

THE LIFE-BOAT

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Portrait of a Coxswain



Coxswain George Ernest Ellis is seen in the photograph. He has been coxswain of the Clacton-on-Sea life-boat since 26th December, 1953, and previously served as second coxswain from October, 1945, until his appointment as coxswain. He joined the crew in 1934. The Clacton-on-Sea life-boat has been launched on service 250 times and has rescued 142 lives since he became a boat's officer.

NOTES OF THE QUARTER

RESCUE craft of the R.N.L.I. were launched on service more often in 1964 than in any other year since the Institution was founded in 1824. The number of launches by life-boats was 929 and by inshore rescue boats 238. Lives saved by life-boats numbered 453 and by inshore rescue boats 71.

Figures alone can tell little of the work of the volunteers who man our life-boats and other rescue craft, but what the figures do tell is a story of success which can hardly be disputed. The inshore rescue boats in their second year of service have proved their worth beyond question; yet in spite of this new and complementary fleet, whose services have been primarily to the aid of small boat owners, the conventional life-boats have had an exceptionally large number of calls on their services.

Figures, too, show the success of the inshore rescue scheme, launched jointly with H.M. Coastguard with the object of enlisting the help of private boat owners. The lives of 323 people were saved in 1964 by private boats putting out from the shore in services recognized by the Institution. Of this number 204 were rescued by boat owners registered under the inshore rescue scheme.

VISIT TO NETHERLANDS

The life-boat which the Institution obtained from the United States Coast Guard completed nearly 5,000 miles of sea trials around the coasts of Britain and Ireland before the end of 1964. She was then sent on a visit to the Netherlands, a visit which provides a further example of the happy cooperation which exists between the life-boat societies of the world. Under the command of the Institution's Deputy Chief Inspector of Life-boats, Commander D. G. Wicksteed, R.N.R., she carried out evaluation trials for the benefit of the Royal South Holland Life-boat Society and visited life-boat stations at the Hook of Holland, Stellendam, Ouddorp, Burghsluis and Breskens.

VOLUNTARY SYSTEM

Although the advantages of the voluntary system are today readily accepted by virtually everyone connected with the life-boat service or with any serious knowledge of its work, the question of possible State control is still occasionally raised. A revealing comment on this question was recently made at a dinner held by the Linlithgow branch, when the guests of honour were Mr. Tam Dalyell, Labour member of Parliament, and his wife. In his speech Mr. Dalyell mentioned that State finance of the service had been tried in the past, but after a short period it had been found advisable to return to the voluntary system. The intention of the present Government, he went on, was to encourage in every way voluntary societies, and especially one such as the R.N.L.I., whose world-wide influence helped understanding between all countries because it made no distinction between nationalities.

NEW R.N.L.I. ENSIGN

A new ensign which life-boats are now entitled to wear is being issued to life-boat stations. This is the outcome of a warrant granted by the Ministry of Defence in December, 1964, permitting the wearing by the Institution's life-boats of a red ensign defaced by the Institution's house flag in the fly. In layman's language this means that the ensign will have a red background, with the Union flag in one quarter; the Institution's house flag will occupy the other half of the ensign from a point about half way down the Union flag ending about three-quarters of the way down the ensign.

ADMIRAL OF THE FLEET

Another great figure long associated with the life-boat service has celebrated his 100th birthday. This is Admiral of the Fleet Sir Henry Oliver, G.C.B., K.C.M.G., M.V.O., who was born on 22nd January, 1865. His distinguished naval career began in 1878. At the age of 35 he was appointed Rear-Admiral, and for three years in the first world war he was Chief of Admiralty War Staff. He commanded in turn the Home Fleet, the Reserve Fleet and the Atlantic Fleet, and he was promoted Admiral of the Fleet in 1928. It was in the next year that he joined the Committee of Management of the Institution and 10 years later he was elected a Vice-President.

We have to announce with deep regret the death on 13th January of Mr. J. R. Barnett, whose 100th birthday was recorded in the last number of THE LIFE-BOAT. An obituary notice will appear in the June, 1965, number.

TIE AND BADGES

The right to wear the Institution's tie, blazer badge and small lapel badge has now been extended to include those who man the Institution's inshore rescue boats. In 1958 it was decided that the privilege of wearing the tie and blazer badge should be confined to regular members of life-boat crews and helpers; officers and committee members of branches; members of the Committee of Management and the Institution's staff. The extension of the right is in recognition of the extremely valuable contribution to life-saving at sea which the crews of inshore rescue boats have made in the last two years.

UNIVERSITY SUPPORT

Support for the life-boat service from our older universities seems to be much less widespread than it was 100 years ago. On page 282 appears an account taken from a recent book on Cornish life-boats of how the first life-boat stationed at Hayle in 1866 was provided by a fund collected at Oxford University. A year earlier a life-boat was sent to Tramore in County Waterford after carrying out harbour trials in the Regent's Canal dock at Limehouse. This boat was the gift of the Cambridge University Boat Club, subscriptions having been started some four or five years earlier among the college boat clubs. The name given to the life-boat was *Tom Egan* to commemorate the originator of the idea, who was himself a former president of the C.U.B.C.

SIR WINSTON CHURCHILL

SIR WINSTON CHURCHILL illuminated so many aspects of our life with the majesty of his words that it is hardly surprising that some of the most stirring sentences ever spoken about a life-boat were uttered by him.

The occasion when he made his great speech on the subject of life-boats was a dinner held at the Hotel Cecil in London on 2nd July, 1924, to celebrate the 100th anniversary of the foundation of the Institution. The Prince of Wales, the future King Edward VIII, presided, and there were five speakers: Winston Churchill; the Prime Minister, J. Ramsay MacDonald; the Spanish Ambassador, A. Merry del Val; the Minister for the Netherlands, R. de Marees van Swinderen; and the Superintendent of the Tynemouth life-boat, Major H. E. Burton, who was a gold medallist.

WORK OF SELF-SACRIFICE

The concluding words of Winston Churchill's speech were:

"We live in a valiant age, an age which, although peculiarly a nervous age, nevertheless has proved capacities of daring, of self-abnegation, self-sacrifice, dauntless defiance to the brute powers of nature and of death, which no former age has excelled, which we may perhaps reasonably contend no former age has equalled; but there is something about the work of saving life which raises it, in certain aspects, above any form of peril and self-sacrifice which is combined with taking life. It is a great problem to balance the self-sacrifice of the soldier and the self-sacrifice of the life-boatman. Still, one feels that the life-boatman may plead that he represents the cause of humanity, and not that of any single nation or any single cause which may in the march of events from time to time arrive.

THREE WORDS OF INSPIRATION

" 'Man the life-boat' – it is an inspiring call. It may, as the Spanish Ambassador has suggested to us, have other applications in daily life. When a friend is in trouble or in sickness 'Man the life-boat!' If a class is submerged, ill-treated or exploited 'Man the life-boat!' If a small nation is fighting for its life 'Man the life-boat!'

"All these are applications of the same idea, but the finest of all is the simple actual sphere by the seashore. There is the glorious sphere of heroism and chivalry in human nature. The wreck lies on the reef, great waves are breaking over it, the timbers are going to pieces, the plates are buckling every hour, the crew and the passengers, women and children, are lashed to the rigging, clinging on to any coign of vantage which gives them shelter, or huddled in some structure which has survived the fury of the elements.

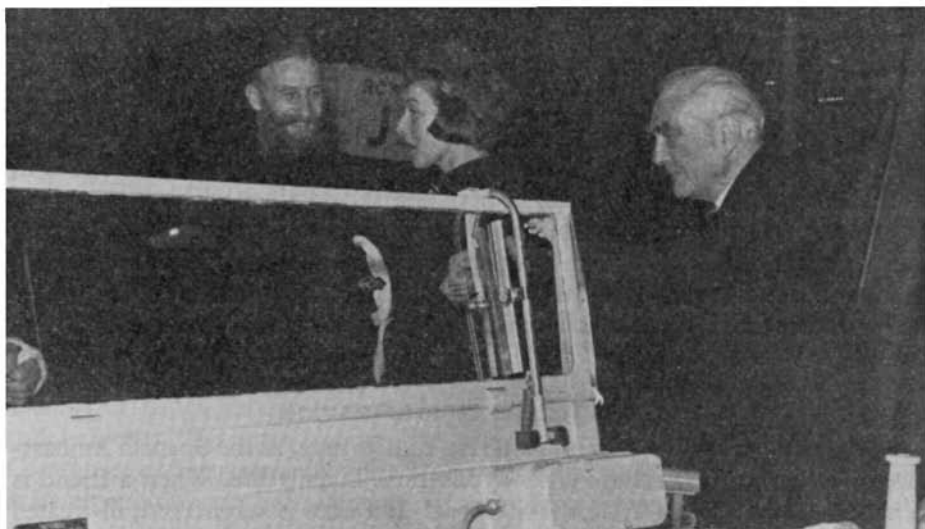
THE LIFE-BOAT DRIVES ON VALIANTLY

"There they are, out in the night, in the sea, in the tempest. They have no hope in this world except the life-boat, but their signals have not been

unperceived. The order has gone forth 'Man the life-boat!' – an order which is never disobeyed. Great waves may thunder on the shore, winds may drive and beat with their utmost fury, the boat goes out, thrusts its way ahead to the wreck, it is twisted and turned by the convulsions of the sea, it is swamped with water, it is driven back, again and again it returns, it pursues and perseveres on its mission of rescue, of salvation, to those who are in peril.

"It drives on with a courage which is stronger than the storm, it drives on with a mercy which does not quail in the presence of death, it drives on as a proof, a symbol, a testimony, that man is created in the image of God, and that valour and virtue have not perished in the British race."

As early as 1915 Winston Churchill became a Vice-President of the Civil Service Life-boat Fund. Blyth life-boat which was built in 1948 today bears the proud name *Winston Churchill* (Civil Service No. 8). On 30th January, 1965, the day of Sir Winston Churchill's funeral, Blyth life-boat was launched in company with a number of local boats, and a service was conducted on board the life-boat.



Princess Alexandra, who visited the R.N.L.I. stand when opening the International Boat Show at Earls Court on 6th January, 1965, talks with Mr. J. Hodder, a reserve mechanic. Captain the Hon. V. M. Wyndham-Quin, R.N., Chairman of the Committee of Management, is seen with them.

Winning Journalist

Mr. Michael Tosh has become the first man to receive the Institution's award for the best factual newspaper account of a service by a life-boat. His report appeared in the *Dundee Courier and Advertiser* on 11th November, 1964. In it he described a sea and air search for the yacht *Nimble-Iki* in which the Broughty Ferry life-boat took part. The official account of this service appears on page 305. The award of a certificate for the best newspaper report of a life-boat service is to be an annual one.

Focus on

SUNDERLAND

THE oldest existing life-boat station in England lies half-hidden behind a scrap metal yard on the Sunderland docks. The road to the life-boathouse twists and bends between low-lying warehouses and shipyard buildings towards the river Wear, and the landscape is a study in monochrome: dark grey hulks of wharfside sheds against grey water, tall and brutal cranes puncturing the grey sky.

Abruptly the road ends, several tons of rusting metal on the bare patch of ground ahead, a ship repair yard on one side. A life-boathouse – but *where*? Major N. Dugdale, honorary secretary of the station, turns to a small gateway on the left of the scrap metal yard. A narrow path of trodden earth is separated from the rusting metal by high palings. A few yards along it, unbelievably, can be seen the familiar Persian red and cream paint of the boathouse.

“Sunderland is the oldest station in the country, established by 1800, but very few people in Sunderland know where the life-boat is,” says Major Dugdale.

SHIPYARD MEN COME RUNNING

Those who know the station best, apart from the life-boat crew, are the shipyard men who work nearby. As soon as the maroons are fired they come running. “If the life-boat is called out in the daytime you get any number of men round the docks who are ready to go out,” says Bill Milburn, the life-boat mechanic. “They come out of curiosity and they’re willing to help.”

There is a crew of 14 at Sunderland – almost twice as many as needed to man the 47-foot Watson life-boat *William Myers and Sarah Jane Myers* but a wise doubling-up when many of the crew live a few miles from the station. Coxswain Dick Lisle lives nearly four miles away and often thumbs a lift to the docks when the life-boat is called out. “I’ve arrived here in a ‘black Maria’ when the police have brought me. I’ve had a lift in an ice-cream van and once I came in a hearse.” Several other members of the crew, living two to four miles away, have their own cars.

Members of the Sunderland crew are “very close, with hardly a wrong word between them” as one of them explains. Every Tuesday evening they meet at the boathouse to clean their life-boat, then reward themselves with pint glasses – “very strong beer we’ve got in Sunderland” – at a local bar.

MISCELLANEOUS BUT A GOOD TEAM

In the summer they go away together on a day’s outing, at Christmas-time they hold a crew dinner. Together in a group they banter and joke, quick on repartee, usually poised for laughter.

The spirit that exists between them is the more impressive because they come from occupations of wide dissimilarity. The coxswain is a school caretaker,

the shipyards and factories for a less rigorous livelihood. Today not one member of the life-boat crew is a fisherman, although the coxswain did earn his living by fishing before the war.

FAMILY WITH A CENTURY'S SERVICE

Many, like Leslie Davison, join because they come from families with long traditions of life-boat service. Leslie Davison's grandfather was coxswain of the Sunderland life-boat for 35 years and another of his ancestors, Coxswain W. Davison, was awarded the Institution's silver medal for long service in 1858. The Davisons are distantly related to the Todds, and Leslie Davison's grandfather was John Todd's uncle.

The oldest member of the crew, Tommy Wake, joined in the 1930s in the time of the depression. "I joined when coal was 11s. 6d. a half ton – and I could earn 12s. 6d. a quarter as signalman," he explains.

Tommy Wake can remember the *Henry Vernon*, the life-boat which served the station between 1918 and 1935 but those who wish to delve deeper into the station's past must consult Major Dugdale. "When I became honorary secretary I thought I ought to learn something about the history. With the help of old records and books on Sunderland I have put together a short history of the life-boat station."

Major Dugdale has a copy of the first balance sheet of the Sunderland life-boat fund. It dates back to May, 1800, and shows that the town's first life-boat had already been delivered to her station. The boat was built by a Monkwearmouth man, William Wake, for the sum of £185 os. 10½d.

SUNDERLAND'S CELEBRATED LIFE-SAVER

Down to that last halfpenny the money for the life-boat came from a fund raised primarily by Lord Dundas. Had he not been impressed with the life-saving exploits of Martin Douglas, a Sunderland keelman and self-styled "celebrated life-saver", Sunderland's claim to being the oldest life-boat station in continuous service since 1800 might never have been possible.

One stormy day in 1799 the 300-ton collier *Ajax*, sailing on her maiden voyage from the river Wear, was wrecked in the sudden violence of a storm. She was driven on to rocks a mile north of Sunderland harbour.

Martin Douglas and three others put out in their cobs and with one notable exception – the customs house officer – saved the crew of the *Ajax* from drowning. Douglas, a man of no immoderate modesty, later described the rescue in a privately-published account of his "life and adventures".

"I was," he writes, "a young man of undaunted courage and great skill as a pilot. I boldly ventured to go right out to sea in a coble. Nothing could stay me in my eagerness to save life, though experienced seamen warned me that nobody could live in such high seas." On the last of his three trips to take off the crew of the wrecked collier he claims that his coble was under water with only the heads of the occupants showing above the surface. He and the other seamen clung to the thwarts below the water and were swept into the harbour by the sea.

BOATS EMPTY WITHIN A MINUTE

Extravagant his claims might be – but his exploits drew the attention of Lord Dundas and others who gave him £300 and asked him to have a life-boat built.

Little is known of Sunderland's first life-boat nor of the two which followed. The second was built in 1808 at the cost of £106 and the third was built in 1817 for £128 12s. 1d. Sunderland life-boats in general, however, were said to differ in principle from many others and it was claimed that when they were filled with water they could empty themselves in one minute. The interiors of the life-boats were divided into watertight compartments and in the bottoms of the boats were four apertures which opened to disperse the water and closed when the water had drained away.

Captain Manby, who invented the line-throwing mortar, visited Sunderland and reported, "The life-boats here are particularly worthy of notice, having a superior advantage over every other boat I have seen or heard of."

RUN BY FISHERMEN AND SHIPOWNERS

The early life-boats were run by local committees of shipowners and seamen, but in 1865 the R.N.L.I. supplied a 33-foot life-boat *Florence Nightingale* at the request of the Sunderland fishermen whose two boats were out of order. The Sunderland branch of the Institution was founded in the same year.

In the following year there was a cholera outbreak in the town. The life-boathouse was temporarily used as an isolation hospital at the request of the health authorities and the life-boat lay afloat.

In 1871 the Institution took over the local life-boat society run by the shipowners, who handed three life-boats and the sum of £150 into the management of the R.N.L.I. Soon afterwards a new life-boathouse and slipway were built at the south entrance to the Sunderland docks and a 36-foot, 12-oared boat was added to the Sunderland life-boat fleet in 1872. From 1873 until 1887 four life-boats were stationed at Sunderland simultaneously.

The first experimental motor life-boat in the Institution's fleet was sent to Sunderland in 1911. The *J. McConnell Hussey* was fitted with a 12 h.p. two-cycle motor and had a speed of six knots. Previously she had been stationed at Folkestone and Tynemouth, and she remained at Sunderland until the first world war.

TOOK PART IN HOSPITAL SHIP RESCUE

At the end of the first world war the *Henry Vernon*, a 40-foot, 40 h.p. life-boat, was sent from Tynemouth where she had taken part in the famous rescue of people from the hospital ship *Rohilla* in 1914 together with the Whitby life-boat.

The *Henry Vernon* was replaced in 1935 by the *Edward and Isabella Irwin* which during the 28 years she was at Sunderland saved over 80 lives. The present life-boat *William Myers and Sarah Jane Myers* arrived on her station in May, 1963. Like her predecessor, she is high in the crew's affection. "A little angel," says Coxswain Lisle.

MEDAL FOR SECOND COXSWAIN

Four Rescued from Yacht

THE second coxswain of the Appledore life-boat, John Richard Bowden, who took command of the Appledore life-boat in the temporary absence of the regular coxswain, Sidney Cann, on 11th September, 1964, has been awarded the bronze medal for gallantry for the rescue of four people from a yacht.

At 2.34 p.m. on 11th September the coastguard informed the honorary secretary, Captain Patrick Brennan, that a yacht was stranded on the bar near the river entrance. She did not appear to be in any immediate danger and a helicopter from the Royal Air Force station at Chivenor had already taken off. Nevertheless Captain Brennan, who believed the yacht might well be in danger when the tide turned, decided that the life-boat should be launched.

LANDED ON SANDBANK

There was a reserve life-boat on temporary duty at the station. This was the 45-foot 6-inch life-boat *Cecil and Lilian Philpott*, which was formerly stationed at Newhaven. She put out at 2.54.

There was a westerly wind with a slight sea and swell. The weather was cloudy with good visibility, and it was an hour before low water. To forestall the danger which might occur when the flood tide made, Second Coxswain Bowden decided to land two of his crew on the sandbank. They reached this with the assistance of another boat, and advised the crew of the yacht *Volunteer* to abandon their boat. The yacht's crew consisted of two men

and two women, who decided to stay aboard and wait to be refloated on the rising tide. The two members of the life-boat crew gave the yacht's owner advice on how to lay out his ground tackle and how to manoeuvre when the yacht refloated.

DECIDED TO STAND BY

The R.A.F. helicopter returned to base, but both Captain Brennan and Second Coxswain Bowden took the view that the life-boat ought to stand by the yacht. The wind increased slightly in strength, and conditions on the bar, which were aggravated by a confused sea, steadily grew worse. At 5.50 the coastguard at Westward Ho became concerned at the way the yacht was pounding, and the helicopter was therefore recalled and reached the scene at 6 p.m.

As the life-boat crew were preparing to fire a rocket line the yacht's cable parted, her rudder carried away, and she was swept broadside up on to the bank. She was clearly now in serious trouble and Second Coxswain Bowden tried three times to bring the life-boat close enough to pass a line, but he was unable to do so.

FOUR TAKEN ON BOARD

He therefore decided to try an approach from the north-east. The helicopter passed a line from the bow of the life-boat, but as the yacht's crew were making this fast the life-boat ranged alongside, and the four people were taken on board. The two women by then were in a distressed condition.

In addition to the bronze medal for Acting Coxswain Bowden a letter of thanks was sent to Captain Brennan.

Medal service certificates were issued to the other members of the crew: Acting Second Coxswain

Richard H. Cann, Acting Bowman William Bowden, Reserve Mechanic W. Evans, Acting Assistant Mechanic Leon G. W. Richards, and crew members Alexander G. Craner, George E. Powe and Lawrence Ford.

AWARD FOR COXSWAIN

COXSWAIN David Cox, of Wells, Norfolk, has been accorded the thanks of the Institution on vellum for an attempted service to the yacht *Kiskadee* on the night of 29th-30th August, 1964.

A report that a yacht was burning a red flare half a mile west of the entrance of Blakeney harbour came to Coxswain Cox from the Cley coast-guard at 8.21 p.m. Nine minutes later the maroons were fired. There was a north-westerly wind with a heavy swell and moderate visibility. It was two hours after low water.

The Wells life-boat *Cecil Paine*, one of the 35-foot 6-inch Liverpool type, was launched at 8.45. Half an hour later she approached the *Kiskadee*, a small auxiliary sloop, which was aground on a sandbank about half a mile west of Blakeney Point. She was lying beam to in a confused sea which was washing over her. There was a heavy breaking surf and the night was very dark.

COULD NOT REACH HER

Coxswain Cox decided to anchor and veer down on to the yacht. He therefore tripped and recovered the drogue on turning head to sea, and let go the anchor. The full length of the cable was paid out but the life-boat was still unable to close the yacht. The anchor was hove up, but the cat rope fouled the starboard propeller. This was quickly cleared and a second attempt was made to reach the yacht,

but this too was unsuccessful. Once again the life-boat tried to close the yacht, but this time she hit the bottom.

A parachute flare was fired, which showed that the yacht had now been washed over a sand bar by a freak of tide into comparatively smooth water and that she was in no immediate danger.

MADE FOUR ATTEMPTS

When the tide rose the life-boat soon came off the bank and she made a fourth attempt to reach the yacht. As in the earlier attempts the life-boat was working in heavy breaking surf which was continually sweeping over her from stem to stern. Once again she was unable to reach the yacht.

Meanwhile another boat manned by Mr. S. Long, who is a member of the inshore rescue scheme, had also put out, and this boat succeeded in taking the *Kiskadee* in tow.

The life-boat stood by while this was being done and finally reached her station at 2.30 a.m.

In addition to the award of thanks on vellum to Coxswain David Cox, vellum service certificates were issued to other members of the Wells crew: Acting Second Coxswain John Cox, Acting Bowman A. Warner, Mechanic Albert Court, Assistant Mechanic Alan Cox and crew members D. Case and A. Fulford.

SEVENTEEN HOURS IN GALE

Five were Rescued from Yacht

A SERVICE carried out in a north-easterly gale and lasting 17 hours has led to the unusual award of the collective thanks of the Institution on vellum to the coxswain and crew of the Arranmore life-boat. The service was to the yacht *Espanola* of Ramsgate on 18th August, 1964, and resulted in the rescuing of five lives.

COXSWAIN'S REPORT

The honorary secretary of the Arranmore station, Mr. Bernard Gallagher, first learnt that a yacht was in distress by a report he received from the coxswain, Philip Byrne, at 2.50 p.m. The yacht *Espanola* was anchored in Arran roads and was flying a distress signal.

Ten minutes later the maroons were fired. The north-easterly gale caused a very rough sea, and there was considerable broken water in the roads. The weather was overcast, but visibility was good. It was half an hour after high water.

TOWED BY TRACTOR

Conditions were so bad that it was impossible to launch the life-boat boarding boat from Leabgarrow pier. The boat was therefore put on a trailer, which had been borrowed, and towed by a local tractor to a point about three quarters of a mile north of the life-boat's berth.

The crew put out in a boarding boat at 3.20 and rowed under double-banked oars through broken water to the life-boat, which was about three

quarters of a mile away. They then boarded the life-boat *W. M. Tilson*, which is one of the 46-foot 9-inch Watson cabin type.

The life-boat reached the *Espanola* at 3.40 about a quarter of a mile south of Calf Island, just as the crew were preparing to abandon the yacht. The yacht's samson post had broken, and the fairlead through which the cable was rigged had come adrift. As a result the chain cable was cutting badly into the stem.

TOWED THE YACHT

Coxswain Byrne brought the life-boat alongside and passed a line to the yacht. The life-boat towed her to an anchorage in the lee of the west end of Calf Island, for it was thought unwise to make for Burtonport in the prevailing conditions.

The life-boat anchored and held the yacht throughout the night. By 6.30 a.m. the conditions had moderated and the life-boat towed the yacht to Burtonport which was reached at 8 a.m. The life-boat returned to her station at 8.45.

COLLECTIVE THANKS

The members of the crew to whom the collective thanks were accorded are: Coxswain Philip Byrne, Second Coxswain Philip Boyle, Bowman Eddie Gallagher, Mechanic Charles Boyle, Assistant Mechanic Neil Byrne, Reserve Mechanic Peter Meredith, and crew members Gerard Rodgers, Phil Boyle and Brian Byrne.

COXSWAIN AT THE WHEEL



By courtesy of]

[Keystone Press Agency

Staff Coxswain Sydney Hills at the wheel of the new 44-foot steel life-boat
after completion of her trials in December

Search in High Wind

FOR a search carried out in a north-westerly wind of storm force, when a wind speed of over 107 miles per hour was recorded, letters of commendation have been sent to the members of the crew of the St. Helier life-boat and of a Jersey pilot cutter.

At 6 p.m. on 9th October, 1964, the St. Helier deputy harbour master, Captain R. S. Taylor, learnt that a craft was in danger off Noirmont Point. She was later identified as the motor yacht *Maricelia*.

In exceedingly severe conditions, with a very rough confused sea and poor visibility, particularly in squalls, Captain Taylor decided to put out in the pilot cutter *La Rosière*. The tide was half flood and setting to the eastward.

COXSWAIN ABOARD CUTTER

The pilot cutter, which is a 50-foot single screw boat of the motor fishing vessel type, put out at 6.5. Among her crew were the coxswain of the St. Helier life-boat, Edward Larbalestier, and one other member of the life-boat crew.

The yacht was soon found near the end of the breakwater, steaming in circles. Her deck had been swept clean of mast, spars, wheelhouse, and guard rails but her engine was still running. The pilot cutter closed with the yacht, but there was no sign of life on board her.

The pilot cutter then searched to the south of St. Helier in the hope of finding survivors. Not long afterwards the yacht *Maricelia* struck rocks near Dogs Nest beacon and sank. Darkness began to fall and visibility became

nearly nil. At 7.40 the search was called off, the pilot cutter returning to harbour.

MAROONS WERE FIRED

Meanwhile the St. Helier life-boat had also been launched. The assistant honorary secretary, Captain W. G. Furzer, had received a radio message from the pilot cutter that the yacht's crew were missing, and at 6.35 the maroons were fired.

Five minutes later the St. Helier life-boat *Elizabeth Rippon*, which is one of the 46-foot 9-inch Watson type, put out with Second Coxswain S. Le Riche in command. She searched the area from Noirmont Point to Demie de Pas light beacon without success. When darkness fell she too had to abandon the search and reached her station at 7.50.

The next day an intensive search, in which the St. Helier life-boat was joined by *H.M.S. Curzon*, the fishing boat *Boy Tad*, a fast rescue boat of the fire service, aircraft of the Royal Air Force and a French helicopter, was carried out.

ONLY A LIFE RAFT

Conditions were still very bad with a gale force wind from the west-south-west blowing. The life-boat put out at 7.10 with the coxswain in command, but all that was discovered was a life raft close to the French coast near Surville, which the helicopter spotted. This had belonged to the yacht but there was nobody on board the life raft.

At noon it was learnt that a survivor from the *Maricelia* had achieved the remarkable feat of swimming ashore

near Belle Hougue Point on the north coast of Jersey. The search was continued until 6 p.m. when the lifeboat returned to her station.

The survivor was a girl of 21, who had swum or drifted for 18 miles after the crew of the *Maricelia* had been swept into the sea during a violent storm. Their yacht, with engines still running, had motored on, leaving the crew in the water.

After clinging on to floating wreckage of the yacht for about three hours, Alison Mitchell and the one other remaining survivor of the yacht's original crew of five decided to swim for shore. The other survivor was drowned but Alison Mitchell floated for about 16 hours in the gale-swept sea.

CLIMBED STEEP CLIFF

By the time she struggled ashore, apart from being exhausted, nearly frozen, cut, bruised and battered, she was blind. Her eyes had become so swollen that she could only see by forcing her eyelids open with her fingers. Her body was swollen from her long immersion in the sea. Yet she found the will and the strength to climb the steep cliff and crawl and stagger up the winding narrow path, pausing every few yards to lift her eyelids with her fingers

to see where she was going. The long climb must have taken her almost two hours. Somewhere near the top of the hill she sank down and almost gave up hope of finding the help she desperately needed. Encouraged by the sound of a dog's barking she staggered and stumbled on.

Her ordeal was now very nearly over for in this condition she collapsed into the arms of Farmer de la Mare at Egypt Farm, St. John's, Jersey. She was at once rushed to hospital.

LETTERS WERE SENT

The crews, to whom collective letters of commendation were sent, signed by the Chairman of the Committee of Management, Captain the Hon. V. M. Wyndham-Quin, R.N., were: Coxswain Edward Cyril LARBALSTIER, Second Coxswain Silver Harry Le RICHE, Bowman Donald Henry HANSFORD, Mechanic William George DAVEY, Assistant Mechanic Royston Leslie BÉRÉZAI, crew members W. Stuart, A. Deste Croix, G. Coom, W. Coom, E. Grandin, D. Seymour, and J. Bisson, deputy harbour master Captain R. S. Taylor, and crew members of the pilot cutter R. Parris and H. Brewer.

NEW APPOINTMENTS

Mr. Laurence C. H. Cave, a member of the Committee of Management since 1947, has been elected a Vice-President of the Institution. His election took place in December, 1964. Mr. Cave became a member of the finance committee in 1947 and joined the establishment committee in the following year.

Surgeon Commodore F. W. Baskerville, C.B.E., L.M.S.S.A., R.N., joined the Committee of Management as a co-opted member in December, 1964. He is Deputy Medical Director General of the Royal Navy.

Mr. B. V. Howell, M.B.E., honorary secretary of Pwllheli station branch, has been appointed an honorary life governor of the Institution. He has been honorary secretary since 1929 and was awarded the gold badge for his services to the branch in 1960.

SOS . . .

and the doctor is there

The following article by Alex Dickson appeared in the Scottish Daily Mail in December. It is reproduced here by courtesy of the Scottish Daily Mail.

Beside every life-boat there hangs an extra set of bright yellow oilskins. They are there because of the Hippocratic Oath. Reserved for the HMA. . . .

The 31 doctors who are honorary members of Scotland's life-boats receive no pay. They wear no badges, have no rank and are on 24-hour voluntary call. Special men are the honorary medical advisers of the *Royal National Life-boat Institution*.

The maroons go off and the telephone rings. Crews scramble from bed with the haste of fighter pilots. And, if required, a GP or a hospital intern is running for the slipway with them.

When a Dunbar doctor returned home after a mercy dash to a crippled trawler adrift in the North Sea the other day, he washed, changed and did his rounds.

Inspector Praises Them

The winds had been gale force, waves 20 feet high. But he had patients waiting for him on dry land. Even if he had been tossed around for nine hours.

"They do a marvellous job," said Commander Andrew Forbes, district inspector of life-boats for the R.N.L.I., in Edinburgh last night.

"Often they must be ill themselves. I don't doubt that on occasions they must be in agony from seasickness all the way to a ship and a man in trouble. But they always manage to rise to the occasion."

More than 140 life-boats are pointed towards the seas around Britain. Each of them has its own doctor on call.

The medical men treat an invitation to become an HMA as a great honour. Not once has a doctor been asked to take on the job and turned it down.

Women are among the Scots who proudly answer the call when a mercy mission begins. Young and newly qualified. Middle-aged, with sons following in the profession.

Doctors take Risks

An Aberdeen doctor has been going down to the sea in ships for 34 years. More than 100 times he has jumped into a tiny boat and risked his life to help an injured or ill seaman.

Three weeks ago he received the M.B.E. from the Queen for his work.

"I wouldn't have missed it for anything," he told me from his surgery. "You have to like the sea, I suppose. No, that's not necessarily the case for every time I went out I felt queasy - seasickness. But I beat it."

"We are always ready to go out, no matter how hard a day it's been. Pay? That's never even thought of. . . ."

Life-boat doctors have a special "black bag". It stands in the hall or is locked in the car boot. Permanently.

Oilskins are Ready

"Everyone has his or her idea of what to take along; different drugs, equipment and so on. And our oilskins are always ready for us. I wouldn't dream of giving up the job," said the doctor.

Training is compulsory. If six weeks go by without a call-out, a life-boat takes her doctor to sea for exercises. The aim is to make them as realistic as possible.

Two members of every crew are trained in first-aid by the doctors. But life-boats send for their honorary member whenever he might be necessary. Most of the unpaid specialists make a point of going out as often as possible – even when they are not required.

"There is no difficulty in filling the job when one is vacated," Commander Forbes told me. "When a doctor is away on holiday, or sick himself, there is always someone standing by to fill in.

"We can't speak too highly of them. They are proud to be ready to come out with us. And believe me, we are proud to have them aboard."

PRAISE FROM THE PENSIONERS

Two letters of appreciation of the life-boat service, both enclosing donations, have recently been written to the Institution by old age pensioners.

Eighty-two year old Mrs. Emily Stabback, of Greenwich, London S.E.10, wrote after seeing the film *Life-boat Heroes* on television.

Her letter reads: "I have just been watching the telly . . . and have been feeling very proud of those men. Unless we see these heroes at their wonderful work we do not realise what goes on, we just live in our own little circle. Thank God we have such gallant men to call on in times of distress.

"So tomorrow, Thursday morning, when I go to get my old age pension, I'll get a postal order of five shillings, not much, but with my blessing."

The other letter came from an old age pensioner in Midlothian who sent a postal order for 2s. and wrote, "I'd like to say how much we women of the U.K. understand the perils of all who man the life-boats – we pray for them – and know them for their courage and endurance as God's good men. May He bless you all."

Summary of Services

The summary of the year's services by life-boats which has previously appeared in the March number of *THE LIFE-BOAT* will in future be published as a separate supplement. The supplement will be incorporated in all the bound volumes.

Readers who wish to have the supplement should inform the Editor of *THE LIFE-BOAT* and it will be sent to them when published.

New Ways of Raising Money



By courtesy of]

[J. W. Congrave

A Dutch fairground organ, 65 years old, has recently raised over £50 for the R.N.L.I. It belongs to Mr. A. B. Mason of King's Lynn, Norfolk, and travels round the Brancaster area towed by a land rover, with Mr. Mason in attendance.

The skippers of Aberdeen trawlers who are rewarded by the Department of Agriculture and Fisheries for Scotland when they recover tagged fish give their rewards to the R.N.L.I. They direct the Department to send the money to the honorary secretary of the Aberdeen branch.

★ ★ ★ ★

Guess the burning time – this was the theme of a competition run at the White Swan Hotel, Alnwick, Northumberland, during Christmas week. A Christmas candle burned in the foyer of the hotel and over £6 was collected from competitors.

★ ★ ★ ★

Elsewhere in Northumberland, at Craster village, a 10-year-old girl, Margaret Hall, collected, cleaned and sold sea urchins to summer visitors. She raised £10.

★ ★ ★ ★

Mrs. M. B. Merry, of Wolverhampton, has recently knitted her 1,000th rabbit for the R.N.L.I. When she first began to knit the rabbits she sold them at an average of 5s. each. Now she can sell them for 7s. 6d. and they are in great demand.

★ ★ ★ ★

Captain W. C. M. Awcock, master of the motor vessel Springbank, recently sent three Seaman's Money Order forms to the Institution. They totalled £15 5s. 6d. He wrote, "These contributions represent fines imposed on three of my junior officers for minor infringements of discipline during the past voyage."

A Great Rescue Recalled

ON Sunday, 1st November, 1964, the 50th anniversary of one of the greatest of all life-boat services was commemorated at Whitby. This was the rescue from the hospital ship *Rohilla*.

The *Rohilla*, a vessel of 7,365 tons belonging to the British India Steam Navigation Company and used at the time as a hospital ship, went aground near Saltwick Nab early on the morning of 30th October, 1914. She had 229 people on board.

THREE GOLD MEDALS GIVEN

The rescue was a remarkable combined operation, which showed conclusively the advantages which the early motor life-boats had over pulling boats, for no less than 50 of the 145 survivors were rescued by the Tynemouth motor life-boat, which had to make a journey of 44 miles to reach Whitby.

Three gold medals were awarded for the services rendered, two of them to members of the Tynemouth crew, Coxswain Robert Smith and Captain H. E. Burton, and one to Coxswain Thomas Langlands of Whitby.

At a civic reception on 1st November, 1964, given by the Mayor and Mayoress of Whitby, Field Marshal Sir Francis Festing, representing the Committee of Management of the Institution, laid a wreath at Whitby cemetery. Among those present were two survivors from the *Rohilla* and two members of the Whitby crew of 1914, two brothers named Richardson.

A FLOTILLA OF VESSELS

After a service at St. Mary's parish church, the Whitby life-boat *Mary Ann Hepworth* was launched and led a flotilla of fishing vessels and other craft to the place where the *Rohilla* foundered. Wreaths were lowered into the water as the Rector of Whitby gave a blessing and the last post was sounded.

To commemorate the occasion a special exhibition was organized at the Whitby life-boat museum by the honorary secretary of the station, Mr. Eric Thomson.

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 JUNE, 1965.

ON PASSAGE WITH THE R.N.L.I.

The passages of two new life-boats to their stations are described here by men who were aboard. The first account, reproduced by courtesy of the Eastern Daily Press in which it appeared on 28th October, 1964, is written by Dr. P. S. Barclay, honorary secretary of the Cromer branch. The second is taken from the report of Mr. G. R. Walton, now district inspector for Ireland, who was assistant district inspector for Scotland at the time.

What more literal execution of the idiom "a round trip" could it be possible to contrive and what more exciting experience thereby provided than the opportunity of making the passage from Cowes in the new 37-foot Oakley life-boat *William Henry and Mary King* round the coast to Cromer No. 2 Station?

Going foreign, the familiar countryside flashes past the train until the Norfolk is plumped in the metropolitan antithesis of his natural environment. Having struggled across to Waterloo he eventually finds himself in country once more, unfamiliar but attractive, until at last he sees, hears and smells the sea again with the added fascination of Southampton docks, the Itchen and the Solent viewed from the ferry to Cowes.

TO A SECLUDED JETTY

The day of departure dawns still but grey and misty and after being deposited by taxi at White's Boatyard where, alas, the O.N. 980 has been the last life-boat to be built, we find our way through a maze of busy shops to a secluded jetty where lies, freshly bright in spite of the day, the new Cromer No. 2 life-boat.

All the trials have long been completed and without any preliminaries or sophisticated farewells other than handshakes, she is cast off to thread her way, on her own at last, down the river past the ferry pier and R.Y.S. headquarters out into the Solent where very soon all that can be seen of the island is a misty green shadow over the starboard quarter.

At eight knots she throbs beautifully through the calm sea with the sound of her two 52 h.p. diesels roaring out of the exhaust ports like a distant squadron of Lancasters. For hours we see no land until Selsey Bill is just visible out of the mist and the south coast passes by as one long stretch of ribbon building from Bognor Regis to Brighton and then Newhaven where the life-boat is berthed for the night opposite the motor vessels, *Falaise* and *Brighton*, of the longer Channel crossing.

PAST THE SUSSEX COAST

Off to a good start with the tide at 8.45 the following morning, out of the harbour into the open sea with the justified promise of sunshine later. Round Seaford Head the meeting of wind and tide stirs up a slop that for a short time sets the life-boat very much alive before settling down to the more ragged sunlit swell only to be broken occasionally again by other major promontories. Past the Seven Sisters, round, almost under, Beachy Head, and once again the continuous ribbon of buildings along the low coast line until Hastings gives way

to Rye bay, where the shore lies almost invisible until the enormous rectangular pile of the atomic power station looms up on Dungeness.

Steady on 50 degrees, the familiar white cliffs identify Folkestone and Dover coming up on the port bow, stirring up nostalgic memories of Continental holidays, until all this is over the stern and course is altered round the South Foreland. Heading for the night's harbour at Ramsgate we pass a fleet of fishing boats from Walmer, their sharp counter sterns bristling with rods and line all unconcerned, presumably, with the weather forecast of north-westerly gale force winds imminent!

So they were! The quiet start of the third day's passage which belied the brightly blustering sky under the lee of the North Foreland drove across the Thames estuary into the blast of a north-westerly gale over the port bows where the life-boat showed her paces and delight of the sea tossing, pitching, and rolling in her natural element that appeared dramatically wild at least to a landsman; spray and cascades of water showering everywhere except the shelter of the gyrating canopy.

ONLY A CAP IS RESCUED

At the Outer Tongue buoy a cap is blown overboard, the restoration of which provides the only rescue of the trip before the land behind drops below the horizon. Five hours or so later, after passing and hailing the Kentish Knock and Shipwash lightvessels, Orfordness was our landfall and in a comparatively quieter sea we pass Aldeburgh, Thorpeness and Southwold to the last lap of the day.

To the west the sun was sinking behind a low bank of clouds throwing up the land in a silhouette of molten lead, while ahead the sky, like the base metal itself, made the sea appear almost pale. Daylight faded and the lights of Lowestoft twinkled and slowly emerged over the bows, offering us the welcome of a safe harbour which we reached just after the rain started.

Up at 5.30 on the last morning to leave port at 7 a.m. Daylight breaks reluctantly through ragged clouds and running up through the Yarmouth roads we leave behind a scattered fleet of vessels still riding at anchor and break out into the open as we turn north-west past Caister.

ALIVE WITH WELCOMING CROWD

If the elements tried us yesterday it was, this morning, as if they were combining to welcome us to our own hunting ground with traditional force of the most superlative quality. Punching through and over turmoils of water and spray the *William Henry and Mary King* saw her own coastline for the first time. Palling church, Happisburgh lighthouse and all the familiar landmarks blinking between the waves until Cromer church and pier hove up ahead to tell her that she had reached home at last. The beach was alive with the welcoming crowd to see her run up with the rushing surf on to the beach to a perfect landing, where the carriage and tractor, manipulated by scores of willing hands, in due course pulled her up into the boathouse.

Four memorable and happy days, exhilarating hours: sun, sea and wind

blowing away the cobwebs of previous nights' conviviality with hospitable life-boatmen of other stations.

A rugged boat, O.N. 980, for a splendid station. She will continue and maintain a history and tradition that is second to none round the coasts of the British Isles.



By courtesy of]

[North Norfolk News

Cromer's new No. 2 life-boat waiting to be drawn up the beach by tractor

ON PASSAGE TO ST. ABBS

The new St. Abbs 37-foot Oakley life-boat, *Jane Hay*, sailed from Osborne's yard, Littlehampton, at 8 a.m. on 31st October, 1964. Captain the Hon. V. M. Wyndham-Quin, R.N., Chairman of the Committee of Management, was among those on board.

The first part of the voyage to Dover was uneventful, with slight seas and a light south-easterly wind. At 8 a.m. the next morning the boat sailed from Dover and, after passing South Foreland, made her way through the Inner Downs between the Goodwin sands and the Kent coast. She crossed the Thames estuary and passed the Kentish Knock lightvessel where a bundle of Sunday papers was thrown aboard for the lightvessel's crew to read. Landfall was made again at Orfordness.

SLOW MOTION IN FOG

At Southwold fog banks reduced visibility to a few yards. Course was set, and when the life-boat's position was one mile south of Lowestoft course was altered to the westward to make land.

A mile further on, when our estimated position was 400 yards from the beach, the boat's engines were stopped so that we could hear if any fog signals were sounding from the land. Nothing was heard. The engines were started and the boat proceeded slowly for another 200 yards. Still nothing was heard. The manoeuvre was repeated and this time a dog's bark was heard and the lapping of waves, then people's voices. A hail was given asking for our position and after great difficulty we were able to ascertain that we were off the holiday camp to the south of Lowestoft harbour entrance.

DIM LIGHTS WERE SEEN

Course was set to a position half a mile to the east of Lowestoft piers. When the life-boat reached the position the same procedure was adopted: dead slow stop, listen. Eventually the reed fog signal was heard and on the final manoeuvre the dim lights of the pier-head were sighted above us some 20 yards away. The boat was able to reach her berth with the help of the lights on the harbour quays.

On the next day the boat made her way northward to Sheringham. From there a north-westerly course was set for Spurn Point, which was reached after a rough passage with force 6 to 7 winds.

We continued the passage next day to Whitby. Alongside the quay, on arrival, we discovered that in the dark the propellers had become entangled with a salmon poacher's net. A number of people appeared and helped to cut the net clear, disappearing very quickly once it was cleared with *nearly* all the fish. The Chairman and crew lunched well the next day.

THREE CHEERS ON ARRIVAL

On the day after arrival at Whitby the propellers were cleared and on the following day, Thursday, we arrived in Berwick. The St. Abbs coxswain, Mr. J. Wilson, joined us the next morning for the final few miles to St. Abbs. We were welcomed on arrival by members of the St. Abbs committee, along with most of the population, who raised three cheers for the arrival of the new life-boat.

STAFF RETIREMENTS

MEMBERS of the Institution's staff who retired in 1964 after more than 15 years' service were:

Mr. B. Rickard, 40 years; Mrs. F. E. Johnson (Miss Tolley), 39 years; Mr. W. L. Cook, 36 years; Mr. C. T. Hornabrook, 34 years; Mrs. C. A. Dallimore, 23 years; Mr. D. MacMillan, 18 years.

New Year Honours

Brigadier C. C. Fairweather, O.B.E., T.D., D.L., chairman of the Teesmouth station branch, has been made C.B.E. in the New Year Honours list.

Major K. G. Graves, J.P., chairman of the Ramsey station branch, has been awarded the O.B.E.

Sidelights on Stations

WHEN Miss Grace Monro gave £1,000 to be divided largely between the life-boat crews and helpers at Holy Island, North Sunderland, Penlee and Sennen Cove during 1964, the Holy Island crew decided to express their gratitude by sending her a painting of their life-boat.

They commissioned the well-known Grimsby artist, Charles Davis, to paint the *Gertrude* on service in rough seas off Inner Farne, and 17 of them contributed to the cost. The painting, sent to the Bristol home of Miss Monro, brought an unanticipated response. Miss Munro, a valued supporter of the Institution for some time, sent another £100 to Holy Island—to be divided between the 17 contributors.

Sir James Harman, while Lord Mayor of London, went aboard Eastbourne life-boat in September. In flying spray and wind he went with the life-boat crew and branch officials in the direction of Beachy Head. Sir James, who has a house at Eastbourne, was an ex-officio member of the Institution's Committee of Management during his term as Lord Mayor.

Mr. John McDonough, of Fleetwood life-boat crew, has made a doll's

bungalow which raised £20 in a competition organised by the Fleetwood ladies' life-boat guild and which cost only £2 10s. in building materials. Woodwork is his hobby and one which he regularly turns to the Institution's profit. A needlework box, upholstered stool and two dolls' houses have been made for previous money-raising efforts held by the guild.

Every five years – sometimes more frequently – the life-boat at Islay, Argyllshire, is called out on "political" service. On 15th October, 1964, the life-boat *The Rankin*, on temporary duty at the station, carried the Parliamentary election ballot boxes from Colonsay to the mainland. The service was carried out uneventfully in a moderate sea and gentle westerly breeze.

Fifty-four years after he had been rescued from a yawl-rigged fishing smack during a storm, 83-year-old Mr. George Austin went back to Llandudno life-boat station this summer, hoping to meet some of the men who had saved his life. He was welcomed by several members of the present life-boat crew but found he had outlived all his former rescuers. The last had died in 1963.

Annual General Meeting

The annual general meeting of the Institution will be held at the Central Hall, Westminster, at 3 p.m. on 6th April, 1965.

Princess Marina, Duchess of Kent, who is President of the Institution, will present medals and other awards.

A BOOK FOR REVIEW

THE first in a series of books which will undoubtedly become standard works on the history of the Cornish life-boats, *Wreck and Rescue Round the Cornish Coast* by Cyril Noall and Grahame Farr (D. Bradford Barton, 21s.), is both an admirable piece of scholarship and a most readable work. In this first volume the authors tell the stories of the life-boat stations at Bude, Port Isaac, Padstow, Newquay and Hayle.

They are particularly interesting on the history of the Padstow station, yet in spite of all their research they are unable to state with certainty when the station was founded. Although they hold the view that the first Padstow life-boat was built in 1827 they call attention to the fact that this Institution's records state that the station was established before 1825, although the Institution's annual report for the year 1824-1825 mentions a life-boat being "planned" for the Padstow district. There was, it seems, a six-oared gig built as early as 1790 largely for rescue on the north Cornish coast, but this was not truly a life-boat. In the authors' words "the pilots scorned the addition of aircases and cork".

FUTURE KING CONTRIBUTED TO THE COST

The Padstow life-boat built in 1855 cost £160. Towards this sum the future King Edward VII contributed £25, and he gave permission for the life-boat to be named *Albert Edward*. Padstow also had one of the few steam life-boats built for the Institution and a 61-foot motor life-boat named in July, 1930, which, apart from one boat stationed at Dover, was the largest motor life-boat hitherto completed.

Colourful accounts, a number of them extracted from local newspapers, describes early happenings at other stations. When a life-boat was first placed at Port Isaac one of the first actions taken was to capsize her deliberately with her crew on board in order to show that she could become upright "in less than a minute and free of water in a few seconds". The daughter of the chairman of the local committee then named the boat but before doing so placed below the foundation stone of the boathouse a bottle containing coins and documents.

When the first life-boat arrived at Newquay it was reported that of the local population, then numbering less than one thousand, all who could walk trooped out to meet her.

LIFE-BOAT MANNED BY OXFORD CREW

Hayle's first life-boat was provided by a fund collected at the University of Oxford, and in April, 1866, after being drawn on her carriage through the principal streets of Oxford, she was taken to the towing path of the river and manned by the Oxford boat race crew, who not long before had defeated Cambridge. The wife of the Vice-Chancellor then named the life-boat *Isis*.

Mr. Noall and Mr. Farr have many moving accounts of rescues carried out by the different life-boats at these north Cornish stations, and all too often among the accounts of successful rescues are tales of life-boat disasters. Of the



By courtesy of]

[R. C. H. Gillis

Newquay's oared life-boat *Willie Rodgers* in 1893.
The station is now closed.

consequence of a disaster at Padstow in 1867 they rightly comment: "As is almost always the case after a life-boat disaster, there was no lack of volunteers to make up a fresh crew."

The next two volumes of this series will deal first with the life-boat stations in the Lands End area and then those on the south Cornish coast.

There are a number of excellent illustrations in this first volume including the famous picture which shows how the Port Isaac life-boat had to be dragged through the narrow streets.

OBITUARY

COLONEL THE HON. HAROLD ROBSON, T.D., D.L., J.P.

Colonel the Hon. Harold B. Robson, a Vice-President of the Institution, died on 13th October, 1964, at the age of 76. He joined the Committee of Management in 1933 and was elected a Vice-President in 1955. He served on the general purposes and publicity committee from 1938 and on the establishment committee from the following year. In 1949 he became a member of the finance committee and in 1956 chairman of the general purposes and publicity committee, a post he resigned a year later because of ill health.

COXSWAIN EDWARD PARKER

Coxswain Edward Parker, who died on 15th October, 1964, was a former coxswain of Margate life-boat who was awarded the D.S.M. for the part he and his crew played at Dunkirk when the Margate life-boat rescued over 600 British servicemen from the beaches. He served in the Margate life-boat crew for 41 years. During the last 16 years, from 1930 until his retirement in 1946, he served as coxswain.

RECORD OF RESCUES IN 1964

1964 month	Number of times life-boats called out on service		Lives saved by life-boats		Craft saved by life-boats	Number of times inshore rescue boats called out on service	Lives saved by inshore rescue boats	Craft saved by inshore rescue boats	Lives saved by shore- boats recognized by the Institution
	1964	Average 1946-1964	1964	Average 1946-1964					
January ..	41	(45)	13	(43)	1	—	—	—	9
February ..	43	(38)	26	(18)	9	—	—	—	—
March ..	51	(41)	34	(37)	5	2	—	—	4
April ..	53	(44)	20	(28)	9	10	7	2	41
May ..	99	(55)	60	(34)	21	30	4	3	37
June ..	81	(62)	24	(33)	12	36	6	1	31
July ..	126	(86)	43	(50)	19	51	20	8	60
August ..	128	(106)	104	(64)	39	66	20	9	86
September ..	128	(77)	69	(46)	23	24	9	4	29
October ..	73	(52)	41	(27)	14	11	1	2	8
November ..	64	(53)	13	(28)	4	6	4	2	3
December ..	42	(48)	6	(35)	4	2	—	—	15
	929	(707)	453	(443)	160	238	71	31	323

SUMMARY OF SERVICES IN 1964

Number of times life-boats called out on service	929
Number of times inshore rescue boats called out on service	238
	<u>1,167</u>
Number of lives saved by life-boats	453
Number of lives saved by inshore rescue boats	71
Number of lives saved in shore-boat cases recognized by the Institution ..	323
	<u>847</u>

THE LIFE-BOAT FLEET

148 life-boats

27 inshore rescue boats

LIVES SAVED 85,502

from the Institution's foundation in 1824 to 31st December, 1964



By courtesy of


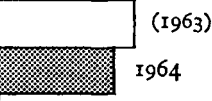

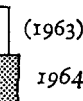
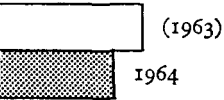

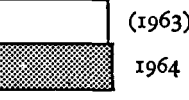
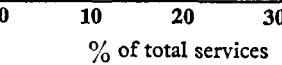
[Sport and General

The new 44-foot steel life-boat in the Thames at London

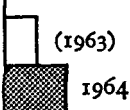
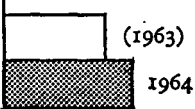
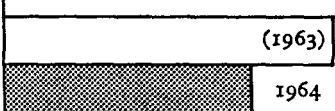

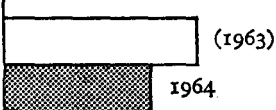
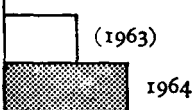
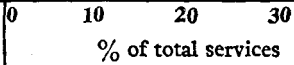


Newhaven life-boat on the slipway

NATURE OF SERVICES BY LIFE-BOATS

CLASS	1963		1964		% of total services			
	No.	% of total	No.	% of total	0	10	20	30
Fishing boats — all types	169	20.5	178	19.6				
Motor vessels, steamers, barges, motor boats, etc.	123	14.5	119	12.6				
Sailing yachts, sailing dinghies, sailing boats, motor cruisers and motor yachts	164	19.9	232	25				
Aircraft	11	1.4	19	2				
Small boats, canoes, rubber dinghies, etc.	130	15.9	113	12.1				
Landing sick persons and taking out doctors, help to bathers, people on cliffs, rocks, or cut off by tide	125	15.3	149	16.1				
Miscellaneous; rockets and flares, light vessel reliefs, etc.	102	12.5	119	12.6				
	824	100.0	929	100.0				

NATURE OF SERVICES BY INSHORE RESCUE BOATS

CLASS	1963		1964		% of total services			
	No.	% of total	No.	% of total	0	10	20	30
Fishing boats — all types	1	2.6	15	6.3				
Motor vessels, motor boats, etc.	4	10.2	31	13.0				
Sailing yachts, sailing dinghies, sailing boats, motor cruisers and motor yachts	14	35.9	63	26.5				
Aircraft	—	—	—	—				
Small boats, canoes, rubber dinghies, etc.	9	23.1	63	26.5				
Landing sick persons and taking out doctors, help to bathers, people on cliffs, rocks, or cut off by tide	8	20.5	37	15.5				
Miscellaneous; rockets and flares, etc.	3	7.7	29	12.2				
	39	100.0	238	100.0				

Note: In 1963 there were 8 inshore rescue boats in service and in 1964, 27.

Life-boat services round the Coasts

LAUNCHES AND LIVES SAVED

1st October to 31st December: Launches 179, lives 60

NORTH-EAST ENGLAND

Boulmer, Northumberland. At 9.40 a.m. on 16th October, 1964, the coastguard told the honorary secretary that one of a small fleet of cobsles which were making for shelter in the harbour had been delayed. The sea was moderate with light airs from the north-west and the tide was over two hours flood. The life-boat *Robert and Dorothy Hardcastle* was launched at 9.52 to investigate the delay. She found the coble *Jacqueline Stevenson*, with three men on board, at 10 a.m. and escorted her into harbour. The life-boat returned to her station at 10.15.

OUT OF CONTROL

At 9.7 a.m. on 26th October, 1964, the coble *Rose of June*, with a crew of three, was reported to be out of control in a slight sea and light airs from the south-west. The tide was half an hour after high water. At 9.26 the life-boat *Robert and Dorothy Hardcastle* was launched. The *Rose of June* was found drifting on the ebb tide, with her engines out of control. The life-boat towed her to Boulmer, and returned to her station at 2.30 p.m.

THIRTEEN AT SEA

Filey and Flamborough, Yorkshire. At 1.20 p.m. on 30th December, 1964, the coastguard told the Filey honorary secretary that the wind was reaching storm force. As there were 13 local fishing cobsles at sea the Filey life-boat *The Isa & Penryn Milsted* was launched at 1.40. The Flamborough life-boat *Friendly Forester* was also launched five minutes later as some of the cobsles were fishing off Flamborough Head. Both life-boats escorted the cobsles to safety. The Flamborough life-boat returned to her station

at 3.45 and the Filey life-boat arrived at her station at 4.10.

The Filey life-boat was also called out on 19th October.

AID FOR SKIN DIVERS

Flamborough, Yorkshire. At 11.30 a.m. on 15th November, 1964, the life-boat coxswain saw five skin divers enter the water at the north landing and swim straight out to sea. The weather was deteriorating with a north-westerly wind of near gale force and a rough sea. It was high water. Soon afterwards the coxswain saw them struggling at the foot of the cliffs trying to get ashore. From his knowledge of the cliffs the coxswain knew it would be impossible for these men to climb up so he reported the situation and the life-boat crew were assembled in readiness to launch if this became necessary. Ten minutes later the coastguard reported that the skin divers had been contacted and they did not require any help. Three men eventually swam back to the north landing and were met by the coxswain. He was asked if it would be possible to help the other two men as they were not strong swimmers. The life-boat *Friendly Forester* was launched at 2.40 p.m., picked up the two skin divers and returned to her station at 3.40.

IN SOUTHERLY GALE

At 12.45 p.m. on 7th December, 1964, the coxswain decided to launch the life-boat *Friendly Forester* as several local fishing cobsles were at sea in deteriorating weather. The life-boat put out in a southerly gale and a rough sea to a position east-south-east of Flamborough Head where the cobsles were known to be working. One coble was making for the



By courtesy of]

[Hull Daily Mail

Three skin divers rescued by Flamborough life-boat in November

north landing when the coxswain contacted her skipper and was given the position of the remaining three. These cobbles were eventually escorted safely in. The life-boat reached her station at 3.15.

RESERVE LIFE-BOAT

Humber, Yorkshire. At 1.30 p.m. on 4th October, 1964, the coastguard told the coxswain superintendent that the reserve life-boat *The Cuttle* had broken down in a slight sea and gentle southeasterly wind five miles north of Spurn Point. At 1.35 the life-boat *City of Bradford III* was launched and the reserve life-boat was soon found about two miles east of Withernsea. *The Cuttle* was towed to the life-boat station by 5.21.

TOWED TO MOORINGS

At 7.30 a.m. on 6th October, 1964, the nightwatchman reported that the reserve life-boat *The Cuttle* appeared to be dragging her anchor inside Spurn Point, in the rough seas and near gale force westerly winds. At 7.50 the station life-boat *City of Bradford III* was launched. As it was over an hour past high water the

combined effect of wind, sea and tide was to break *The Cuttle* free of her moorings, and she was well out to sea in broken water before a tow line could be taken to her by the Humber life-boat's second coxswain, who jumped from one life-boat to the other. Because of the weather the reserve life-boat was towed into Grimsby, where she was moored safely at 11 a.m. The *City of Bradford III* stood by until the weather moderated. While she was there a shipping agency reported that a man on board a vessel in Spurn anchorage required medical assistance. It was not until 3.45 p.m., however, that a male nurse arrived, since no doctor could manage the trip at the time. At 5 p.m. the nurse was put aboard the cargo vessel *Thorpe Grange* of London. The injured man was then transferred to the life-boat and landed at Grimsby at 6.25. The Humber life-boat towed the reserve life-boat to moorings at Royal Dock, returning to her station the following morning.

RUSSIAN VESSEL

At 9.50 a.m. on 14th October, 1964, a shipping agency in Hull telephoned the

coxswain superintendent saying that a woman aboard the Russian cargo vessel *Jushnij Bug* was severely ill and needed medical attention. At 10.30 the life-boat *City of Bradford III* was launched with a doctor on board. There was a slight sea and gentle south-westerly breeze. It was two hours before low water. When the life-boat came alongside the Russian vessel the doctor boarded her to attend to the woman. Twenty minutes later he returned to the life-boat with the woman. She was transferred to an ambulance and later to hospital. The life-boat returned to her station at 12.15 p.m.

FROM GREEK SHIP

At 5.25 p.m. on 6th November, 1964, the coxswain superintendent received a telephone message from a Hull shipping agent saying that a member of the crew of the Greek vessel *Artigas* was injured and needed hospital treatment. At 5.35 the life-boat *City of Bradford III* was launched into a smooth sea and light north-westerly breeze. The tide was at one hour before high water. At 6.10 the injured man was transferred from the *Artigas*, which was in Spurn anchorage, to the life-boat and landed at Grimsby at 7.5. The life-boat returned to her station at 8 p.m.

AFTER A COLLISION

At 6.40 p.m. on 28th November, 1964, the coastguard informed the coxswain superintendent that the motor vessel *Royal Gate* had been in collision one mile west of Chequer buoy and was making for the beach in a moderate southerly wind with a slight sea. At 6.40, low water, the life-boat *City of Bradford III* was launched. She came alongside the *Royal Gate* which had a crew of nine, and found that the vessel was badly damaged amidships on the port side. At 8.30 the vessel made her way towards Grimsby, keeping close to the shore, accompanied by the life-boat. Before she reached Grimsby however she developed a heavy list and was beached again. The tide held her in an upright position and the *Royal Gate* signified that no further assistance was required. At 11.15 the life-boat returned to her station.

COBLE WAS ESCORTED

Newbiggin, Northumberland. At 9.50 a.m. on 23rd October, 1964, the coxswain told the honorary secretary that the weather was becoming worse and that two cobbles were still at sea. At 10.10 the life-boat *Richard Ashley* was launched. Twenty minutes later the coble *Adventure* was contacted and escorted into Newbiggin. The other coble made for Blyth which she reached safely. At 11.30 the life-boat returned to her station.

BARGE WAS TOWED

At 2.30 p.m. on 8th November, 1964, the coxswain told the honorary secretary that a boat had fired a red flare while in a choppy sea on the Outer Carrs. At 2.40, three hours before high water, the life-boat *Richard Ashley* was launched into a light south-easterly breeze. The vessel, the river barge *Crescent Brand* with a crew of two, was less than a mile from the life-boat station. The life-boat towed the barge to Blyth and returned to her station at 7.5.

FOUR WERE STRANDED

Skegness, Lincolnshire. At 8.10 a.m. on 2nd November, 1964, the coastguard told the honorary secretary that two men and two boys were stranded on the Inner Dowsing lightvessel. They had secured to the vessel in fog but their two boats had broken adrift while they were aboard the lightvessel. At 9.5 the life-boat *Charles Fred Grantham* was launched into a choppy sea and moderate northerly breeze. The tide was 1½ hours before low water. The four people were taken aboard the life-boat and landed. The life-boat returned to her station at 1.25 p.m.

The life-boat was also called out on 3rd November.

LIFE-BOAT ESCORT

Tynemouth, Northumberland. At 12.2 p.m. on 27th December, 1964, a number of the life-boat crew and helpers at the watch-house saw a red flare being fired by a small boat fishing at the harbour mouth. The life-boat *Tynesider* was launched at 12.5 in a south-easterly wind of near gale force and a rough sea. It was 1½ hours after high water. The life-boat

reached the boat, which had broken down, just after a pilot cutter had put a tow rope aboard her. The life-boat escorted both boats up river to a safe anchorage. A message was then received from another pilot cutter that a motor boat was in difficulties on the harbour bar. The life-boat found the motor boat *Magnet*, with four people on board, anchored in a very dangerous position at the south pier head. The *Magnet* weighed anchor and was escorted by the life-boat up river. The life-boat returned to her station at 1.10.

COASTER REFLOATED

Whitby, Yorkshire. At 4 a.m. on 2nd October, 1964, the coastguard told the honorary secretary that a small coaster was ashore at Happy Valley, in a slight sea and light southerly airs. The tide was at two hours ebb. When the life-boat *Mary Ann Hepworth* was launched at 4.30 she found the coaster S.S. *Queensgate* of Goole almost high and dry. The captain of the *Queensgate* said that the life-boat's help was not needed and at 4.55 the life-boat returned to the harbour. She went back to the coaster at 11 a.m. and stood by when local boats tried unsuccessfully to refloat her. At 4.30 p.m. she returned to harbour. At 12.45 a.m. the *Queensgate*'s owners asked the life-boat to stand by while further attempts to refloat her were made. The coaster was successfully refloated and at 4.15 the life-boat returned to her station.

BERTHED SAFELY

At 1.30 p.m. on 23rd October, 1964, the coxswain told the honorary secretary that heavy seas were running on the harbour bar and two fishing boats were still at sea. There was a north-westerly gale with very rough seas and it was 1½ hours past low water. At 1.31 the life-boat *Mary Ann Hepworth* was launched. She reached the bar in time to escort the motor fishing vessel *Ocean Venture* into harbour. The other vessel, *Lead Us*, which was farther from the bar, was advised to make for Scarborough but decided to enter Whitby. She almost broached to at the entrance but, regaining control, berthed safely. The life-boat returned to her station at 3.50.

ENGINE BREAKDOWN

At 8.22 a.m. on 25th October, 1964, the coastguard told the coxswain that the skipper of the fishing-vessel *Golden Hope* had radioed, asking for his vessel to be kept under observation because her engine had broken down. The sea was moderate with a gentle north-westerly breeze, but the tide was over two hours past high water and there was a heavy swell. At 8.50 the life-boat *Mary Ann Hepworth* was launched to stand by during the tow which had been arranged with another fishing vessel. As the other vessel was not seen near the *Golden Hope* the life-boat towed the fishing vessel to Whitby harbour and moored her. At 10 a.m. the life-boat returned to her station.

The life-boat was also called out on 16th October and 22nd November.

Other life-boats called out in the last three months of 1964 were:

Redcar, Yorkshire - 5th November and 15th December.

Teesmouth, Yorkshire - 28th October.

SOUTH-EAST ENGLAND

Aldeburgh, Suffolk. At 11.30 a.m. on 4th October, 1964, the coastguard told the honorary secretary that a small motor launch was sending up red flares off Sizewell in moderate seas and a gentle east-south-easterly breeze. The life-boat *The Alfred and Patience Gottwald* was launched at 11.35. It was two hours after high water. The launch *Zingari*, whose crew of two were unable to start the engine, was towed into Lowestoft. The life-boat returned to her station at 5.55 p.m.

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

ON CAISTER SHOAL

Caister, Norfolk. At 6.30 a.m. on 11th October, 1964, when the mechanic was fishing at sea he saw a small vessel aground on Caister shoal. The honorary secretary was told and at 7.5 the life-boat *The Royal Thames* left in a slight sea with a gentle south-westerly breeze. The tide was beginning to rise and the life-boat

stood by until the motor vessel *Elation* refloated. She took a length of thick rope from the *Elation* and anchored herself to hold the vessel steady as the tide rose. The *Elation*, which had a crew of three, was listing heavily to starboard. At 10 a.m. she was refloated and continued safely on course. The life-boat returned to her station at 10.30.

CREW OF EIGHT

At 1.50 a.m. on 20th November, 1964, the coastguard told the coxswain that a vessel was aground one mile south of the North Caister buoy. At 2.10, when the tide was two hours before low water, the life-boat *The Royal Thames* was launched into a smooth sea and light westerly breeze. At 2.45 she found the trawler *Ada Kirby* aground with a crew of eight on board. Her skipper had launched his inflatable raft, fearing that the trawler might capsize. The life-boat took his tow wire and rope and stood by until the trawler refloated at 4.10. The life-boat piloted the trawler clear of danger and returned to her station at 4.45.

DRIFTING TO SEA

Clacton-on-Sea, Essex. At 12.15 p.m. on 16th October, 1964, the coastguard told the honorary secretary that three people in a small dinghy were trying to attract attention. Their craft was off Holland Haven drifting seawards on the tide, which was two hours before low water. The sea was choppy with a moderate north-westerly breeze when the life-boat *Sir Godfrey Baring* was launched at 12.30. A motor fishing vessel picked up the three people who were transferred to the life-boat and landed at Clacton pier. The life-boat reached her station at 1.35.

YACHT AGROUND

At 12.8 p.m. on 13th November, 1964, the coastguard told the honorary secretary that a yacht was reported aground in heavy seas on the West Barrow sands. No distress signals were seen but, because of a strong south-westerly wind and deteriorating weather, the life-boat *Sir Godfrey Baring* was launched at 1.5. The tide was one hour past low water. As the life-boat approached, the yacht began to refloat.

She was undamaged and with her crew of three made for Burnham on Crouch. The life-boat returned to Brightlingsea where she moored for the night because of bad weather. She returned to her station the next day.

FLARES WERE SEEN

Dungeness, Kent. At 8.35 p.m. on 22nd October, 1964, the coastguard told the honorary secretary that red flares had been seen off Dengemarsh. There was a moderate westerly breeze with a rough sea. At 9.30 the life-boat *Mabel E. Holland* was launched. It was just past low water. The life-boat found the yacht *Anne* about four miles south-west of the life-boat station. There were two people aboard her and her engine was broken down. She was towed to a safe mooring. The life-boat then investigated another flare five miles south of Dungeness but after an unsuccessful search returned to her station at 2.30 a.m. A donation was made to the crew.

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

TWO PICKED UP

Eastbourne, Sussex. At 5.35 p.m. on 24th October, 1964, the coastguard told the honorary secretary that a small vessel three miles south of the station was signalling for help. The sea was smooth with light airs from the north-west and it was two hours before low water. At 6 p.m. the life-boat *Beryl Tollemache* was launched. At 6.29 two young men were picked up from the fishing boat *Which-a-Way* which was drifting with her engine broken down, while a member of the life-boat's crew joined the third member of the fishing boat's crew to help him to arrange a tow line. The *Which-a-Way* was towed to safety and beached, the life-boat reaching her station at 6.55. A donation was made to the Institution's funds.

CRIES FOR HELP

Great Yarmouth and Gorleston, Norfolk. At 12.10 a.m. on 11th December, 1964, the coastguard told the honorary secretary that a police constable on

duty near the Pier Hotel had heard cries for help which seemed to come from the river side of the south pier. The life-boat's second coxswain and motor mechanic, together with the police and coastguard, searched both the river and sea sides of the pier. A police car patrol officer established that there was a small boat in difficulties somewhere outside the pier, and the life-boat *Louise Stephens* was launched at 1.4 in a thick fog. There were light westerly airs with a smooth sea and it was almost high water. An outboard motor skiff was found anchored half a mile east-north-east of the harbour entrance with three men on board. They had been fishing but because of fog had been unable to find their way back to the harbour. The skiff was taken in tow and the life-boat reached her station at 1.35.

WASHED ASHORE

Hastings, Sussex. At 7.25 a.m. on 6th October, 1964, the skipper of the fishing boat *Patricia Peggy* telephoned the honorary secretary to say that because of engine failure his boat had been washed ashore at low water in the moderate westerly breeze and choppy seas at Dungeness. The life-boat *Fairlight* was launched at 7.42. She found the *Patricia Peggy* five miles east of Rye harbour and passed a tow line to her by using rockets. The boat was towed into Hastings and the life-boat reached her station at 1.2 p.m.

YACHT WAS FOUND

At 5.18 p.m. on 22nd October, 1964, the coastguard told the honorary secretary that a red flare had been seen off Jury's Gap, Dungeness. The sea was moderate with a corresponding south-westerly breeze. It was almost low water. At 5.32 the life-boat *Fairlight* was launched. On her way to Jury's Gap she found a small yacht which was waiting to enter harbour. The coxswain advised the yachtsmen to make for Dungeness because there would not yet be enough water for them to enter the Hastings harbour. Soon afterwards the fishing vessel *William and Edwin* was found close inshore. One of the life-boat's crew was put aboard to help her crew of one to arrange a tow line, but as the man

was nearly exhausted he was taken aboard the *Fairlight*. Another member of the life-boat crew was also put on the fishing vessel, which was towed to Hastings and safely berthed. The life-boat reached her station at 9.45.

The life-boat was also called out on 8th and 22nd October, and 15th November.

TOO MANY FISH

Lowestoft, Suffolk. At 6.55 p.m. on 26th October, 1964, the coastguard told the honorary secretary that a small boat was sinking in a slight sea and a light variable wind off Pakefield beach. The life-boat *Frederick Edward Crick* put out at 7.12 and found a longshore boat with a man on board. She had a very large catch of fish in her nets and consequently was sinking. The life-boat beached the catch and towed the longshore boat to harbour, returning to her station at 9.30.

The life-boat was also called out on 1st and 31st October.

BUMPING HEAVILY

Margate, Kent. At 8.45 p.m. on 4th October, 1964, the coastguard told the honorary secretary that a vessel was burning red flares off Foreness Point. There was a choppy sea with a moderate east-south-easterly wind. At 8.58 the life-boat *North Foreland* (*Civil Service No. 11*) was launched on a flooding tide. She found the motor launch *Christina* bumping heavily on the rocks even though her anchor was down. As the sole occupant was unable to start her engine the life-boat towed the *Christina* into Margate. She returned to her station at 11.30.

IN POLISH TRAWLER

At 10.12 p.m. on 16th November, 1964, the coastguard told the honorary secretary that the Polish trawler *Lyna*, sheltering in Margate roads, had an injured man aboard and had requested medical help. At 10.43, one hour after high water, the life-boat *North Foreland* (*Civil Service No. 11*) was launched into a rough sea and near gale force westerly wind. At 11.30 the injured seaman was put aboard the life-boat and landed at Margate, where he was taken to hospital. The life-boat moored in the

harbour soon after midnight and was rehoused the next day.

The life-boat was also called out on 2nd November.

SLOOP CAPSIZED

Ramsgate, Kent. At 4.38 p.m. on 3rd October, 1964, the east pier watchman told the coxswain that two small boats were in difficulties in a rough sea and fresh north-easterly breeze off Brake sands. One was believed to have capsized. At 4.46 the life-boat *Michael and Lily Davis* put to sea. A few minutes later she found the sloop *Gay Guy*, which had capsized but had been righted by her crew, one of whom was still in the water. All the crew were taken aboard the life-boat. At 5.45, with the *Gay Guy* in tow, the life-boat entered harbour. The other small boat did not need help.

LOST HER SAILS

At 11.27 a.m. on 7th October, 1964, the east pier watchman told the honorary secretary that a yacht was in difficulties off Dumpton Gap and she was firing flares. The sea was very rough with a strong south-westerly gale gusting to storm force. One hour before high water, at 11.36, the life-boat *Michael and Lily Davis* put to sea. At 11.55 she found the yacht *Belvoir*, which was out of control, with her engine out of action and her sails carried away by the violence of the storm. She was in danger of being broken up by the heavy seas on the shore. Two members of the life-boat's crew jumped aboard the *Belvoir* to assist her crew of four to attach a tow line to the life-boat. This was done and at 1.37 p.m. the two boats entered Ramsgate harbour, where the life-boat was remoored. The owner made a donation to the Institution's funds.

TOW FOR MOTOR BOAT

At 1.55 p.m. on 24th October, 1964, the east pier watchman told the honorary secretary that a motor boat had broken down and was drifting in moderate seas and a corresponding north-westerly breeze off Ramsgate. At 2.5, high water, the life-boat *Michael and Lily Davis* put out to sea. She found the motor boat *Stephen*, which had a crew of two, drifting

1½ miles north-east of the harbour. The motor boat was towed into the harbour and the life-boat returned to her station at 3.10.

IN SHALLOW WATER

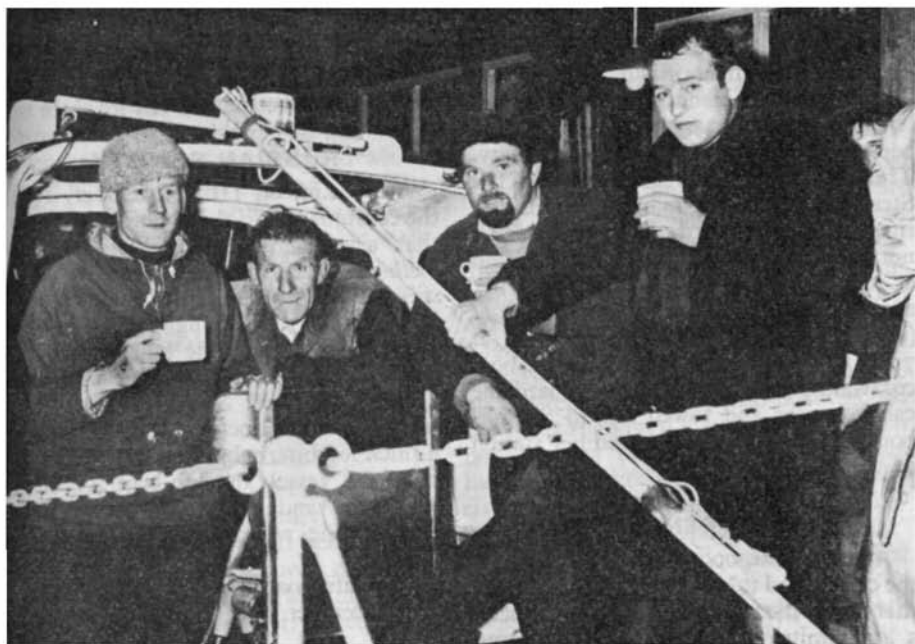
At 11.11 p.m. on the same day the coastguard informed the honorary secretary that a ship was aground in a moderate sea three miles off North Foreland. It was one hour after low water and there was a moderate westerly breeze. At 11.30 the life-boat *Elizabeth Elson*, on temporary duty at the station, put to sea. She found the Lebanese vessel *Kapitan Vangelis* aground in water too shallow for the life-boat to come alongside. After standing by for some time the German tug *Hermes* arrived and towed the vessel clear. Towing lines were taken by the life-boat from the *Hermes* to the *Kapitan Vangelis*, the water being sufficient for the life-boat to do this by the time the tug arrived. The tug towed the vessel to Dover and the life-boat returned to her station at 3.30 a.m.

SWIMMER WAS WEARY

At 11.38 a.m. on 11th December, 1964, the police told the honorary secretary that cries for help had been heard to seaward of the western undercliff by a local doctor. Visibility was very poor due to fog. At 11.46 the life-boat *Michael and Lily Davis* put out with the boarding boat in a light west-north-westerly wind and a smooth sea. It was two hours after low water. The life-boat searched the area and at 12.5 p.m. found a man almost exhausted from swimming. He had been shrimping on a rising tide and, having lost all sense of direction in the fog, was swimming out to sea. He was picked up by the boarding boat and transferred to the life-boat. He was given first aid, for which the crew were complimented by the hospital to which the man was taken later. The life-boat reached her station at 12.25.

TOW TO RAMSGATE

At 10.32 a.m. on the following day the watchman on the east pier told the honorary secretary that a yacht was



By courtesy of]

[Sussex Photo Agency

The crew of the *John Howard III* whose boat was rescued by Shoreham Harbour life-boat in November

making heavy weather on passage off Ramsgate. The life-boat *Michael and Lily Davis* put out at 10.45 in a south-westerly gale and a rough sea. It was almost low water. A helicopter from Manston which was airborne reported that the yacht was not in difficulty, but at 11.20 when the life-boat found the yacht *Sirius* the coxswain advised her crew of three to return to Ramsgate. The yacht did so, escorted by the life-boat. As progress was slow the yacht was later taken in tow. The life-boat reached her station at 1.20 p.m.

DRIFTING SLOOP

Shoreham Harbour, Sussex. At 2.55 p.m. on 31st October, 1964, the coastguard told the honorary secretary that a yacht was firing red flares one mile east of Worthing pier. The sea was choppy with a gentle breeze from the east. At 3.7, two hours after low water, the life-boat *Dorothy and Philip Constant* was launched. She found the sloop *Jewel*, which had a crew of two, drifting with her engines out

of action. The sloop was towed by the life-boat to Shoreham Harbour and the life-boat returned to her station at 5.15.

FOULED PROPELLER

At 5.46 p.m. on 8th November, 1964, the coastguard told the honorary secretary that a fishing boat was in distress $1\frac{1}{2}$ miles off west pier, Brighton, in a choppy sea and fresh north-easterly breeze. It was one hour before low water when, at 5.56, the life-boat *Dorothy and Philip Constant* was launched. By using parachute flares the life-boat quickly found the fishing boat *John Howard III*, which was partly waterlogged. Her propeller had fouled on a fishing net. Her four occupants were taken aboard the life-boat, which towed the fishing boat to Shoreham Harbour. The life-boat arrived at her station at 7.20.

The life-boat was also called out on 24th October and 25th November.

DRAGGING ANCHOR

Southend-on-Sea, Essex. At 7 p.m. on 1st October, 1964, the coxswain was

informed that the wife of the owner of the cabin cruiser *Baltic Lily* had asked for help to save the boat, in which they lived. The Whitstable inshore rescue boat had left at 6.50 to rescue the owner but had been unable to tow the vessel to safety. The *Baltic Lily* had anchored off the Street buoy with her mainmast, sails and rigging lost overboard. There was a fresh north-easterly wind and a choppy sea and as the *Baltic Lily* was dragging her anchor the life-boat *Greater London II* (Civil Service No. 30) was launched at 7.16. The tide was flooding. The life-boat coxswain put two of the crew aboard the cabin cruiser and towed her to Sittingbourne. The life-boat reached her station at 5.30 a.m.

HAD APPENDICITIS

At 11.30 a.m. on 7th November, 1964, the coastguard told the honorary secretary that one of the personnel of Radio Invicta, a transmitting station on Redsand Towers, had appendicitis and needed medical treatment. There was a rough sea with a strong north-easterly breeze when, 1½ hours before high water, the life-boat *Greater London II* (Civil Service No. 30) was launched at 12.50 p.m. The honorary medical adviser accompanied her and on reaching Redsand Towers went aboard to see the sick man. The man was transferred to the life-boat and from there to a hospital at Southend. The life-boat returned to her station at 4.35.

NO FOOD ON BOARD

At 6.47 p.m. on 10th November, 1964, the honorary secretary was told that the Tilbury ferry *Edith*, on passage from Harwich to Tilbury, was anchored near South Shoebury buoy because of thick fog without food, water or sleeping accommodation on board. Consequently the life-boat *Greater London II* (Civil Service No. 30) was launched at 6.56. There were light north-easterly airs and a smooth sea. The life-boat found *Edith* with the help of the motor vessel *Ballyrush*, which used her radar to guide the life-boat to the position. Three members of the life-boat crew were put aboard the *Edith*. The life-boat, again helped by the

Ballyrush's radar, escorted the *Edith* to Southend pier, and returned to her station at 9.30. A donation was made to the funds of the Institution.

RUSSIAN SEAMAN

At 10 a.m. on 11th November, 1964, the coastguard told the honorary secretary that a seaman in the Russian vessel *Vetlugales* needed medical aid. The vessel was moored near middle Shoebury buoy in a smooth sea and light airs from the south-west. It was one hour before low water when, at 11.46, the life-boat *Greater London II* (Civil Service No. 30) was launched with a doctor aboard. There was a thick fog but, helped by the radar from a nearby vessel, the life-boat found the *Vetlugales* and brought a sick seaman ashore. She returned to her station at 1.30 p.m.

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

HUNGER CALL

At 1.15 p.m. on 21st December, 1964, the chairman of the branch was asked by the manager of Radio Invicta, a wireless transmitting station on Redsand Towers, if the life-boat would take food to the radio station as no other vessel could reach it in the bad weather. The life-boat *Greater London II* (Civil Service No. 30) was launched at 1.50 in a north-east wind of near gale force and a moderate sea. It was high water. The life-boat picked up stores at Sheerness and then made for Radio Invicta. It was now snowing and visibility was poor. The wind had increased to gale force and the sea was very rough. The stores were delivered to the radio station and the life-boat returned to her station at 6.45.

TOWED BY TUG

Walmer, Kent. At 3.30 p.m. on 9th October, 1964, the coastguard told the honorary secretary that he was watching the German motor vessel *Widder*, as she appeared to be in difficulties in the rough sea near Goodwin Fork. A local fishing boat was also in trouble, trying to ride out the south-easterly gale. At 4.15 the life-boat *Charles Dibdin* (Civil Service No.

32) was launched. It was two hours after high water. The fishing boat was escorted to the harbour safely and then the life-boat made for the *Widder*, a small German coaster laden with timber. She was being driven helplessly before the wind which was by now gusting to a strong gale. The life-boat reached her at the same time as the German tug *Hermes*. It was very difficult to get the *Widder's* anchor in and the life-boat stood by until she was taken in tow by the tug. The tug and her tow decided to ride out the storm in the Downs and the life-boat returned to her station at 8.40.

ENGINE TROUBLE

At 4.46 p.m. on 14th October, 1964, the coastguard told the honorary secretary that a local fishing boat had been having repeated engine trouble over one mile north of Sandown Castle, in a moderate sea and strong south-easterly breeze. At 5 p.m. the life-boat *Charles Dibdin* (Civil Service No. 32) was launched into a high tide. She found the motor boat *Violet* broached to in Sandwich bay. Her six anglers and one boatman were taken aboard the life-boat and the boat was towed to safety. The life-boat returned to her station at 6.30.

CLOSE TO SANDS

At 10.13 p.m. on 29th December, 1964, the coastguard told the honorary secretary that the South Goodwin lightvessel had reported that a vessel needed help because she was driving towards the Goodwin sands. Later the coastguard reported that the vessel required a tug and asked if the life-boat would launch and stand by until the tug arrived. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 10.50 in a strong to gale force south-westerly wind and a rough sea. It was high water. At 11.45 the life-boat arrived alongside the motor vessel *Costeiro Terceiro* of Lisbon, which had an engine breakdown. Soon afterwards the small Dover harbour tug *Diligent* and the French tug *Jean Bart* arrived. By then the *Costeiro Terceiro* had managed to anchor about 500 yards off the sands. The life-boat remained along-

side the vessel until the French tug had got her in tow. The life-boat returned to her station at 1.45 a.m.

NOBODY ON BOARD

Walton and Frinton, Essex. At 7.45 a.m. on 6th December, 1964, the coastguard told the honorary secretary that the Cork lightvessel had reported a yacht drifting about a quarter of a mile south-west of the lightvessel, apparently without anyone on board. The life-boat *Edian Courtauld* left at 8.18 in a gentle west-south-westerly breeze and a slight sea. It was two hours after low water. The life-boat reached the yacht at about 9.5 and confirmed that nobody was on board. The coxswain took the yacht in tow to the Walton river, where she was moored. The life-boat returned to her moorings at 11.2.

Other life-boats called out in the last three months of 1964 were:

Cromer (No. 1), Norfolk - 9th October.

Cromer (No. 2), Norfolk - 2nd November.

Newhaven, Sussex - 17th October.

CHANNEL ISLES

St. Peter Port, Guernsey. At 5.10 a.m. on 5th December, 1964, the use of the life-boat was requested to transfer a sick person from Herm Island to Guernsey. At 5.32 the life-boat *Euphrosyne Kendal* put out into a smooth sea and a light north-westerly breeze and carried out the service accompanied by a doctor and three members of the St. John Ambulance Brigade. She returned to her station at 6.45. The life-boat was also called out on 16th November.

St. Helier, Jersey. See page 271.

SOUTH-WEST ENGLAND

Appledore, North Devon. At 11.30 a.m. on 18th November, 1964, the honorary secretary was told that the auxiliary yacht *Sea Jack*, which had a crew of three, had lost all her canvas and had engine trouble. She was being towed by another yacht to Bideford. The sea was

smooth with a moderate south-westerly breeze and it was 1½ hours after low water. The life-boat *Louisa Anne Hawker* put out at 1.15 p.m. to meet the two boats and escort them over the harbour bar. She escorted them over the bar and up river to Bideford, returning to her station at 5.45.

NEEDED MEDICAL AID

Clovelly, North Devon. At 11.45 p.m. on 29th October, 1964, the honorary secretary was told by a Bideford doctor that a woman on Lundy Island needed immediate medical attention. At 12.30 a.m. the life-boat *Clara and Emily Barwell*, on temporary duty at the station, was launched into a moderate sea and gentle easterly breeze. It was one hour before high water. The doctor accompanied the life-boat to the island which was reached at 2.45. At 5.45 the life-boat returned to her station. The doctor remained on Lundy with his patient until the following day.

SAILS WERE TORN

Exmouth, South Devon. At 1.30 p.m. on 4th November, 1964, the coastguard told the honorary secretary that a yacht was dragging her anchor in rough seas and near gale force north-easterly winds close to Seaton. A fishing boat from Beer had been unable to tow her. At 3.50 the life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, put out on a flooding tide. At 6.25 she reached the ketch *Cap Lizard* which had a crew of two. As the engine of the ketch had failed and her sails were torn, the *Cap Lizard* was towed to Brixham. The life-boat returned to her station at 8.15 a.m.

NO ONE FOUND

At 10.1 a.m. on 26th November, 1964, the coastguard told the honorary secretary that a naval aircraft had crashed in Lyme bay and asked the life-boat to search for survivors. The sea was choppy with a gentle south-westerly breeze. At 10.20, one hour before high water, the life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, put to sea and searched the area for several hours.

A helicopter and other aircraft assisted and the Weymouth life-boat also launched but no trace of survivors was found. At 5.50 p.m. the life-boat returned to her station.

The life-boat was also called out on 26th November.

HELICOPTERS HELPED

Fowey, Cornwall. At 4.46 p.m. on 21st October, 1964, the coastguard told the honorary secretary that a small boat had been reported ashore on the east side of Dodman Point. One body had been recovered but another was missing. The sea was slight with light airs from the north-east. At 5.5, one hour before high water, the life-boat *Deneys Reitz* put out to search for the missing person. Two helicopters also searched but despite the use of a rubber dinghy for close inshore work by the life-boat, no trace of the missing person was found. At 9 p.m. the life-boat returned to her moorings with the dinghy on board.

INJURED SEAMAN

Penlee, Cornwall. At 9 p.m. on 18th November, 1964, the honorary secretary told the coxswain that the motor vessel *Clarkedden* was approaching with an injured man aboard. At 12.45 a.m. the life-boat *Solomon Browne* was launched into a slight sea and gentle south-westerly breeze. It was two hours after low water. At Newlyn the life-boat picked up a doctor and ambulance team. She then made for the *Clarkedden* which she met about four miles south of Penzance. At 1.40 the doctor went aboard the *Clarkedden*, and it was decided to land the injured seaman. At 2.38 the life-boat returned to her station.

TOWED TO LOOE

Plymouth, South Devon. At 5.20 p.m. on 26th November, 1964, the coastguard told the honorary secretary that a red flare had been sighted about four miles south-east of Banjo pier. It was low water with a slight sea and moderate south westerly breeze. At 5.38 the life-boat *Thomas Forehead and Mary Rowse* put to sea but was recalled when it was reported that a naval helicopter from Culdrose was



By courtesy of]

[Western Morning News

Plymouth life-boat returns after her annual survey

towing the cabin cruiser *Aphrodite* to Looe. The cabin cruiser, which had a crew of two, was safely berthed in Looe and the life-boat returned to her station at 6.5.

The life-boat was also called out on 23rd October, and 21st and 26th November.

CREW OF THREE

Salcombe, South Devon. At 5.2 p.m. on 9th October, 1964, the coastguard told the honorary secretary that a sailing yacht appeared to be in distress two miles west-north-west of Bolt Tail. She was tossing in a moderate sea and strong north-westerly breeze. At 5.20 the life-boat *Baltic Exchange* put out on a flood tide. She reached the yacht *Sweet Sue*, which had a crew of three. As the yacht was not in difficulty the life-boat escorted her into harbour, reaching her station at 7.40.

MOTOR CRUISER

Swanage, Dorset. At 6.33 p.m. on 5th October, 1964, the coastguard told the honorary secretary that a large motor cruiser appeared to be in difficulties

about six miles off Kimmeridge. There was a choppy sea with a fresh south-easterly breeze when, at 6.40, the life-boat *R.L.P.* was launched. It was three hours before high water. The motor cruiser was found to be the *Shoanne*. Both her engines had broken down and the one man aboard could not repair them. The *Shoanne* was towed to Poole where the life-boat was moored until the following morning because of the weather. She returned to her station at 9.45 a.m.

RED FLARES

At 5.15 p.m. on 1st December, 1964, the coastguard told the assistant honorary secretary that a small cabin cruiser off Broad Bench had fired red flares. There was a choppy sea with a moderate to fresh north-easterly wind. The life-boat *R.L.P.* was launched at 5.35, 1½ hours before high water, and found the cabin cruiser two miles off Arish Mell Gap. Her crew of two were unable to start the engine and the life-boat towed her in to Weymouth where she was moored at 9.35.

The life-boat was also called out on 1st and 22nd November.

IN ROUGH SEAS

Torbay, South Devon. At 11.28 a.m. on 9th October, 1964, the coastguard told the honorary secretary that a large yacht was anchored off Teignmouth in rough seas and a strong easterly wind. It was three hours after high water and too rough for the yacht to enter the harbour. At midday the life-boat *Princess Alexandra of Kent* put out to find if help was needed by the yacht, which was in a dangerous position. The two men aboard the yacht *Nell* decided to make for Brixham but as their progress was very slow the life-boat towed them to Brixham and returned to her station at 3.18 p.m.

The life-boat was also called out on 11th October and 13th November.

DETAILS TO COME

On 22nd December, 1964, the life-boat *Princess Alexandra of Kent* stood by the Danish coaster *Northwind*. A full account of this service will appear in the June number of THE LIFE-BOAT.

NEAR PORTLAND BILL

Weymouth, Dorset. At 8.30 p.m. on 9th November, 1964, the coxswain was told by a shipping agency that the Dutch motor vessel *Ramona* was drifting in choppy seas and a moderate south-easterly wind five miles south of Portland Bill. At 8.57 the life-boat *Lloyd's*, on temporary duty at the station, put out on the flood tide. At 9.18 the life-boat located the *Ramona*, which had now managed to get under way again. One of the crew of the life-boat was put aboard to pilot the vessel in. The life-boat escorted her into Weymouth where she arrived at 10.15.

CRASHED INTO SEA

At 9.55 a.m. on 26th November, 1964, the coastguard told the honorary secretary that the Royal Naval authorities at Portland had asked the life-boat to help in searching for a naval aircraft believed to have crashed into the sea west of the station. At 10.3 the life-boat *Frank Spiller Locke* put out into a choppy sea and gentle south-westerly breeze to search for survivors. It was high water. The life-boat,

together with the Exmouth life-boat and aircraft, searched unsuccessfully for several hours. At 5.10 p.m. the life-boat returned to her station.

The life-boat was also called out on 16th and 26th October.

Other life-boats also called out in the last three months of 1964 were:

Bembridge, Isle of Wight - 29th November.

Yarmouth, Isle of Wight - 4th October.

WALES

Moelfre, Anglesey. At 5.35 p.m. on 3rd October, 1964, the coastguard told the coxswain that a shipping agency had asked for a doctor to be taken out to the Swedish tanker *Anco Spur* to attend to an injured man. It was one hour after low water with a rough sea and a moderate easterly breeze. The life-boat *Watkin Williams* was launched at 5.50 with a local doctor aboard. She reached the tanker at 6.40. The doctor boarded her and attended the sick man who decided to remain on board his ship. The life-boat sheltered in Beaumaris at 11 p.m. until the weather abated the following morning. Then she returned to her station.

MAN WINCHED ABOARD

At 10.50 a.m. on 6th December, 1964, the coastguard reported that a rowing boat with three men aboard had been swamped at Lligwy beach. The life-boat *Watkin Williams* was launched at 10.57 to search for the rowing boat. There was a south-westerly near gale force wind, and rough sea. It was one hour before high water and visibility was good. A rescue helicopter and the Liverpool pilot boat were also searching. The helicopter found a body fairly close to the shore, winched the man aboard, and took him to a field adjoining the life-boathouse. Artificial respiration was applied by the helicopter crew and by the life-boat's honorary medical adviser who had been asked to attend, but without success. The life-boat continued her search until it was known that the other two people from the rowing boat had swum safely ashore. The rowing



By courtesy of]

[Cambrian News

Criccieth life-boat and her crew

boat and some articles of clothing which were found were taken aboard the life-boat and brought back to the boathouse on completion of the service at 1.15 p.m.

HORSES IN WATER

The Mumbles, Glamorganshire. At 1 p.m. on 18th October, 1964, the coxswain of the life-boat was told that two horses had entered the sea at Southend, The Mumbles, and were swimming away from land. Several local boats tried to head the horses towards the shore but failed. At 2.45 the life-boat *William Gammon, Manchester and District XXX*, with an R.S.P.C.A. inspector on board, was launched into a smooth sea and a light south-easterly breeze. It was one hour before high water. At 3.45 one horse was found still swimming, but the animal died before it could be taken aboard the life-boat. The second horse was not found. At 4.30 the life-boat returned to her station.

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

SAW RED FLARE

Rhyl, Flintshire. At 4.20 p.m. on 11th October, 1964, the coastguard told the

honorary secretary that the motor fishing vessel *Little Orme* had sighted a red flare near the river Clwyd. The sea was moderate with a heavy swell and it was 1½ hours past high water when, at 4.35, the life-boat *Anthony Robert Marshall* was launched into a fresh north-westerly breeze. On arrival alongside the *Little Orme* the life-boat crew were told that the fishing vessel *Seawitch* had engine trouble. There were six people in the *Seawitch*. Five were put aboard the life-boat while one of the life-boat crew went aboard the *Seawitch* to help her skipper. She was then towed to harbour. A donation was made to the crew's welfare fund.

The life-boat was also called out on 21st October and 15th December.

CUT OFF BY TIDE

Tenby, Pembrokeshire. At 9.35 a.m. on 24th October, 1964, the coastguard told the life-boat mechanic that a man and a dog were cut off by the tide about five miles south-east of Pembrey. The tide was one hour past high water, and the sea was smooth with a gentle north-westerly breeze. At 9.58 the life-boat *Henry Comber Brown* was launched but a helicopter from the nearby naval air

station rescued the man and dog before she arrived. The life-boat returned to her station at 12.30 p.m.

Other life-boats called out in the last three months of 1964 were:

Fishguard, Pembrokeshire - 15th October.

Holyhead, Anglesey - 7th December.

Llandudno, Caernarvonshire - 25th December.

Porthdinllaen, Caernarvonshire - 15th October.

St. David's, Pembrokeshire - 4th and 10th October and 24th November.

NORTH-WEST ENGLAND

Fleetwood, Lancashire. At 6.35 p.m. on 9th November, 1964, the coastguard told the honorary secretary that a converted ship's life-boat was three hours overdue with eight people on board, including three young children. The sea was smooth with a gentle south-easterly breeze and fog. At 7 p.m., one hour before low water, the life-boat *Ann Letitia Russell* was launched with a relative of the children aboard. An intensive search was made in company with two other boats but the missing boat was not found until the fog lifted at 10.30. The boat was towed to Fleetwood and the life-boat returned to her station soon after midnight. The Blackpool life-boat was also launched.

SMALL BOAT ADRIFT

New Brighton, Cheshire. At 6.40 p.m. on 7th October, 1964, the stageman told the honorary secretary that a small boat was adrift in midstream off Brazil buoy, in the river Mersey. Three men were on board and she was drifting out to sea. It was low water with a rough sea and a north-westerly gale. At 6.55 the life-boat *Norman B. Corlett* put out but meanwhile the boat's engine had been temporarily repaired and she had made her own way to New Brighton landing stage. The life-boat found her there and as requested by the three men, towed the craft back to the sand dredger *John L.K.* from which they had sailed. The life-boat returned to her station at 7.45.

INDIAN SEAMAN

At 12.45 a.m. on 1st November, 1964, the honorary secretary heard that an Indian seaman on board a vessel anchored near the Bar lightvessel was in urgent need of medical treatment. There was a smooth sea with very little wind and the life-boat *Norman B. Corlett* left at 1 a.m. for Prince's Stage to embark a doctor. It was two hours past high water. On the way to the anchored vessel the doctor was passed over to the pilot launch which carried him to her. The life-boat returned to her moorings at 1.45.

AIDED SURVEY SHIP

Peel, Isle of Man. At 4.55 p.m. on 6th October, 1964, the coastguard told the honorary secretary that the British survey ship *Hamburg* had sent out a distress call stating that she had run into a strong south-westerly gale with very heavy seas. It was also stated that she was shipping a great deal of water and that her pumps were unable to cope, leaving the vessel awash. The vessel *Amber*, of Glasgow, which was nearby, stood by until the Peel life-boat *Helena Harris-Manchester and District XXXI* arrived to take over. The life-boat had launched two hours before low water at 5.8, and reached the *Hamburg* at 7.23 after travelling about 20 miles through very rough seas. The *Amber* did not proceed on her course until her master was satisfied that the life-boat and the *Hamburg* would reach Peel safely. The life-boat continued to escort the survey ship until 8.40 when she reached Peel. At Peel pumps from the local fire brigade were used to dry out the *Hamburg*. The life-boat returned to her station at 8.46.

SHORT OF FUEL

Ramsey, Isle of Man. At 4.15 p.m. on 22nd October, 1964, the coastguard told the honorary secretary that the motor fishing vessel *Zulu Warrior* had put out to help the trawler *Wanderobo Warrior* which had run out of fuel with six people on board in very rough seas and a westerly gale. At 4.36 it was decided to launch the life-boat and at 5.20 the life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at the station, put out. She reached

the trawler at 6.45. The *Wanderobo Warrior* was towed by the life-boat to Ramsey harbour and reached her station at 9.15.

DRIFTING VESSEL

At 2.31 p.m. on 9th November, 1964, the coastguard told the honorary secretary that the motor fishing vessel *Children's Friend* was drifting in a moderate sea and a fresh south-easterly breeze off the Point of Ayre. The tide was ebbing. At 2.55 the life-boat *Thomas Corbett* was launched and found that the fishing vessel's engines had broken down. The life-boat towed her into harbour and returned to her station at 5.16. A donation was made to the Institution's funds.

HAD WOUNDED HAND

At 2.42 p.m. on 26th December, 1964, the coastguard told the honorary secretary that one of the personnel of Radio Caroline, a wireless transmitting station 3½ miles off Ramsey, had a deep wound on his right hand and needed medical attention. The life-boat *Thomas Corbett* was launched at 2.45 in a strong south-westerly wind and a rough sea. It was three hours after low water. The injured man was taken aboard and on arrival at Ramsey he was taken to Ramsey hospital. The life-boat reached her station at 4.15. The owners of Radio Caroline made a donation to the Institution's funds.

ENGINE FAILED

Workington, Cumberland. At 6.3 a.m. on 2nd November, 1964, the coastguard told the honorary secretary that red flares had been seen one mile off Workington. There was a gentle north-easterly breeze with a smooth sea. The tide was flooding. The life-boat *White Star*, on temporary duty at the station, put out at 6.15 and soon found the fishing boat *Queen Alexandra* of Workington, which had engine failure. The boat, with her crew of two, was towed safely to Workington by 8.30.

AFTER FALSE ALARM

At 3.50 p.m. on 22nd November, 1964, the coastguard told the honorary secretary

that a red flare had been seen off Whitehaven. Although it was soon learned that this report was a false alarm, a search was however carried out because a fishing boat had been reported overdue. There was a moderate westerly breeze with a smooth sea. The tide was ebbing. The life-boat *Manchester and Salford XXIX* put out at 5.25 and after an extensive search found the missing fishing boat *Carmen Maria* which had engine failure. The *Carmen Maria*, with her crew of three, was towed safely to Workington. The life-boat reached her station at 10.30.

The life-boat was also called out on 1st November.

Another life-boat called out in the last three months of 1964 was:

Blackpool, Lancashire – 9th November.

SCOTLAND

Aith, Shetlands. At 3.10 p.m. on 5th October, 1964, a local doctor told the honorary secretary that a patient on Foula was seriously ill and needed urgent hospital treatment. At 3.35, when the doctor boarded the life-boat, the *John and Frances Macfarlane* slipped her moorings. It was two hours past high water with a south-westerly breeze and thick fog. At 9.20 the life-boat reached Foula. The sea was choppy and visibility was nil. The coxswain therefore decided to lie offshore to await better weather but at 7.20 a.m. the life-boat entered Ham Voe still in dense fog. At 8.45 the doctor returned with the patient who was put aboard the life-boat, which then left for Aith. Conditions were improving and at 12.20 p.m. the life-boat was moored at her station. The patient was taken by ambulance to Lerwick hospital.

TRAWLER ASHORE

Barra Island, Outer Hebrides. At 6.53 a.m. on 18th October, 1964, the coastguard told the honorary secretary that the Spanish trawler *Tulipan* was ashore near Monach Isles in a moderate sea and strong south-westerly breeze. It was three hours before low water when the life-boat *R. A. Colby Cubbin No. III* put out at 7.25. At 12.10 p.m. she found the



By courtesy of]

[R.A.F. Leuchars

***The Spanish trawler *Tulipan* aground off Monach Isles**



By courtesy of]

[R.A.F. Leuchars

The *Tulipan*'s crew were rescued by a R.A.F. helicopter, and Barra Island life-boat was also called out

Tulipan ashore on Shillay Island off North Uist. A helicopter was ferrying the 13 survivors to Benbecula but one of the trawler's crew was missing. The life-boat crew searched intensively on and around Shillay but with no success. The life-boat returned to her station at 9 p.m.

SPANIARD WAS ILL

At 4.30 p.m. on 23rd December, 1964, the army authorities in Benbecula reported that a Spanish seaman on the Isle of St. Kilda was seriously ill with suspected typhoid, and that as a helicopter could not help, the life-boat would probably be needed. At 5.30 the coastguard asked for the life-boat's help. The life-boat *R. A. Colby Cubbin No. III* proceeded at 6 p.m. in a fresh northerly wind and smooth sea, arriving at St. Kilda at 2.30 a.m. By that time there was a near gale force north-westerly wind and a rough sea. The seaman was taken on board and taken to Kilbride, Lochboisdale, on South Uist Island. There he was met by an army ambulance which flew him to a Glasgow hospital, where it was confirmed that he was suffering from paratyphoid. The life-boat returned to her moorings at 12.30 p.m. The life-boat crew were inoculated against typhoid.

TRIMARAN OVERDUE

Broughty Ferry, Angus. At 3 p.m. on 10th November, 1964, the coastguard told the honorary secretary that a trimaran named *Nimble-Iki* was overdue. There was a thick fog with a smooth sea and light airs from the south-west. Leuchars helicopter rescue unit searched for the boat together with the inshore rescue boat. The life-boat crew assembled to await further instructions, and soon afterwards, at the coastguard's request, the life-boat *City of Bradford II*, which was on temporary duty at the station, put out at 4 p.m. A Polish vessel later reported that the trimaran was about 2½ miles north-west of the North Carr lightvessel. The life-boat made for the position, found the yacht, and towed her to Broughty Ferry. Two people were aboard and, because they had been unable to start their engine or make headway against the ebbing tide with their sails, they had drifted off course.

The life-boat returned to her station at 11.30. The trimaran's owners made a donation to the funds of the Institution.

TOWED RESCUE BOAT

At 9.40 p.m. on 23rd November, 1964, the Tay road bridge contractors' safety officer told the coxswain that his rescue boat had broken adrift in the strong south-westerly breeze and was drifting downstream with the tide, which was one hour before low water. Two men were aboard and they were trying to start the engine without success. At 9.54 the life-boat *City of Bradford II*, on temporary duty at the station, put out to intercept the boat. At 10.10 the life-boat towed the boat to Broughty Ferry, returning to her station at 10.30.

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

ESCORT FOR TWO

Buckie, Banffshire. At 4.55 p.m. on 16th November, 1964, the coastguard told the honorary secretary that the seine net fishing boat *Heathery Brae* was in difficulties eight miles north-north-east of Buckie. The sea was very rough with a gale from the north-west. At 5.10, two hours after low water, the life-boat *Laura Moncur* put out but found that the seine net fishing boat *Welcome* had taken the other boat in tow. The life-boat escorted both vessels back to the harbour. At 8.35 the life-boat returned to her station.

BROKEN FUEL PIPE

Dunbar, East Lothian. At 4.40 p.m. on 7th October, 1964, the coastguard told the honorary secretary that a fishing vessel had broken down about four miles east-south-east of Barnsness light-house. It was half an hour after high water with a smooth sea and a gentle south-westerly wind. The life-boat *Margaret* was launched at 4.52. She found that the fishing vessel *Yvonne Risager* had not been able to start her engines because of a broken fuel pipe, but her crew of four were eventually able to repair this and to get her under way. The life-boat escorted her into Dunbar, returning to her station at 7 p.m.

FOUND EMPTY CANOE

At 2.4 a.m. on 20th November, 1964, the coastguard told the honorary secretary that a 17-year-old boy was missing in the Firth of Forth, and that he was last seen in his canoe the previous morning. The police searched both sides of the Firth without success. As the weather appeared to be deteriorating the life-boat *Margaret* was launched at 3.34 so that she could be in the search area by dawn. There was a fresh north-easterly breeze and a moderate sea, and the visibility was poor. The Northern Rescue Co-ordination Centre at Pitrevie were asked to send a helicopter at first light. The life-boat reached the Forth Bridge at 7 a.m. and, with the helicopter, searched the area. At 8.20 the helicopter sighted a canoe and the life-boat went to investigate. The canoe was identified but there was no sign of life. The search continued and at 10.52 the district officer, coastguard, suggested it should be called off. The life-boat returned to her station at 3 p.m.

TWO INJURED MEN

At 3.53 a.m. on 8th December, 1964, the coastguard told the honorary secretary that the trawler *Arctic Adventurer* of Hull had two seriously injured men on board and another man who had died. The trawler was about 90 miles east of Dunbar and had requested urgent medical help. The life-boat *Margaret* put out at 4.18 with the honorary medical adviser on board in a westerly wind of near gale force and a rough sea. It was one hour before high water. The doctor was transferred to the trawler *Netherby* which was waiting as previously arranged one mile east of Barnsness lighthouse. The *Netherby* then made for the *Arctic Adventurer* while the life-boat returned to her moorings at 5.5. The coastguard informed the honorary secretary at 8.36 that the two injured men on the *Arctic Adventurer* had also died and that the doctor was no longer needed. The *Netherby*, then half way to the *Arctic Adventurer*, turned about and the life-boat put out again at 12.18 p.m. to meet the *Netherby* and bring the doctor ashore. The life-boat reached her station at 12.58. The owners of the *Arctic Adventurer* made a gift to the life-boat crew.

HAD GONE AGROUND

Girvan, Ayrshire. At 5 a.m. on 11th November, 1964, the coastguard told the honorary secretary that a motor vessel had gone aground on Ailsa Craig. There was a moderate sea with a fresh south-westerly wind and it was low water. At 5.20 the life-boat *Glencoe*, Glasgow, on temporary duty at the station, put to sea and stood by the vessel *Ability* until a tug arrived to tow her to safety. The life-boat reached her station at 4.30 p.m.

WAS IN DISTRESS

Islay, Argyllshire. At 7.38 p.m. on 16th October, 1964, the coastguard told the honorary secretary that the British ship *Hebrides* had reported a weak radio distress call giving a position south of Mull. This was soon confirmed by a call from the motor vessel *Kaisadan* which reported that the *Florentine*, a lobster boat with a crew of three, was aground south of Mull in a choppy sea and gentle north-westerly breeze. At 8.5, low water, the life-boat *The Rankin*, on temporary duty at the station, put out and searched between Mull and Colonsay with the help of an aircraft. At 10.40 a.m. the *Florentine* was found in Ardalanish bay on the south coast of Mull, and towed to Oban by the life-boat. At 12.25 a.m. on 18th October the life-boat returned to her station.

BY BREECHES BUOY

Lerwick, Shetlands. At 8.14 p.m. on 25th October, 1964, the coastguard told the honorary secretary that a vessel was burning red flares and appeared to be ashore at South Ness. At 8.28 the life-boat *Claude Cecil Staniforth* put out into a moderate sea with a fresh southerly breeze. It was two hours after low water. At 8.45 the life-boat found the trawler *Deevale* ashore at South Ness. The life-saving apparatus team had managed to get a line to her and had taken off three men by breeches buoy. The propeller and steering gear were out of action but the trawler was not making water. The life-boat, using a warp from the trawler, tried to tow the trawler clear but the rope broke. At 10.20 the life-boat made a third and successful attempt to refloat the *Deevale*. The trawler was towed to

Lerwick and berthed at Alexandra wharf. At 11 p.m. the life-boat returned to her station.

LOCH NEVIS SEARCH

Mallaig, Inverness-shire. At 3.45 p.m. on 16th November, 1964, the wife of the owner of the motor launch *Queen of Scots* told the honorary secretary that the launch was overdue from a trip to Inverie. The sea was moderate with a north-westerly gale blowing and it was one hour past high water. At 4.5 the life-boat *E. M. M. Gordon Cubbin* put out and after searching half of Loch Nevis found the launch which had been sheltering from the wind and sea. The life-boat escorted her to Mallaig, returning to her station at 5.55.

The life-boat was also called out on 30th November and 9th December.

HELP FOR WOMAN

Stronsay, Orkneys. At 11 a.m. on 1st December, 1964, a local doctor telephoned the honorary secretary to say that an expectant mother on the island of Eday needed immediate medical attention. It was 2½ hours past low water with a smooth sea and gentle south-westerly breeze. At 11.30 the life-boat *The John Gellatly Hyndman* put to sea with the district nurse on board. At 12.15 p.m. the life-boat left Eday with the patient who was landed at Kirkwall and taken to hospital, where she gave birth to a daughter. The life-boat returned to her station at 5.20.

CREW TAKEN OFF

At 2.50 p.m. on 9th December, 1964, the coastguard told the honorary secretary that a trawler was aground on Boray Holm, Gairsay. The life-boat *The John Gellatly Hyndman* put out at 3.5 in a strong south-westerly wind and a rough sea. It was one hour after low water. At 4.53 the life-boat reached the trawler *Avondow* of Aberdeen, which was high and dry, and was asked to stand by. Ten of the trawler's crew were taken to Kirkwall by the fishing boat *Lotus* while three remained aboard. At 7.45 the life-boat was asked to take the 10 men back to their vessel and this she did at 8.20. About two hours later the trawler

Grampian Hill arrived. At 11.30 the *Avondow* was listing badly and all her crew were taken aboard the life-boat although some returned later to try with the help of the *Grampian Hill* to refloat her. Their attempts were unsuccessful. The crew left in the life-boat and were landed at Kirkwall with the exception of the skipper who was transferred to the other trawler. The life-boat returned to her station at 6.30 a.m.

The life-boat was also called out on 26th November and 7th December.

FIVE WERE MISSING

Troon, Ayrshire. At 6.30 p.m. on 11th October, 1964, the coxswain heard that five men of the St. Michael Sub Aqua Club had failed to return from a trip to Lady Isle. The sea was smooth with a light north-easterly breeze. The life-boat *James and Barbara Aitken* put to sea with two other members of the club aboard. The rubber dinghy was found, with all five men in the water beside it. The engine in the dinghy had failed, leaving them 1½ miles offshore on an ebb tide. The men were landed at Troon and the life-boat returned to her station at 7.30.

IN SWEDISH VESSEL

Wick, Caithness-shire. At 2 a.m. on 9th November, 1964, the coxswain received a radio message from the Swedish motor vessel *Garm* that a member of her crew had acute appendicitis. There was a gentle south-westerly breeze with a choppy sea and it was three hours after high water. The life-boat *City of Edinburgh* was launched at 3.45 and the patient was transferred to her. The life-boat returned to her station at 5 a.m.

Other life-boats called out during the last three months of 1964 were:

Anstruther, Fife - 29th November.

Campbeltown, Argyllshire - 11th October.

Cromarty - 16th November.

Kirkcubright - 1st November.

Longhope, Orkneys - 19th December.

Stornoway, Outer Hebrides - 9th, 16th and 17th November, and 8th, 11th and 15th December.

IRELAND

Ballycotton, Co. Cork. At 6.20 a.m. on 27th October, 1964, the coxswain was told by a crew member of the Dutch fishing vessel *Van Maria* that another member of his crew had gone out in a rubber dinghy but had not returned as expected. It was about one hour before high water with a moderate sea and corresponding southerly wind. At 6.30 the life-boat *Ethel Mary* put to sea and searched for the missing man. Soon afterwards the man was seen standing by a rubber dinghy on the shore, half a mile east of the harbour. He had been blown ashore. The life-boat returned to her station and the coxswain, motor mechanic and local garda sergeant went to the shore in a car. The man and dinghy were driven to Ballycotton and taken by life-boat to the Dutch fishing vessel which was anchored 200 yards off the pier. The life-boat reached her station at 8.30.

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

NEAR LIGHTVESSEL

Cloughy, Co. Down. At 2.25 p.m. on 10th December, 1964, the coastguard told the honorary secretary that the fishing vessel *Paragon* was drifting near South Rock lightvessel with her engines broken down. The life-boat *Constance Calverley* was launched at 2.55 in a light west-south-westerly breeze and a slight sea. It was half an hour before high water. The life-boat found the *Paragon* two miles north by east of South Rock lightvessel with her propeller fouled by her fishing nets. She was taken in tow to Portavogie and the life-boat reached her station at 4.50.

DISTRESS SIGNALS

Dunmore East, Co. Waterford. At 8.15 p.m. on 5th December, 1964, a local barkeeper telephoned the honorary secretary to report that distress signals had been seen off Duncannon and that a fishing boat was overdue. The sea was rough with a strong north-westerly breeze and it was two hours before low water. At 8.40 the life-boat *Annie Blanche Smith* put out and found the fishing boat,

which had a crew of three, at anchor seawards of the bar. The life-boat towed her into Duncannon and returned to her station at 1.35 a.m.

TOOK SICK CHILD

Galway Bay. At 3.15 p.m. on 24th October, 1964, the nurse at Kilronan told the honorary secretary that a sick child was in need of medical treatment at a mainland hospital. The sea was slight with a gentle north-westerly wind. At 4 p.m. the life-boat *Mabel Marion Thompson* left her station for Rossaveel with the sick child on board accompanied by her mother. At Rossaveel the mother and child were taken by ambulance to hospital and the life-boat returned to her station at 7.30.

WAS SERIOUSLY ILL

At 8.15 p.m. on 31st October, 1964, the local doctor told the honorary secretary that a woman who was seriously ill on Inishmaan needed immediate medical attention. It was low water with a moderate sea and a fresh easterly breeze when the life-boat *Mabel Marion Thompson* left for Inishmaan at 9 p.m. with the doctor on board. Once the doctor had seen the patient, he decided it was necessary to take her to a mainland hospital. Both doctor and patient were landed at Rossaveel where an ambulance was waiting. The life-boat returned to her station at 3.30 a.m.

DOCTOR ON BOARD

At 10.20 a.m. on 15th November, 1964, the local doctor told the honorary secretary that a seriously ill child on the island of Inishere needed medical attention. The sea was rough with a near gale force north-westerly wind and it was three hours before high water when, at 11 a.m., the life-boat *Mabel Marion Thompson* put to sea with the doctor on board. The child was taken from Inishere to Rossaveel. From there an ambulance took him into hospital for treatment for appendicitis. The life-boat returned to her station at 4.45 p.m.

DUTCH CREW AIDED

At 8.35 p.m. on 5th December, 1964,



Valentia life-boat at sea

Valentia radio station told the honorary secretary that the Dutch motor vessel *Karel* had grounded on Mutton Island, near Galway docks. The life-boat *Mabel Marion Thompson* left her moorings at 9.15 in a strong south-westerly wind and a rough sea. The tide was ebbing. The life-boat reached the stranded vessel, which had a crew of 10, at 12.20 a.m. As it was low water there was no immediate danger. At 1.30 the *Karel's* captain asked for the help of some fishing boats to try and tow his vessel off. The life-boat left for Galway docks and returned with a harbour launch and a fishing trawler. A line was passed but this parted. As the wind was now gale force, with a very rough sea, the trawler and harbour launch returned to harbour. Between 4 a.m. and 7 a.m. the wind increased to force 9 with heavy rain squalls and the *Karel* reported four to five feet of water in her holds but her engine room was dry. At 8.30 the weather improved. As there was no possibility of the life-boat approaching the Dutch motor vessel on the falling tide she

put into Galway docks but returned to the *Karel* at 11 a.m. Her captain asked that four of his crew be taken to Galway. The life-boat returned once more to the docks for a small boat to ferry the men from Mutton Island to the life-boat. This took them to Galway where they arrived at 1.30 p.m. The small boat capsized once and was slightly damaged. At 5.30 the life-boat returned to the motor vessel and was told that there was no immediate danger. A tug had been summoned and the life-boat put back to Galway at 7 p.m. and remained there overnight. The tug arrived at the vessel at noon the following day and the life-boat returned to her station at 3 p.m. The life-boat put to sea on 8th December at 6 p.m. to stand by the *Karel* because the tug had left to seek shelter from the bad weather, but the life-boat's services were not required.

TAKEN TO HOSPITAL

At 6 p.m. on 23rd December, 1964, the local doctor told the honorary secretary that he had a patient requiring hospital

treatment and as no other boat was available requested the use of the life-boat. The life-boat *John R. Webb*, on temporary duty at the station, put out at 6.45 with the doctor and patient on board in a fresh north-easterly breeze and poor visibility and made for Rossaveel. The patient and doctor were landed and the life-boat returned to her station at 10.10.

PATIENT TRANSFERRED

Kilmore, Co. Wexford. At 9.10 a.m. on 14th October, 1964, the Irish Lights Office requested the use of the life-boat to transfer a sick man from the Barrels lightvessel. The sea was smooth and it was two hours before high water. At 9.40 the life-boat *Ann Isabella Pyemont* was launched. After carrying out the service she reached her station at 12.30 p.m.

REQUEST FROM DUBLIN

At 9.15 a.m. on 5th December, 1964, the Irish Lights Office, Dublin, asked the life-boat to take a sick man off the Coningbeg lightvessel. The life-boat *Ann Isabella Pyemont* was launched at 9.55 in a moderate westerly breeze and a choppy sea. The life-boat reached the lightvessel at 11.10 and took the sick man on board. She arrived back at the station at 1.35 p.m. and the man was landed.

GERMAN GRATITUDE

Valentia, Co. Kerry. At 7.30 p.m. on 4th December, 1964, the Marine Rescue Co-ordination Centre, Haulbowline, told the honorary secretary that the German cargo vessel *Waldemar Peter* had on board

a sick man who needed medical help. There was a moderate sea with a corresponding north-westerly breeze. At 8 p.m. the life-boat *Rowland Watts* put out on the ebb tide with a doctor on board. At 11.15 she met the cargo vessel 10 miles north-west of Valentia. The patient was transferred to the life-boat where he died at 11.35 because of cardiac failure. His body was landed at Valentia and the life-boat was removed at 1 a.m. The German Embassy sent a letter of appreciation to the local branch.

The life-boat was also called out on 3rd and 28th November.

SON HAD DIED

Wicklow. On 15th November, 1964, the inspector of the Irish Lights Office told the coxswain that the son of the master of the Codling Bank lightvessel had just died and the master had asked to be brought ashore. The sea was rough with a north-westerly gale and the tide was ebbing. At 10.10 a.m. the life-boat *J. W. Archer* was launched. The master of the lightvessel was taken aboard the life-boat and at 2 p.m. she re-entered the harbour where she landed the master before returning to her station.

Other life-boats also called out in the last three months of 1964 were:

Arranmore, Co. Donegal - 20th November and 5th December.

Donaghadee, Co. Down - 29th November.

Rosslare Harbour, Co. Wexford - 7th October.

Inshore Rescue Boats on Service

From 1st October to 31st December, 1964, inshore rescue boats were launched on service 19 times. On three occasions, described below, they were able to rescue people in difficulties.

Whitstable, Kent. At 5 p.m. on 1st October, 1964, the police informed the honorary secretary that the wife of the owner of the cabin cruiser *Baltic Lily* was concerned about the safety of her husband and the vessel. The *Baltic Lily* was anchored off "The Street" buoy and it was ascertained that she had lost her main-

mast, sails and rigging over the side. At 6.50 the inshore rescue boat launched in a fresh north-easterly breeze and moderate sea. The tide was flooding. She made for the *Baltic Lily* which was now dragging her anchor and drifting towards Shellness and took off the one man on board. The inshore rescue boat returned to

er station at 7.25. A helicopter was on standby at Manston and the Southend-Sea life-boat launched to assist in this service.

Mudford, Hampshire. At 4.10 p.m. on 8th November, 1964, two boys informed a member of the inshore rescue boat crew that a speedboat was in difficulty off Hengistbury Head. At 4.15 the inshore rescue boat launched in a light north-easterly wind and a smooth sea. The tide was ebbing. The inshore rescue boat found the speedboat *Lady Sybil*, which had a crew of two on board and had engine trouble. The speedboat was towed

in by the inshore rescue boat which returned to her station at 4.45.

Redcar, Yorkshire. At 8.25 a.m. on 14th November, 1964, the coastguard informed the coxswain that a small boat appeared to be in difficulties. The coxswain went to the boathouse and saw the two occupants of the boat waving an oar to attract attention. At 8.27 a.m. the inshore rescue boat launched in a strong westerly breeze and calm sea. The tide was flooding. She reached the small boat *Gin* and towed her ashore. The inshore rescue boat returned to her station at 8.40 a.m.



By courtesy of]

[Feature Photography

The R.N.L.I. inshore rescue boat at St. Donat's with other inflatable craft

I.R.B. Services in Brief

Date	Station	Casualty	Service
1964			
October 1	Whitstable	Cabin cruiser BALTIC LILY	Rescued 1
October 3	Whitstable	Capsized dinghy	Gave help
October 4	Southwold	Capsized dinghy	Gave help
October 5	West Mersea	Flare	No service
October 8	Mudford	Fishing vessel JOY	No service
October 10	Worthing	Drifting vessel	Saved boat
October 17	Largs	Motor boat	Stood by boat

<i>Date</i>	<i>Station</i>	<i>Casualty</i>	<i>Service</i>
October 21	Pwllheli	Capsized dinghy	Saved boat and landed a body
	Pwllheli	Missing person	No service
October 25	Mudeford	Capsized speedboat	No service
October 29	Pwllheli	Flares	No service
November 1	Great Yarmouth and Gorleston	Yacht JOYCE	Escorted boat
November 8	Mudeford	Speedboat LADY SYBIL	Saved boat and 2
	Mudeford	Flashing light	No service
November 10	Broughty Ferry	Cries for help	No service
	Broughty Ferry	Trimaran NIMBLE-IKI	No service
November 14	Redcar	Small boat GIN	Saved boat and 2
December 6	Broughty Ferry	Sand boat EDITH	No service
December 10	Broughty Ferry	Reported drifting boat	No service



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