hebrides. At 4.15 p.m. on 12th July, 1964, a local resident told the coxswain that a girl swimmer was in difficulties on the west side of Barra Island at Eoilgarry. There was a smooth sea with moderate north-westerly winds. The tide was flooding. The life-boat *R. A. Colby Cubbin No. 3* left at 4.40. At 5.50 she reached Eoilgarry but the girl had drowned. Her body was recovered from the sea about 200 yards from the shore. The life-boat returned to her station at 7.30.

The life-boat was also called out on 28th July.

HELP FROM FARMER

Campbeltown, Argyllshire. At 1.9 p.m. on 6th July, 1964, the coastguard informed the honorary secretary that the Sanda Island lightkeeper had reported the grounding of a cabin cruiser on Paterson's reef. There was a light west-north-westerly breeze, the tide was ebbing and there was a slight sea. At 1.28 the life-boat *City of Glasgow II* put out and found that, at the request of the lighthouse keeper, a local farmer had transferred a woman and two children from

the cabin cruiser *Zyn Marie* by motor boat to his farm near the coast, where his wife looked after them until the life-boat arrived. The cabin cruiser was held firmly by the rocks because of the falling tide, and the life-boat stood by until high tide refloated her. The life-boat began to tow her to Campbeltown. Soon afterwards the *Zyn Marie's* owner restarted the engine and she was escorted safely back to harbour which was reached at 9.40.

The life-boat was also called out on 11th July and 8th September.

ASHORE IN FOG

Dunbar, East Lothian. At 5.30 p.m. on 3rd September, 1964, the coxswain informed the honorary secretary that the motor fishing vessel *Star of Faith* was ashore on the east sands in thick fog. There was a gentle swell with virtually no breeze. The life-boat *Margaret* put out on the ebb tide. She found the *Star of Faith* and two other fishing vessels *Seton Queen* and *St. Clair* in difficulties because of fog. She stood by all three vessels until the turn of the tide when they were escorted singly into harbour. The life-boat reached her station at 10.29.

The life-boat was also called out on 28th and 29th September.

CATAMARAN AND NINE

Girvan, Ayrshire. At 6.10 p.m. on 18th July, 1964, the local police informed the honorary secretary that a boat was in difficulties in Ardwell bay. There was a smooth sea with light airs from the north. It was flood tide. The life-boat *St. Andrew* (Civil Service No. 10), which was on a publicity launch in Girvan harbour, left at 6.15, and 15 minutes later she found the becalmed catamaran *Karela* with nine people on board. She had run out of fuel and was taken in tow to Girvan. The life-boat returned to her moorings at 6.45.

The life-boat was also called out on 31st July and 26th September.

WHALER HAD CAPSIZED

Gourdon, Kincardineshire. At 11.35 a.m. on 28th July, 1964, the coastguard told the honorary secretary that a naval-type whaler had capsized off the Todhead

lighthouse, throwing the six occupants into the sea. The tide had been rising for one hour. There was a moderate sea with a gentle south-westerly breeze. At 11.40 the life-boat *The Edith Clauson-Thue* was launched. At 12.20 p.m. she reached the upturned whaler and found that a local boat had already taken the six people ashore. The whaler was then towed to Gourdon harbour, and the life-boat returned to her station at 2.20.

APPENDICITIS PATIENT

Islay, Inner Hebrides. At 10.20 p.m. on 21st July, 1964, a local doctor told the honorary secretary that an appendicitis patient was in urgent need of an operation. The air ambulance service could not operate because of thick fog so the doctor requested the use of the life-boat. At 10.35 the life-boat *Francis W. Wotherspoon of Paisley* proceeded to Oban after picking up the patient at Port Askaig, arriving there at 4.30 a.m. On the return journey she was asked to divert to McArthur Head lighthouse to pick up a sick lighthouse keeper and she conveyed him to Port Askaig. The life-boat returned to her station at 1.30 p.m.

PATIENT'S URGENT NEED

At 2.40 p.m. on 2nd August, 1964, a local doctor told the honorary secretary that a patient urgently needed an operation at a mainland hospital. The weather was too poor for the air ambulance service to operate effectively. It was 2½ hours before low water; there was a slight sea with thick mist and light airs from the north-west. At 3.10 the life-boat *Francis W. Wotherspoon of Paisley* put out for Oban with the patient and a nurse on board. At 9 p.m. her destination was reached. The life-boat returned to her station at 6.15 a.m.

The life-boat was also called out on 13th July.

ICELANDIC VESSEL

Longhope, Orkneys. At 1 p.m. on 16th September, 1964, the coastguard told the honorary secretary that the Icelandic fishing vessel *Farsaell* was adrift in moderate seas off Torness. She had engine trouble and required immediate

help. At 1.20 the life-boat *T.G.B.* was launched into a moderate south-westerly breeze and a corresponding sea. It was low water. At 2 p.m. she found the Icelandic vessel 2½ miles west of Torness. At that time the British trawler *Lord Alexander* was attempting to take the fishing vessel in tow and the life-boat took a towing hawser from the trawler to the fishing vessel. The life-boat escorted both vessels to Stroma Island and returned to her station at 4.4.

EMERGENCY CALL FOR DRUG

Mallaig, Inverness-shire. At 2 p.m. on 20th April, 1964, the district nurse told the honorary secretary that a sick woman at Inverie urgently needed a certain drug and it would be necessary to use the life-boat if the drug was to reach Inverie in time. The life-boat crew were at that moment assembled in readiness for an exercise and the life-boat *E. M. M. Gordon Cubbin* sailed at 2.5 in a smooth sea with light airs from the south-west. It was three hours before high water. After an uneventful passage to Inverie the life-boat carried out an exercise and reached her station at 5 p.m.

YACHT WAS AGROUND

At 10.7 p.m. on 2nd August, 1964, a local resident informed the honorary secretary that a white flare had been seen at the entrance to Morar bay. It was half-tide with a moderate sea and a gentle south-westerly breeze. At 10.20 the life-boat *E. M. M. Gordon Cubbin* put out and at 10.55 the small sailing yacht *Pirouttie* was found aground on Sand Bar at the approach to the harbour. Manoeuvring with the aid of parachute flares, the life-boat succeeded in towing the yacht, which had a crew of two, to a safe berth in Mallaig harbour. The life-boat returned to her station shortly after midnight.

SAW FLASHING LIGHT

Montrose, Angus. At 11.53 p.m. on 13th July, 1964, the coastguard told the honorary secretary that a flashing light had been reported at sea and was understood to be a distress signal. The yacht *Bedouin* which had previously put into

port in leaking condition was known to be in the area, and because of the foggy conditions at sea it was decided to launch the life-boat. There was a light south-south-westerly wind with a fair swell at sea and it was nearly low water. At 12.8 a.m. the life-boat *The Good Hope* was launched. After searching for four hours the life-boat came up river and found the yacht *Bedouin*, which had been south of Scurdyness. The flashing light was thought to have resulted from her rolling with the swell. The yacht's engine had broken down and she was towed up river. The life-boat returned to her station at 6.11.

SWAM TO LAUNCH

At 2.40 p.m. on 31st August, 1964, the life-boat *Edward and Isabella Irwin*, on temporary duty at the station, was launched in response to a report that a naval launch with seven people on board was in difficulties in shallow broken water about 50 yards off shore 1½ miles north of Scurdyness. There were light airs from the south-west and the sea was calm, but the shallowness of the water around the launch and the presence of a sandbank made her extremely unsteady. She was unable to correct this because her engines had broken down. After several attempts to fire a line from the life-boat to the launch, a member of the life-boat's crew swam 200 yards to the launch with a line which was then used to tow her to Montrose harbour. The life-boat returned to her station at 4 p.m.

WAS TOWED CLEAR

Stornoway, Outer Hebrides. At 3.15 a.m. on 18th September, 1964, the coastguard told the honorary secretary that a vessel was lying close inshore at Holm Head in a moderate sea with fresh to strong north-westerly breezes. It was one hour before high water and the vessel, the Spanish trawler *Rigil*, was hard aground. At 4.25 the life-boat *The James and Margaret Boyd* put out, reaching the *Rigil* in 10 minutes. A tow rope was attached to the trawler and the combined efforts of the engines of both vessels resulted in the trawler being towed clear safely. The life-boat escorted the trawler



By courtesy of]

[Press and Journal, Aberdeen

Eton boys whose capsized whaler was towed by Gourdon life-boat

into Stornoway and returned to her moorings at 5.30.

LONG STAND-BY

At 7.20 a.m. on 25th September, 1964, the coastguard told the honorary secretary that the fishery cruiser *Norna* was being blown ashore at Loch Shell but did not require immediate help. There was a rough sea with a strong south-westerly gale, and as the very heavy weather showed no sign of abating the life-boat *The James and Margaret Boyd* slipped her moorings at 9.30 to stand by the *Norna*. It was high water. On shore the life-saving apparatus team stood by in case the falling tide caused the situation to become critical. Throughout the day and the night that followed the life-boat stood by to give whatever assistance she could. When the tide rose again the following morning the life-boat passed towlines from the *Norna* to two other fishery cruisers, the *Minna* and the *Ulva*, which were also standing by, and which tried unsuccessfully to tow the *Norna* off the rocks. With the arrival of the salvage tug *Swin* at 11 a.m. the life-boat returned to Stornoway, reaching her station at 12.40

p.m. The *Norna* was refloated at 11 p.m. and reached Stornoway late on 27th September.

The life-boat was also called out on 20th August.

APPEAL FOR BLOOD

Troon, Ayrshire. At 9.50 p.m. on 19th September, 1964, the surgeon at Kilmarnock Infirmary told the honorary secretary that four pints of blood were urgently needed at Arran War Memorial Hospital, Lamlash. There was no more suitable means of conveyance so at 10.45, with the tide at high water, the life-boat *James and Barbara Aitken* put out in a rough sea and moderate north-westerly wind, arriving at Lamlash shortly after midnight. The blood containers were handed to a waiting doctor, and the life-boat returned to her station at 2.45 a.m.

The life-boat was also called out on 30th July and 10th September.

HIDDEN ROCK HAZARD

Wick, Caithness-shire. At 1.35 p.m. on 27th August, 1964, the coastguard told the honorary secretary that the motor fishing vessel *Chance* had made a

distress call reporting that she was ashore at Hillman Head, three miles south of Wick bay. There was a light north-north-westerly breeze with a smooth sea and it was an hour before flood tide. At 1.42 the life-boat *City of Edinburgh* was launched. She found the fishing vessel held fast by a hidden rock. With the help of a local boat she towed the *Chance* off the rocks and then escorted her to Wick, reaching her station at 2.35.

The life-boat was also called out on 16th September.

Other life-boats called out in July, August and September, 1964, were:

Aith, Shetlands—12th September.

Arbroath, Angus—3rd August.

Broughty Ferry, Angus—8th July, 3rd August and 7th September.

Cromarty, Ross and Cromarty—25th July.

Peterhead, Aberdeenshire—28th July.

Portpatrick, Wigtownshire—22nd July.

St. Abbs, Berwickshire—28th July.

Stronsay, Orkneys—25th September

Thurso, Caithness-shire—3rd August.

Whitehills, Banffshire—30th July.

IRELAND

Arklow, Co. Wicklow. At 10.25 a.m. on 13th September, 1964, an official of the Irish Lights Office telephoned the honorary secretary to request that the master of the Arklow lightvessel be brought ashore to see his mother, who was dangerously ill. The sea was moderate with a moderate south-easterly breeze. It was just past low water when the life-boat *Inbhear Mor* was launched at 10.50. The master was landed and the life-boat returned to her station at 1.45 p.m.

The life-boat was also called out on 8th July.

LATER ACCOUNT

Arranmore, Co. Donegal. On 18th August, 1964, the life-boat *W. M. Tilson* put out to the yacht *Espanola* and rescued her crew of five. A full account of this

service will appear in the March number of THE LIFE-BOAT.

The life-boat was also called out on 2nd, 7th and 18th July, and 19th September.

DRIFTING LOBSTER PUNT

Ballycotton, Co. Cork. At 11.20 a.m. on 27th July, 1964, the keeper of Ballycotton lighthouse told the honorary secretary that a lobster fishing boat with two men on board had broken down and was drifting $2\frac{1}{2}$ miles south-east of Ballycotton lighthouse. There was a choppy sea with a fresh south-westerly breeze. At 11.30, when the life-boat *Ethel Mary* put out, the tide was at low water. The lobster fishing boat was found drifting to seawards with her engine broken down. She was towed to Ballycotton and the life-boat returned to her station at 12.30 p.m.

UNABLE TO MOVE

At 11.45 a.m. on 22nd August, 1964, the life-boat's motor mechanic was told that a motor fishing boat was on the rocks at Guileen in a choppy sea and fresh west-south-westerly breeze. At 11.55, when the tide was at low water, the life-boat *Ethel Mary* made for the fishing boat *Beal Bourine*, which was within a few yards of the rocks with her anchor down. The fishing boat had fouled her propeller on a rope and was unable to move from the rocks while the life-boat could not come closer because of shallow water. A small local boat carried a line to the life-boat, which towed the fishing boat to Cobh where she was beached. The life-boat returned to her station at 7.40 p.m.

DANGER FOR SHIPPING

Dun Laoghaire, Co. Dublin. At 9.43 p.m. on 30th July, 1964, the Naval Rescue Co-ordination Centre at Haulbowline informed the life-boat's mechanic that the speedboat *Elizabeth* was overdue on a trip from Holyhead to Dun Laoghaire, and requested the assistance of the Dun Laoghaire life-boat. Holyhead life-boat was also searching. It was just after low water with a moderate sea and fresh west-north-westerly winds. At 10 p.m. the life-boat *Dunleary II* left to join the

search. At 7.35 a.m. the life-boat was told by Holyhead coastguard that the British Railways mail ship *Hibernia* had picked up two men from the speedboat. At 7.50 Haulbowline radioed to say that the speedboat was drifting and was dangerous to navigation. The life-boat found her and took her in tow at 8.15. At 12.50 p.m. the life-boat returned to her moorings.

THREE TAKEN OFF

At 9.30 a.m. on 16th August, 1964, Dublin harbour office told the honorary secretary that a yacht was in difficulty south of Pigeon House. There was a fresh south-easterly wind with a choppy sea and an ebbing tide. At 9.53 the life-boat *Dunleary II* made for a position about one mile south-east of Pigeon House, making contact with the yacht, the *Lady Sophia*, at 10.35. As the yacht was stranded and the weather report promised a south-easterly gale with heavy rain, the three people aboard her were urged to board the life-boat. Arrangements were made for the yacht to be towed off later while the life-boat landed the three occupants and returned to her station at 11.50. The owner of the yacht made a gift to the life-boat crew.

LAUNCH WAS OVERDUE

At 5.45 a.m. on 3rd September, 1964, the harbour office told the honorary secretary that a motor launch had left Dublin for Dun Laoghaire at midday and had not yet arrived. There was thick fog at the time with light airs from the south-east and a smooth sea. At 6 a.m. the life-boat *Dunleary II* put out with the boarding boat in tow. Fifteen minutes later the launch was found lying at anchor, and was escorted back to Dun Laoghaire. The life-boat returned to her station at 6.30.

The life-boat was also called out on 7th July, 18th August and 6th September.

HELP FOR SICK CHILD

Galway Bay. At 6.30 a.m. on 11th July, 1964, the coxswain told the honorary secretary that the local doctor needed the life-boat's help to transfer a sick child from the Aran Isles to the mainland as no other suitable boat was available and the

child needed hospital treatment. At 7 a.m. the life-boat *Mabel Marion Thompson* made for Rossaveel with the doctor and child aboard. There was a slight south-west wind with an ebb tide. At 10.30 the life-boat returned to her station.

FOR HOSPITAL TREATMENT

At 2.30 p.m. on 22nd July, 1964, the local doctor informed the honorary secretary that he had two patients who required medical attention at a mainland hospital. As no other boat was available at the time he requested the use of the life-boat. It was one hour before high water with a smooth sea and light westerly breeze. At 3 p.m. the life-boat *Mabel Marion Thompson* left her station with the patients and the local doctor on board. She transferred the patients to Rossaveel and returned to her station at 5 p.m.

EMERGENCY CALL

At 9.15 p.m. on the same day the local doctor told the honorary secretary that a young man was suffering from severe head injuries after an accident. No other boat was available and as it was imperative to take the patient to hospital immediately the use of the life-boat was requested. At 9.45 the life-boat *Mabel Marion Thompson* put out with the doctor and patient on board and a boarding boat in tow. There was a smooth sea with a light westerly breeze, and it was an hour before low water. The patient was landed at Rossaveel with difficulty because of the low tide. The life-boat returned to her station at 2.30 a.m.

DID NOT REVIVE

At 4.15 p.m. on 3rd September, 1964, a nurse on Inishmaan Island reported that a doctor was needed to attend to a young girl who had been rescued from the sea. It was just after high water with a smooth sea and moderate westerly winds. At 4.30 the life-boat *Mabel Marion Thompson* left for Inishmaan with a doctor aboard. The doctor tried to revive the child for two hours without success, and the life-boat returned to her station at 7 p.m.

CHILD WAS SICK

At 3.45 p.m. on 6th September, 1964, the local doctor received a request from Inishmaan Island to attend to a sick child. There was a slight sea with a gentle north-westerly breeze. It was high water. At 4.30 the life-boat *Mabel Marion Thompson* put out for Inishmaan with the doctor on board, returning to her station at 7 p.m.

HELP FOR PATIENT

At 6.30 p.m. on 18th September, 1964, the local doctor told the honorary secretary that a young girl was suffering from acute appendicitis, and that no other suitable boat was available to take her to the mainland. There was a choppy sea with strong westerly winds. When the life-boat *Mabel Marion Thompson* put out to sea at 7.15 with the girl aboard, the tide was two hours before low water. The girl was landed at Rossaveel, then taken to hospital by ambulance. The life-boat returned to her station at 10.55.

TAKEN TO ROSSAVEEL

At 2.40 p.m. on 28th September, 1964, the local district nurse requested the use of the life-boat to take an injured child to Rossaveel. No other boat being available, the life-boat *Mabel Marion Thompson* left her moorings at 3.30. There was very little wind and it was low water. The child and his father were landed at Rossaveel and taken by ambulance to hospital. At 6.30 the life-boat returned to her station.

The life-boat was also called out on 28th August and 16th November.

THREE WERE STRANDED

Howth, Dublin. At 8.53 p.m. on 8th July, 1964, the Howth garda told the honorary secretary that a rowing boat was reported to be in difficulties off Lambay. There was a moderate to fresh westerly breeze with a choppy sea. The tide was two hours before high water. At 9.9 the life-boat *H. F. Bailey*, on temporary duty at the station, slipped her moorings to reach Lambay 45 minutes later. After searching until midnight, during which time the honorary secretary made enquiries for any reports of boats missing in the area, the search was called off. The

garda, meanwhile, had received a report about people stranded on Ireland's Eye. The life-boat returned to Howth for her boarding boat and on reaching Ireland's Eye found two men and a boy stranded there, together with another boat with two men aboard who had gone to help them. All were brought safely back to Howth where the life-boat remooored at 2.40 a.m.

TOWED TO HOWTH

At 5.45 p.m. the next day, the harbour master told the coxswain, in the honorary secretary's absence, that the cabin cruiser *Tuanjim* was aground on the rocks at Ireland's Eye. The tide was ebbing and would soon be at low water, but although there was a strong westerly breeze the cabin cruiser was in smooth water. At 6.30 the life-boat *H. F. Bailey*, on temporary duty at the station, went to Ireland's Eye with the boarding boat in tow. On her arrival the coxswain sent the boarding boat in with a veering line to tow the casualty off. The cabin cruiser was brought back to Howth harbour by 7.10.

BRONZE MEDAL AWARDED

On 14th July, 1964, the Howth life-boat rescued three men from the trawler *Roscairbre* in a southerly gale and rough seas. For this service, an account of which appears on page 196, the award of the bronze medal was made to Coxswain Joseph McLoughlin.

DINGHY'S CREW SAVED

At 9.40 p.m. on 31st July, 1964, the coxswain noticed that a sailing dinghy was being driven on to the lee shore of Ireland's Eye by a near gale force west-south-westerly wind. It was low water. At 9.50 the life-boat *A.M.T.* left her moorings with the boarding boat in tow. Fifteen minutes later the dinghy *Tuano* was reached with the aid of the boarding boat, and her crew of two were transferred to the life-boat. A report was then received from the Bailey lighthouse that flares had been seen about three miles north-north-east of the island. The boarding boat and sailing dinghy were left secure while the life-boat went to investigate, but nothing was found. The life-boat returned to Ireland's Eye, took the sailing

dinghy and the boarding boat in tow, and returned to her station at 3.15 a.m.

HELICOPTER FOUND THEM

At 12.15 a.m. on 8th August, 1964, a local resident told the honorary secretary that he was anxious about the safety of a friend and his son who were fishing in a small dinghy. They had been out since 6 p.m. the previous day in a smooth sea with a gentle westerly breeze. The tide was at high water. At 12.45 the life-boat *A.M.T.* began searching as far as Kish lightvessel without success. At dawn the coxswain asked for the assistance of a helicopter, which found the missing boat at 8.25. The helicopter winched up the boat's crew and took them to Baldonell while the life-boat towed the fishing boat back to Howth by 11.20.

The life-boat was also called out on 13th July, twice on 14th July, and on 3rd September.

WENT TO LIGHTVESSEL

Kilmore, Co. Wexford. At 11 a.m. on 12th July, 1964, the Irish Lights Office requested the use of the life-boat to bring ashore a member of the crew of the Coningbeg lightvessel who was ill. It was half-tide with a smooth sea and light westerly breeze. At 11.33 the life-boat *Ann Isabella Pyemont* was launched. The sick man was transferred to the life-boat, and taken to Kilmore quay. An ambulance carried him to hospital. The life-boat reached her station at 2.15 p.m.

MOTHER WAS DYING

At 5.10 p.m. on 23rd July, 1964, the Irish Lights Office requested the services of the life-boat to land a member of the Barrels lightvessel crew whose mother was dying. It was a fine day with a smooth sea and light airs from the west. The tide had been ebbing for an hour. At 5.25 the life-boat *Ann Isabella Pyemont* was launched and transferred the man to the life-boat. He was landed at 7.40, when the life-boat returned to her station.

The life-boat was also called out on 7th July.

FISHING BOAT OVERDUE

Portrush, Co. Antrim. At 6.55 a.m. on 14th July, 1964, the coastguard told

the honorary secretary that a Portstewart fishing boat was two hours overdue. There was a choppy sea with gentle to fresh south-easterly winds. The tide was at two hours flood. At 7.45 the life-boat *Lady Scott* (Civil Service No. 4) was launched to search for the vessel in the Magilligan area. At 8.23 the fishing boat *C.E. 100* was contacted and escorted back to Portstewart. She had run for shelter during the night. The life-boat returned to her station at 9.7.

NET CAUSED TROUBLE

At 1.20 a.m. on 11th August, 1964, the coastguard told the honorary secretary that a red flare seen in Portballantrae bay was being investigated. It was one hour before low water with a gentle south-westerly breeze. Twenty minutes later a flashing light was seen at the same position and at 1.55 the life-boat *Lady Scott* (Civil Service No. 4) set off to investigate. At 2.42 she found the yacht *Tiger Fish*, with five people aboard, anchored off Runkerry Point. Her rudder and propeller were fouled on a net and the life-boat took her in tow to Portrush. The life-boat returned to her station at 4 a.m.

SEEN FROM LIGHTHOUSE

At 2.57 a.m. on 17th August, 1964, the coastguard told the honorary secretary that the Altacarry lighthouse keeper had seen a flare half a mile north-north-west of the lighthouse. The wind was increasing from moderate to fresh from the south-east while the tide was just before high water. At 3.10 the life-boat *Lady Scott* (Civil Service No. 4) was launched to search the area. A small boat with a crew of two was found at 5.12 and towed back to Portrush. The life-boat returned to her station at 9 a.m.

WAVING AN OAR

Wicklow. At 3.20 p.m. on 25th July, 1964, while the life-boat *Glencoe, Glasgow*, on temporary duty at Wicklow, was returning to her station from a flag day at Greystones, a small rowing boat was seen drifting about three miles south-east of Greystones in a choppy sea with a moderate south-south-easterly breeze.



By courtesy of]

[Kennelly Photo Works

Fenit life-boat crew return from a 12-hour search
after flares seen over Loop Head on 25th August

Someone aboard the rowing boat was waving an oar to which he had tied a coat, and the life-boat went alongside. Aboard the boat were six people who had been unable to prevent her from drifting steadily out to sea on the strong ebb tide because one of their oars had broken. Four children were taken aboard the life-boat while one of the life-boat's crew boarded the rowing boat to steer her. After towing the boat to Greystones, the life-boat returned to her station at Wicklow.

TOWED BY TANKER

At 11.40 a.m. on 6th September, 1964, the coxswain was informed that a tanker had taken a drifting yacht in tow two miles east of Greystones. The two members of her crew had been taken aboard while, with the yacht in tow, the tanker set off for Wicklow bay. The sea was moderate with a strong north-westerly breeze. At noon the life-boat *J. W. Archer* was launched on the ebb tide. She met the tanker three miles north-east of the harbour, took the yacht *City of Dublin* in tow, and landed her crew. The life-boat reached her station at 1 p.m.

The life-boat was also called out on 11th September.

Other life-boats called out in July,

August and September, 1964, were:

Baltimore, Co. Cork—6th August.

Donaghadee, Co. Down—4th, 14th, and 22nd July and 13th September.

Fenit, Co. Kerry—25th August.

Valentia, Co. Kerry—25th August.

SERVICES BY TWO OTHER LIFE-BOATS

Reserve life-boat O.N. 873 on trials.

At 12.45 p.m. on 17th July, 1964, while the reserve life-boat *George Elmy* was undergoing trials on the river Thames she heard from the river boat *Tamar Belle* that a sailing dinghy in Greenwich Reach was in difficulties. The life-boat found that the dinghy had two boys aboard. One was trying to start an outboard motor while the other was using a paddle to try to stem the tide. Her sails were not in use. As they were making no progress they were towed to Greenwich pier, where the dinghy was made fast, and the life-boat continued on her trials.

NEWHAVEN-BOUND

Life-boat O.N. 873 on passage. At

5.25 p.m. on 31st July, 1964, while the life-boat *George Elmy* was on her way from Dover to Newhaven in a moderate sea and a fresh westerly breeze, someone

was seen waving from a small motor boat lying at anchor in a heavy swell at the foot of some cliffs. The life-boat found the boat, *Shamrock*, of Newhaven with her engine broken down, and a seasick girl aboard her. The *Shamrock* was towed to Newhaven where she was berthed at 6.20.

TWO GIRLS IN SEA

Life-boat O.N. 44-001. At 3 p.m. on 4th August, 1964, while the 44-foot steel life-boat O.N. 44-001 was on a publicity launch in company with the Bembridge life-boat, a small sailing dinghy was seen to capsize off Southsea pier, throwing two girls into the water. The life-boat picked up one girl, taking the boat in tow, while Bembridge life-boat picked up the other. The sea was slight and there was a light southerly breeze.

WHILE ON PATROL

Life-boat O.N. 44-001. At 1.45 p.m. on 7th August, 1964, while the 44-foot steel life-boat O.N. 44-001 was on patrol in the area of a sailing regatta, one sailing craft was seen to capsize in the strong

south-westerly breeze and choppy seas. The life-boat crew helped to right the boat which was escorted safely to the river Medina.

DAMAGE BY WIND

Life-boat O.N. 44-001. At 2.30 p.m. on the same day, a capsized sailing dinghy was sighted three miles south-west of Egypt Point, Isle of Wight. Three people were clinging to the hull in moderate seas after a strong south-westerly wind had dismasted their craft. They were taken aboard the 44-foot steel life-boat O.N. 44-001, which towed the dinghy into the river Medina and moored her.

HELPED CATAMARAN

Life-boat O.N. 44-001. Later the same day while the 44-foot steel life-boat O.N. 44-001 was coming out of the river Medina after assisting a sailing dinghy, a catamaran was seen to capsize in the fresh south-westerly breeze and choppy sea. A rope was secured to the boat and her crew of two sat on the up-turned catamaran while she was towed up river towards the ferry landing jetty.

Inshore Rescue Boats on Service

FROM 1st July to 30th September, 1964, inshore rescue boats were launched on service 141 times. On 24 occasions described in chronological order below they were able to rescue people in difficulties.

Southwold, Suffolk. At 1.5 p.m. on 5th July, 1964, the harbour master told the honorary secretary that a small dinghy was in difficulties about two miles out. At 1.10 the inshore rescue boat launched in a moderate westerly breeze and smooth sea. The tide was ebbing. The inshore rescue boat found a sailing dinghy, with one person on board, which had capsized twice and was being blown out to sea. The sailing dinghy was towed towards the shore until a shore boat which had also put out to help took over the tow. The sailing dinghy's occupant was embarked and the inshore rescue boat returned to her station at 1.50. A donation to the Institution's funds was received from the person rescued.

Largs, Ayrshire. Letters of appreciation were sent by the Institution to the three members of the crew of the Largs inshore rescue boat who rescued four people and a dog from a motor launch on 7th July, 1964. At 10.35 a.m. on that date the police told the honorary secretary that the Clyde steamer, *Duchess of Hamilton*, was standing by a motor launch in difficulties to the south of Innellan. At 10.45 the inshore rescue boat launched in a near south-westerly gale and heavy sea. The tide was ebbing and it was raining heavily. The inshore rescue boat found the motor launch *Joanne* whose engine had broken down. Four people and a dog were on board. Although the launch had laid her anchor it was not

holding and she was drifting on to a rockbound shore. The four crew members and the dog were taken on board the inshore rescue boat and landed at Innellan. Because of weather conditions the inshore rescue boat was beached at Inverkip and returned to Largs by road. She finally reached her station at 1.45 p.m. A donation to branch funds was received from the people rescued.

St. Ives, Cornwall. At 3.30 p.m. on 7th July, 1964, a member of the inshore rescue boat crew saw the sailing dinghy *Penny II* capsize off St. Ives pier, throwing the two occupants into the water. The inshore rescue boat immediately launched in a strong west-south-westerly breeze and moderate sea. The tide was flooding. One of the two crew members of the sailing dinghy was taken on board the inshore rescue boat while the other was helped to right the dinghy. The inshore rescue boat returned to her station at 3.45.

Mudford, Hampshire. At 12.15 p.m. on 10th July, 1964, a member of the inshore rescue boat crew saw a speedboat capsize half a mile off shore from the harbour entrance. The inshore rescue boat immediately launched in a fresh north-westerly breeze and slight sea. The tide was ebbing. The inshore rescue boat found the speedboat *Gale Gazelle* with her crew of two in the water. They were taken on board the inshore rescue boat and with the speedboat in tow she made for her station. A shore boat, which also put out to assist, took over the tow and the inshore rescue boat returned to her station at 12.45. A helicopter was also airborne.

Redcar, Yorkshire. At 6.30 p.m. on 10th July, 1964, the coastguard told the honorary secretary that a small boat with two people on board had been sighted in difficulties 150 yards off shore. The honorary secretary and the mechanic used the loud hailer from the beach but could not be heard as the boat was too far away. At 6.40 the inshore rescue boat launched

in a moderate westerly breeze and slight sea. The tide was ebbing. The inshore rescue boat brought in the two people, towed their boat, and returned to her station at 6.55.

Torbay, Devon. At 10.22 a.m. on 13th July, 1964, the coastguard told the harbour master that a small sailing craft had capsized off Thatcher Rock and two people were clinging to it. At 10.28 the inshore rescue boat launched in a slight south-easterly breeze and slight sea. The tide was ebbing. The two people were taken on board the inshore rescue boat and with the yacht in tow she proceeded to Torquay. The inshore rescue boat returned to her station at 11.40.

Skegness, Lincolnshire. At 2.32 p.m. on 19th July, 1964, the coastguard heard that a sailing dinghy with three people on board had capsized one mile north-east of Skegness pier. At 2.38 the inshore rescue boat launched in a moderate off-shore breeze and calm sea. The tide was full. The inshore rescue boat took in tow the dinghy, with her crew of three, beached her north of the pier and returned to her station at 3.15.

Redcar, Yorks. At 6.55 p.m. on 19th July, 1964, the coastguard told the life-boat crew that three people were cut off by the tide on West Scar rocks. At 7 p.m. the inshore rescue boat launched in a slight westerly breeze and calm sea. The tide was flooding. She made for the rocks, took the three people on board, and returned to her station at 7.15.

Mudford, Hampshire. At 6.45 p.m. on 23rd July, 1964, the honorary secretary's son learned that someone was clinging to a dinghy and calling for help. At 6.47 the inshore rescue boat launched in a slight south-westerly breeze and slight sea. The tide was flooding. The inshore rescue boat made for the capsized dinghy at the harbour entrance and took the crew of two on board. The dinghy was

salvaged and the inshore rescue boat returned to her station at 7 p.m.

Yarmouth, Isle of Wight. At 6.32 p.m. on 1st August, 1964, the coastguard told the honorary secretary that a catamaran lay beached at Scratchells Bay near the Needles; her crew were flying a white shirt at the mast and she was apparently damaged. There was a strong north-westerly breeze with a moderate sea. The tide was ebbing. At 6.50 the life-boat *The Earl and Countess Howe* proceeded with the inshore rescue boat in tow. On arrival at 7.15 the life-boat stood off from the shore because of the swell while the inshore rescue boat went in. The three crew members of the catamaran *Jumpahead* were taken off the beach by the inshore rescue boat and ferried out to the life-boat. The inshore rescue boat then returned to the beach where her crew secured a tow line, fired from the life-boat, to the catamaran. The *Jumpahead* was towed to Keyhaven, and the life-boat returned to her station at 9.15.

Aberdovey, Merioneth. At 6.50 p.m. on 7th August, 1964, the coastguard told the honorary secretary that two people were stranded on an isolated rock below the cliffs at Borth. At 6.55 the inshore rescue boat launched in a fresh south-westerly breeze and steep sea. The tide was flooding. She found one person only stranded on the rock, and took off the bather just as the seas were breaking over it. She returned to her station at 8.15. For this service a letter of appreciation was sent to the crew and helpers.

Walmer, Kent. On 8th August, 1964, members of the life-boat crew saw a sailing dinghy capsize a mile north-northeast of the life-boathouse. The two members of the dinghy's crew were unable to right the boat as her mainsail appeared to be jammed. At 5.10 p.m. the inshore rescue boat launched in a fresh south-westerly breeze and choppy sea. It was low water. She took on board one

of the two crew members, who was clinging to the dinghy, and helped the other to right the boat, which was then towed to the beach. The inshore rescue boat returned to her station at 6.20.

Aberdovey, Merioneth. At 2.30 p.m. on 9th August, 1964, the Outward Bound Sea School look-out saw a submerged dinghy and a capsized speedboat with one person on board being carried out to sea by the ebbing tide. At 2.35 the inshore rescue boat launched in a slight north-westerly breeze and slight sea. She took the person on board, and the dinghy and speedboat were towed to the beach. The inshore rescue boat returned to her station at 3.15.

Aberystwyth, Cardiganshire. At 8.8 p.m. on 10th August, 1964, the police told the honorary secretary that two boys had been cut off by the tide south of Clarach. At 9.12 the inshore rescue boat launched in a gentle south-westerly breeze and choppy sea. The tide was flooding. Using a kedge anchor, she succeeded in taking the boys on board. One of the boys, who was badly cut, was transferred to a speedboat which had accompanied the inshore rescue boat on this service. The inshore rescue boat returned to her station at 9.50. The two boys were taken to hospital suffering from shock and abrasions.

Whitstable, Kent. At 7.5 p.m. on 17th August, 1964, the police told the honorary secretary that the cabin cruiser *Philandeas* which had gone aground on the "street" at low water was now drifting out to sea, that her anchor was not holding, and that her engine had broken down. At 7.15 the inshore rescue boat launched in a strong south-westerly breeze and rough sea. The tide was flooding. The inshore rescue boat took off one of the two members of crew, and a helicopter, which had taken off from Manston to help, took off the second crew member. The inshore rescue boat returned to her station at 7.45.

St. Ives, Cornwall. At 5.30 p.m. on 18th August, 1964, the bowman told the honorary secretary that a skiff was in a dangerous position in broken water near Hayle Bar. At 5.32 the inshore rescue boat launched in a fresh westerly breeze and moderate sea. The tide was ebbing. The inshore rescue boat found the skiff with one person on board who was embarked and landed on the beach. The skiff was refloated by the inshore rescue boat crew and made secure for the night in the river Lelant. The inshore rescue boat returned to her station at 6.57.

North Sunderland, Northumberland. At 1.10 p.m. on 22nd August, 1964, the coastguard informed the honorary secretary that a small sailing boat was in difficulties near Farne Islands. At 1.30 the inshore rescue boat launched in a fresh west-south-westerly breeze and moderate sea. The tide was flooding. The inshore rescue boat crew were told by the four occupants of the sailing boat that the shackle on the boom had broken but that this had now been repaired and they would try to make port. After a short while the crew asked the inshore rescue boat to take them in tow as they were making no headway. The sailing boat was secured to the inshore rescue boat and she returned to her station at 2.30. A donation to branch funds was received from the rescued people.

Aberystwyth, Cardiganshire. At 12.50 p.m. on 23rd August, 1964, the police told the honorary secretary that a motor boat had capsized five to six miles north of Aberystwyth. At 12.55 the inshore rescue boat launched in a fresh south-westerly breeze and choppy sea. The tide was ebbing. The inshore rescue boat took off the motor boat's crew of two who were landed at Borth. Because of re-launching difficulties off Borth beach the inshore rescue boat returned to her station by road. The inshore rescue boat reached her station at 1.30.

Great Yarmouth and Gorleston, Norfolk. At 7.11 p.m. on 23rd August,

1964, the coastguard told the honorary secretary that a canoe with one person on board was stranded on Scroby sands. At 7.23 the inshore rescue boat together with the life-boat *Louise Stephens* was launched in a fresh south by east breeze and moderate sea. The tide was flooding. The canoe's occupant was taken on board and the inshore rescue boat reached her station at 8.10. The canoe was then picked up by the life-boat which returned at 8.13.

St. Ives, Cornwall. At 11.45 a.m. on 27th August, 1964, a member of the public told the honorary secretary that a small skiff was in difficulties $1\frac{1}{2}$ miles north-west of St. Ives Head. At 11.50 the inshore rescue boat launched in a gentle northerly breeze and smooth sea. The tide was ebbing. The inshore rescue boat found the skiff *Sea Breezes*, with two people on board. Her engine had broken down and her propeller had been fouled by fishing lines. The two crew members were taken on board the inshore rescue boat which, with the skiff in tow, returned to her station at 12.30 p.m.

Broughty Ferry, Angus. At 2.10 p.m. on 2nd September, 1964, the coxswain saw a small speedboat, with one person on board, trying to restart the engine, which was drifting down stream with the tide. At 2.15 the inshore rescue boat launched in a moderate south-easterly breeze and moderate sea. The tide was ebbing. The inshore rescue boat found the speedboat *Miss A.J.M.* which was towed to Tayport harbour. She returned to her station at 3.15.

Worthing, Sussex. At 3.45 p.m. on 8th September, 1964, the beach inspector's office informed a crew member that a yacht had capsized half a mile off west Worthing. Less than four minutes later the inshore rescue boat was launched in a fresh south-westerly breeze and choppy sea. The tide was ebbing. The inshore rescue boat found the yacht, which had been righted but was water-



By courtesy of]

[Eastern Daily Press

The Great Yarmouth and Gorleston inshore rescue boat

logged, and embarked the two people in her. The yacht was then taken in tow and beached off the yacht club. The inshore rescue boat returned to her station at 4.50.

Southwold, Suffolk. At 7.14 p.m. on 11th September, 1964, the coastguard told the honorary secretary that a small boat was flying a distress signal about three miles north of Southwold. The tide was ebbing and there was a gentle westerly breeze with a calm sea. The inshore rescue boat launched at 7.20 and took on board the three people, and their boat was taken

in tow. The shore-boat *Mayflower* later took over the tow and the inshore rescue boat returned to her station at 8.17.

Largs, Ayrshire. At 9 a.m. on 25th September, 1964, a member of the public told the honorary secretary that he had seen people waving from a yacht in Cairney's Quay. At 9.15 the inshore rescue boat launched in a fresh south-westerly breeze and heavy swell. She took the yacht's crew of three on board, and returned to her station at 9.45. The rescued people made a donation to the Institution's funds.

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I.R.B. Services in Brief

<i>Date</i>	<i>Station</i>	<i>Casualty</i>	<i>Service</i>
1964			
July 1	Redcar Torbay	Sailing dinghy Boy fallen over cliff	No service Landed an injured boy
July 2	Worthing Mudford	Bather Reported person in water	No service No service
July 4	Redcar	Canoe	No service
July 5	Southwold Whitstable	Yacht Capsized dinghy	Saved boat and 1 Saved boat
July 7	Great Yarmouth and Gorleston Hastings Largs St. Ives	Missing child Capsized dinghy Motor launch JOANNE Sailing dinghy PENNY II	No service No service Rescued 4 and a dog Gave help and rescued 1
July 10	Mudford Redcar	Speedboat Small boat	Rescued 2 Saved boat and 2
July 11	Great Yarmouth and Gorleston Redcar West Mersea	Yacht Three people cut off by tide Capsized dinghy	No service Landed 3 No service
July 12	Redcar	Two boys on air bed	No service
July 13	Torbay	Capsized yacht	Saved boat and 2
July 15	Aberystwyth North Sunderland	Reported capsized dinghy Capsized dinghy	No service No service
July 16	Aberystwyth Hastings	Motor boat Red flares	No service No service
July 17	North Sunderland St. Ives	Rubber dinghy Fishing boat LULU	No service No service
July 18	Torbay	Capsized yacht	No service
July 19	Broughty Ferry Great Yarmouth and Gorleston Mudford Redcar Skegness Walmer Walmer Worthing	Three people stranded on a sandbank Reported person in water Skin divers Three people cut off by tide Sailing dinghy Capsized sailing dinghy Capsized catamaran Canoe	No service No service Landed 2 Rescued 3 Saved boat and 3 Gave help Gave help No service
July 20	Eastbourne St. Ives Worthing	Cabin cruiser Skiff VERDUN Sailing dinghy	Gave help No service No service
July 21	Whitstable	Yacht FULMAR	Saved boat
July 22	Largs	Dinghy	No service
July 23	Mudford Worthing	Dinghy Fishing boat	Saved dinghy and 2 No service
July 24	Broughty Ferry St. Ives	Motor boat Skin diver	No service No service
July 25	Broughty Ferry Broughty Ferry	Motor boat Capsized sailing dinghy	No service Saved boat

<i>Date</i>	<i>Station</i>	<i>Casualty</i>	<i>Service</i>
1964			
July 27	Hastings	Cries for help	No service
July 28	Torbay	Boy cut off by tide	No service
	Yarmouth	Capsized dinghy TOSCA	No service
July 30	Skegness	Bather	No service
	Southwold	Reported waterlogged boat	No service
July 31	Bembridge	People stranded on "No Man's Fort"	No service
	Southwold	Capsized dinghy	No service
August 1	Aberystwyth	Fishing vessel	No service
	Broughty Ferry	Sailing dinghy	No service
	Largs	Yacht CAPER	No service
	North Sunderland	Yacht GAMBRIA	No service
	North Sunderland	Catamaran GOOKIE	Escorted boat
	Yarmouth	Catamaran JUMPAHEAD	Gave help and res- cued 3
August 2	Hastings	Motor vessel SOUTH STAR	Gave help
	Largs	Motor boat LION OF JUTLAND	Saved boat
August 3	Redcar	Bather	No service
	Wells	Bather	No service
August 4	Yarmouth	Boy injured on sea wall	Conveyed injured boy to Yarmouth
August 5	Barrow	Fishing boat	No service
	Southwold	Yacht	Gave help and es- corted boat
	Yarmouth	Two men fallen over cliff	Gave help
August 7	Aberdovey	Bather	Rescued 1
	Great Yarmouth and Gorleston	Person trapped in sand	No service
	Largs	Flares	No service
	Southwold	Flares	No service
August 8	Walmer	Capsized sailing dinghy	Saved boat and 2
August 9	Aberdovey	Capsized speedboat and dinghy	Saved 2 boats and 1
	Barrow	Capsized dinghy	No service
	Mudford	Yacht PAGAN	Gave help
	Redcar	Bather	No service
August 10	Aberystwyth	Two boys cut off by tide	Rescued 2
	Barrow	Dinghy	No service
	Largs	Capsized dinghy	No service
August 11	Aberdovey	Bather	No service
	West Mersea	Dinghy	No service
August 13	Great Yarmouth and Gorleston	Man on air bed	No service
	Great Yarmouth and Gorleston	Bathers	No service
	Pwllheli	Yacht RENVA	Gave help
August 15	Hastings	Reported two children on air bed in distress	No service
August 16	Barrow	Canoe	No service
August 17	Bembridge	Capsized yacht	No service
	Whitstable	Man overboard from yacht	No service
	Whitstable	Motor vessel PHILANDEES	Rescued 1

<i>Date</i>	<i>Station</i>	<i>Casualty</i>	<i>Service</i>
1964			
August 18	Broughty Ferry	Catamaran SPLITNIK	Gave help
	St. Ives	Skiff	Saved boat and 1
August 19	Largs	Motor boat	No service
	Largs	Dinghy	Landed one
August 22	Hastings	Dinghy	No service
	North Sunderland	Sailing dinghy	Saved boat and 4
	Pwllheli	Capsized motor boat	
		UGLY BUG	No service
August 23	Aberystwyth	Motor boat	Rescued 2
	Eastbourne	Capsized dinghy	Saved boat
	Great Yarmouth and		
	Gorleston	Canoe	Rescued 1
	Hastings	Missing woman	No service
	Humber	Yacht VERONIQUE	Escorted boat
	Humber	Yacht DOLPHIN	Gave help
	Skegness	Bather	No service
	Worthing	Small boat	No service
August 24	Pwllheli	Sailing dinghy	Landed one and es- corted boat
August 25	Great Yarmouth and		
	Gorleston	Missing boy	No service
	Hastings	Child on air bed	No service
	Humber	Person on air bed	No service
	Largs	Motor boat	No service
	Skegness	Capsized dinghy	No service
August 26	Atlantic College	Bather	No service
	Pwllheli	Sailing boat	No service
	Wells	Bather	No service
	Whitstable	Capsized canoe	No service
August 27	St. Ives	Skiff SEA BREEZES	Saved boat and 2
August 28	Mudford	Speedboat	Saved boat and lan- ded six
	Whitstable	Bather	No service
August 29	West Mersea	Capsized sailing dinghy	No service
August 30	Torbay	Dinghy	No service
August 31	Wells	Motor boat	No service
September 2	Broughty Ferry	Speedboat MISS A.J.M.	Saved boat and 1
	Largs	Capsized sailing dinghy	Gave help
September 5	North Sunderland	Coble	No service
September 6	Great Yarmouth and		
	Gorleston	Small sailing dinghy	Gave help
September 7	Torbay	Small boat	No service
September 8	Great Yarmouth and		
	Gorleston	Boy swept out to sea on air bed	No service
	Worthing	Capsized yacht	Saved boat and 2
September 9	West Mersea	Reported distress signal	No service
September 10	Torbay	Dinghy	Saved boat
September 11	Southwold	Dinghy	Saved boat and 3
September 12	Wells	Capsized canoes	No service
	West Mersea	Capsized dinghy	No service
September 13	Hastings	Capsized yacht in tow of motor boat	Escorted boats

<i>Date</i>	<i>Station</i>	<i>Casualty</i>	<i>Service</i>
1964			
September 13	Hastings	Skin diver	No service
	West Mersea	Yachts	No service
		Motor boat	Stood by boat
September 14	Whitstable	Dinghy	No service
September 18	Great Yarmouth and		
	Gorleston	Cabin cruiser	No service
	Walmer	Small boat	No service
September 19	Great Yarmouth and		
	Gorleston	Reported person in water	No service
September 23	Mudford	Motor launch CORYAS	Stood by boat
September 25	Largs	Yacht	Rescued 3
September 26	Largs	Flares	No service
	Worthing	Capsized yacht	Gave help
September 27	Worthing	Two power boats	No service
September 30	St. Ives	Skin diver	No service



on

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