

THE LIFE-BOAT

THE JOURNAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

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Portrait of a Coxswain



By courtesy of]

[P. A. Vicary, Cromer

COXSWAIN LEWIS BENJAMIN HARRISON has been coxswain of Cromer No. 2 lifeboat since 1st October, 1953. He joined the crew of No. 2 life-boat in 1931, and served as second coxswain of No. 1 life-boat for six years, from 1947 to 1953. Cromer No. 1 and No. 2 life-boats have been launched on service 47 times and have rescued 85 lives during the time he has served as a boat's officer.

NOTES OF THE QUARTER

1964 WAS a record year with more launches by rescue craft of the R.N.L.I. than ever before. In 1965 a similar pattern seems to be developing. In two of the three months covered by this edition of THE LIFE-BOAT records were again established. It was the busiest April and the busiest June life-boats have ever known. In April there were 90 launches compared with 53 launches a year earlier and a previous record figure of 77 in 1941. In June there were 98 launches compared with 81 in June last year and a previous record of 93 in 1963. In a summer which grew progressively worse as the weeks went by demands on the life-boat crews were not only numerous but in many cases arduous. Conditions were not infrequently comparable with those to be expected in the winter months.

DUNKIRK ANNIVERSARY

The part played by the Ramsgate and Margate life-boats during the evacuation of Dunkirk in 1940, when they brought 3,400 men off the beaches, was commemorated by a visit to Dunkirk by two life-boats during the Whitsun week-end. One of these boats was the present Ramsgate life-boat, *Michael and Lily Davis*, a 46-foot 9-inch Watson boat built in 1953. The other was the former Aldeburgh life-boat *Lucy Lavers*, a 35-foot 6-inch Liverpool boat which took part in the Dunkirk evacuation when she was manned by personnel of the Royal Navy. This life-boat is now in the reserve fleet. Members of past and present Margate and Ramsgate crews manned the boats. One of them was Mr. Jack Hawke of Ramsgate, who was himself at Dunkirk with the old Ramsgate life-boat in 1940 and is now aged 79.

The visit was organized by the *Sunday Times* and a large number of small craft took part, forming a colourful picture both as they crossed the Channel and in Dunkirk harbour. The life-boat crews followed a detachment of the Royal Navy in a march through the streets of Dunkirk to the Allied War Memorial, where a service of commemoration was held. Among visitors to the life-boats were the British Ambassador to France, Sir Patrick Reilly, with the Naval and Air Attachés; members of the Dunkirk life-boat crew; and representatives of the *Sunday Times* and the B.B.C.

DISTRICT CHANGES

A number of changes have been made in the districts into which the country is divided for the purpose of raising funds for the Institution. The Scottish, Irish, Welsh and London districts are unaffected. One effect of the changes will be to add five life-boat stations to the Midlands district which up till now has included only the Skegness station. The new stations now included in the Midlands district are Caister, Cromer, Great Yarmouth & Gorleston, Sheringham and Wells. The counties of Norfolk, Huntingdonshire and part of Cambridgeshire are added to the Midlands district. Lincolnshire and Nottinghamshire are

transferred from the Midlands to the North East; Derbyshire from the Midlands to the North West and Gloucestershire from the Midlands to the South West. Berkshire and Oxfordshire are transferred from the South West to the South East.

These changes take effect from 1st October.

NEW LIFE-BOAT FILM

An admirable film which runs for 37 minutes telling the story of a life-boat station has been made for the British Iron and Steel Federation by Interfilm Ltd. It is entitled "Against the Tide" and was produced by Geoffrey Sumner. The film was shot at Teesmouth and describes the close link between a life-boat station and a steel works. The part of the coxswain of the life-boat, who is also a foreman at the steel works, is played by Ewen Solon whom television viewers will remember as Sergeant Lucas in the Maigret series. Michael Brennan appears as the bowman of the life-boat who is also the plant manager. Other leading parts are played by Jean Aubrey and John Collin. The film is now available to branches of the Institution. Orders for it should be sent to 42, Grosvenor Gardens.

NEW 70-FOOT LIFE-BOATS

At the time of going to press the first of the new 70-foot life-boats has nearly been completed at Messrs. Yarrow's yard on Clydeside. This life-boat, which will be larger and faster than any at present in the service of the Institution, will later go on extensive trials round the coasts of Britain and Ireland. A full description of the new boat will appear in the December number. A second 70-foot life-boat is more than half completed at the same yard.

JOURNAL ADVERTISEMENTS

Readers of the present and last number of THE LIFE-BOAT may have observed that there has been a substantial increase in the number of advertisements appearing. This is the result of an intensive drive made necessary by the large increases in the costs of printing and distributing the JOURNAL. We believe that with a circulation of over 35,000 THE LIFE-BOAT will prove a rewarding medium to the new advertisers and it is hoped that more will follow their example.

THE LIFE-BOAT FLEET

148 life-boats

48 inshore boats

LIVES SAVED 86,007

from the Institution's foundation in 1824 to 30th June, 1965

Search and Rescue Seminar in the United States

By Lieut.-Commander W. L. G. Dutton, R.D., R.N.R.
(Chief Inspector of Life-boats)

A SEMINAR was held in New York from the 12th to 14th May, 1965, under the auspices of the United States Coast Guard to discuss the search and rescue organization in the North Atlantic basin. The delegates were not official government representatives, and it was understood from the outset that they would not be expected to commit their governments to any new actions or agreements. They were for the most part technical officers who, it was felt, would benefit from practical discussions which might lead to better co-ordination of search and rescue efforts.

Rear-Admiral I. C. Stevens, U.S.C.G., the Atlantic Maritime Search and Rescue Co-ordinator, was the host and the Assistant Commandant, United States Coast Guard, Vice-Admiral W. J. Shields, represented the Commandant. Admiral Shields was the principal speaker at the Annual General Meeting of the Institution held in London in 1963.

The various sessions of the seminar were held in the hall of the United States Mission to the United Nations. In addition to the United States the countries represented were: Canada, France, the German Federal Republic, Great Britain, Ireland, Norway, Spain and Sweden. Representatives of five international organizations connected with air/sea rescue operations took part in the discussions.

I was appointed to represent the Royal National Life-boat Institution and on the outward journey had a very valuable opportunity of learning something of the difficulties of airmen in search and rescue operations. By courtesy of the Commandant of the United States Coast Guard (Admiral E. J. Rolands), I was flown out in a VC 130B aircraft piloted by Lieutenant E. P. Bosomworth of the United States Coast Guard. The VC 130B is the military designation for the Lockheed Hercules, the largest aircraft used by the United States Coast Guard for search and rescue purposes. It is a four-engined turbine-powered machine capable of a wide variety of uses ranging from landing on skis to delivering cement for controlling damage to a ship 1,000 miles from shore. It is air conditioned so that it can operate from sea level to 40,000 feet in temperatures ranging from -70 to $+125^{\circ}\text{F}$. It has a comprehensive pressurized system which enables the crew to fly at high altitudes without oxygen masks.

On search and rescue operations the VC 130B flies to the area of the casualty on four engines at high speed and altitude. It then descends to a search altitude of 1,500 feet, when only two engines are used for this stage of the mission. The aircraft has flown on one engine with complete success suffering only a loss of speed.

At 1,500 feet and cruising at 300 knots the aircraft uses 600 gallons of fuel per hour. At 4,000 feet and the same speed the fuel consumption increases to 1,200 gallons per hour. There is a comprehensive installation of high frequency,

medium frequency, very high frequency and ultra high frequency radio as well as direction finding apparatus and radar.

The United States Coast Guard crew of the aircraft numbered nine. The passage from London via the Azores and Bermuda to Washington was made at 25,000 feet. During the flight contact was made with two ocean weatherships.

At the seminar some 15 papers were discussed, and the agenda covered a wide range of subjects connected with the various aspects of search and rescue both from the air and from the sea. It was apparent that certain loose ends needed tying up before complete co-ordination could be achieved, and there is no doubt that the conception of such a seminar was intrinsically sound, and all who attended must have benefited from the discussions. Many useful personal contacts were made and there were valuable exchanges of ideas.

On the third day of the conference the delegates were divided into four groups and given the choice of one of four field trips. These were to a U.S. Coast Guard air station to see a demonstration of airborne search and rescue equipment; a visit to the Rescue Co-ordination Centre and AMVER Centre where position reports from merchant ships are dealt with; a trip aboard the U.S. Coast Guard cutter *Vigilant* which carries a helicopter on board, and a trip aboard the U.S. Coast Guard cutter *Rockaway* for an air/sea rescue demonstration in which the *Vigilant* and her helicopter also took part.



By courtesy of]

[Western Morning News

Crew of the Plymouth life-boat. Front row (l. to r.) M. Keane, reserve, D. Biscombe, emergency mechanic, F. W. Amos, 2nd coxswain, W. H. G. Rogers, mechanic, T. Keane, assistant mechanic. Back row, R. Cotterell, emergency mechanic, F. Fowler, crewman, P. L. White, coxswain, A. E. Holmes, bow, J. Sheldon, reserve, J. Dare, crewman, A. S. Hicks, honorary secretary

Focus on . . .

PLYMOUTH

This series of descriptive articles on visits to life-boat stations was begun by Margaret Peter. It is being continued by Stephen Mogridge, who writes about Plymouth in the first of his contributions.

WITH the Navy watching on one side and the R.A.F. on the other, Plymouth life-boat station has very strong incentives to keep on its toes. Not that any incentives are needed from outside – the keenness of Plymouth's life-boatmen and the efficiency of their station is at once apparent to a visitor.

A good part of this keenness and efficiency is undoubtedly due to the enthusiasm and selfless devotion of its honorary secretary, Mr. Allen S. Hicks, M.B.E., whose records are so meticulously kept, and whose annual reports are quite outstanding masterpieces.

From his bungalow garden overlooking Plymouth Mr. Hicks can see the maroons fired, on his orders, to call the lifeboat crew. He can reach the life-boat station on the quayside in Millbay Docks in a matter of minutes.

PERMANENTLY AFLOAT

Plymouth life-boat, the *Thomas Forehead and Mary Rowse* is kept permanently afloat in the harbour. If some people think that keeping the boat afloat makes things easier they would get a surprise when faced with realities. When a gale is blowing into the dock entrance the task of embarking from the slippery steps, taking the boarding boat and transferring to the life-boat, can be a dangerous and difficult operation. And keeping the life-boat spick and span at her moorings entails a great deal of work not needed in a life-boat house, because of the dusty conditions of dockland. Wind in one direction brings coal dust, from another direction it carries grain dust.

Plymouth was one of the first places on the coast of Britain to have a life-boat. One of the thirty-one boats built by Henry Greathead of South Shields was stationed at Plymouth in 1803. (The first life-boat on our coasts was stationed at South Shields in 1789.) The Plymouth boat was a gift to the city from Philip Langmead, M.P., who was Mayor in 1801.

Unfortunately there is no record of the service of this first Plymouth life-boat, or of the one which followed. Records have only been kept since 1862, though it is known that the R.N.L.I., which was founded in 1824, at once placed at Plymouth Captain Manby's mortar apparatus for firing lines to ships in distress, and in the following year sent a life-boat. The station lapsed between 1840 and 1862.

In 1861 it was decided that the best place for a life-boat house was on the western side of Mill Bay and one was constructed "at a cost of £159". Miss Burdett Coutts presented the life-boat which was stationed there in 1862,

the *Prince Consort*. The last service of this life-boat, in December 1872, was one of the finest in the history of the station.

A gale of almost hurricane violence was blowing. The brigantine *Eliza* and the brig *Fearful* had gone ashore in Batten Bay. The *Prince Consort* was towed out by the Admiralty steam tug and went to the rescue of the *Eliza*'s crew of four, which she accomplished, but was badly damaged by being flung against the rocks. In spite of this damage the life-boat went out again at once and, at great risk, rescued the crew of eight from the *Fearful*. The *Prince Consort* was so badly damaged that she was shortly afterwards replaced by a ten-oared life-boat, the *Clemency*. This boat was present on 19th August, 1879, at the laying of the foundation stone of the new Eddystone lighthouse by the Prince of Wales and the Duke of Edinburgh.

Coming back to our own days, the present Duke of Edinburgh included a call at the life-boat station when he made a crowded six-hour visit to Plymouth on 22nd July, 1965.

WIVES GIVEN VANTAGE POINT

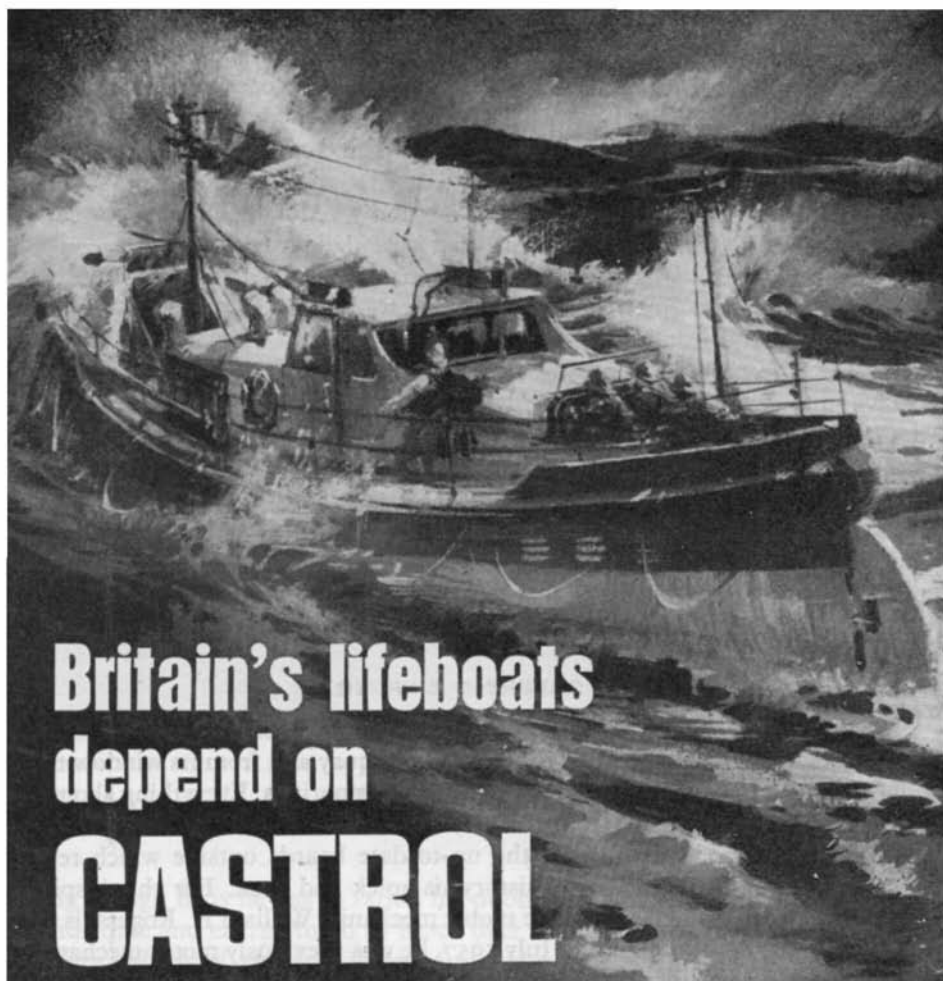
The crew were lined up outside the station house and their wives given a special vantage point only 25 feet away, so that they could watch as the Duke spoke to every member of the crew, to the honorary secretary, and had a few words with the former coxswain, Walter Crowther, who was awarded a bronze medal for an outstanding rescue in 1942.

The variety of the men's occupation surprised the Duke. Only two of the crew are professional seamen, the coxswain, Peter White, and the mechanic, Bill Rogers. The others follow all sorts of trades, from carpenter to railway men and electricians.

TIMED BY NAVY

Plymouth station takes pride in its speedy launches – timed by the Navy from the Longroom, the Naval signal station which is responsible for firing the maroons. On the occasion of the visit by the Duke of Edinburgh an all-time record was established. When the maroons were fired, to demonstrate for the Duke the launching drill, the nine-man crew put to sea in 2 min. 15 sec. This special occasion apart, the Plymouth crew are proud of the fact that their average launching time for the past 12 months has made another record, being a fraction under 11 minutes from the firing of the maroons to the *Thomas Forehead* and *Mary Rowse* slipping her moorings. That, and the fact that every task set the boat and crew was successfully completed, reflects great credit upon coxswain Peter White and his crew.

The *Thomas Forehead* and *Mary Rowse* is now in her twelfth year. She is still as good as ever, thanks to the Institution's policy of thorough, regular maintenance and refits. To her crew she is second to none. She is a Barnett Stromness cabin type 52-foot boat. The naming ceremony was performed by the Duchess of Kent on 16th May, 1952 and the boat was provided out of a gift from Miss



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BRITAIN'S MOST SUCCESSFUL MOTOR OIL



A. Charlton Rowse of Birmingham. Miss Rowse has made a second gift, of £20,000, to the Institution. The total sum of over £40,000 is one of the largest gifts that the R.N.L.I. has ever received.

Though the life-boat isn't fast – especially when compared with the powerful craft of the 19th Group Search and Rescue Station, R.A.F., Plymouth – she can do her nine knots in nearly any weather and when it's too rough outside for fast craft it is the plodding, steady boat that is needed for rescue work.

Plymouth life-boats have been kept afloat since the first power-driven boat, *Robert and Marcella Beck*, went to the station in 1926. In 1943 this boat was taken over by the Admiralty for service in Iceland and the *Minister Anseels*, a Belgian life-boat lent to the R.N.L.I. by the Belgian government, was stationed at Plymouth until the *Robert and Marcella Beck* returned in 1947.

The present life-boat has had her unusual adventures, too. In May 1958 she was taken to the Bath and West Show and stood, in the memorable words of the honorary secretary's report, "in Central Park, remote from her usual moorings and surrounded by the unfamiliar noises of the farmyard." Her unusual "service" was extremely successful, the life-boat stand collecting a record sum.

CONVERTED SHELTER

An air-raid shelter has been converted to make the present life-boat stores in Millbay Docks. It is perched on the edge of the quay and from its window there is an excellent view of the life-boat riding at her moorings. Everything about the stores and assembly room, from the lifejackets on their holders, reminiscent of the saddle room of a stables, to the up-to-date boards outside which record notable services in the station's history, is spick and span. For this inspiring state of affairs the genial and active motor mechanic, William H. Rogers, is very much responsible. Appointed in July 1957, he was previously motor mechanic at Tenby, 1951-1957, and was awarded a bronze medal in 1953.

He has a fund of reminiscences, but characteristically prefers most of the time to prompt the honorary secretary into telling of occasions grave or gay. The schoolboys and the breeches-buoy affair, for example.

This followed a talk given by Mr. Hicks on the life-boat service – illustrated talks are a speciality of his and given freely in the cause of the R.N.L.I. Some boys from a boarding school were present at this talk and some nights later their housemaster sensed that something unusual was afoot in one of the dormitories. He went up and found the beds had been pushed together, one group at one end of the long room, the other group at the other. Suspended between the "life-boat" beds and the "wreck" was a small boy in a breeches-buoy made of dressing-gown cords. He was having a rough trip, but the "exercise" was working. Surely a testimony to the effectiveness of the talks Mr. Hicks gives in the cause of the life-boat service!

All his talks are illustrated by colour slides, projected by his wife. Mr. Hicks has given over 400 of these talks, to audiences ranging from Townswomen's Guilds to Plymouth Brethren. He and his wife are very much in demand and



By courtesy of]

[Western Morning News

Plymouth life-boat in harbour

willing though he is he has to ration his public appearances. The marvel is that he finds time and energy to do so much over and above his duties as honorary secretary, which of necessity keep him tied to the telephone day and night. Plymouth was the busiest station in the South West last year, and, like other life-boat stations, finds the number of calls constantly increasing.

The explosive bang of the maroons echoes over Plymouth more frequently than ever, and the volunteer crew dash down to the boat that lies quietly waiting on the water. Unlike Sir Francis Drake they never delay to finish a game of bowls.

RECOGNITION FOR BOATBUILDERS

A commemorative vellum has been awarded by the Institution to Messrs. J. Samuel White & Co. Ltd., who built 134 life-boats for the Institution between 1898 and 1964. Last year the firm ceased building wooden boats at Cowes.

A Century Ago

BROWSING through earlier issues of THE LIFE-BOAT is always a fascinating occupation. Recently we have been sent to the files in search of information on the old tubular life-boats, in which several members of the public have shown an interest. These early tubular boats, which were later replaced by more orthodox designs, have a surprisingly familiar appearance and it could surely be said that they were the ancestors of the modern I.R.B. rubber boats?

LIGHTHOUSES

However, a century ago THE LIFE-BOAT was not especially concerned with the tubular boats. The July and September issues, 1865 (which were "Price 3d. with illustrations"), ran excellent feature articles on the lighthouses round the coasts.

The July issue reported, among information on additional stations and new life-boats, that the Institution had just renovated the life-boat station at Holy Island, Northumberland, and placed a new life-boat and transporting carriage there. This new life-boat was a 32-foot double-banked boat named *Grace Darling* "after the heroine who many years ago distinguished herself in saving life from shipwreck near Holy Island".

A description of the famous rescue was given, and the information that Grace's father, William Darling, had died on the 21st of May last, at Bamburgh, in his 80th year. About a fortnight before he died the life-boat bearing his daughter's name had arrived on its station.

ANSTRUTHER

The July issue also reported the decision to establish a life-boat station at Anstruther. This came about because "a benevolent lady, resident in Cheltenham" had given the Institution £600 to establish this station and equip it with a life-boat to be named the *Admiral FitzRoy*, "in commemoration of his scientific efforts to discover the Law of Storms, with the benevolent view to diminish the Loss of Life on our Coasts".

Admiral FitzRoy's obituary is printed in this issue. He was in his youth in command of the famous Admiralty survey ship *Beagle*, working off South America, and was a pioneer of scientific weather forecasting.

A GLORIOUS SUMMER

Those who say that summers were better in the past will find support in the October 1865 issue of THE LIFE-BOAT. Lamenting the great increase of "melancholy deaths by the seaside", due to the fact that so few pleasure seekers could swim, a report noted that, "The glorious weather tempted everybody to be either on the water or in it. . . . Every year aquatic sports become more and more popular amongst us . . ."

There is a familiar ring about that old report – though fortunately nowadays a greater proportion of those who seek their pleasures on the water can swim.



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Service To Yacht Aground Off Weymouth Pier

Mr. Donald Laker, a member of the Weymouth life-boat crew who went overboard to swim to a yacht with a line, has been awarded the bronze medal for gallantry. The thanks of the Institution on vellum have been accorded collectively to the coxswain and crew.

At 1.5 on the afternoon of Saturday, 29th May, the mechanic of the Weymouth life-boat, Ernest Powlesland, was told that a yacht was aground to the north of the pier. He reported this to the coxswain, Alfred Pavey.

Coxswain Pavey, with two members of the life-boat crew, put out in the coxswain's own boat. They found the yacht *Dehra* aground on a lee shore with spray breaking over her. They could not approach close enough to give help, and they therefore returned to the harbour and reported to the acting honorary secretary, Dr. Gordon Wallace. Dr. Wallace decided that the life-boat should be launched.

HEAVY SWELL FROM EAST

The life-boat *Frank Spiller Locke*, which is one of the 52-foot Barnett type, put out at 1.50. Visibility was good. There was a moderate near-easterly wind with a short choppy sea and an occasional heavy swell coming in from the east. It was low water.

The life-boat approached the casualty at 1.55. Coxswain Pavey decided to enter to the north east of the yacht and veer down on his cable. The swell and the shallow water made the manoeuvre a difficult one, and the life-boat fouled a marker buoy which had been laid as one of a pair to mark the finishing line of the Poole-Weymouth yacht race.

LIFE-BOAT TOUCHED BOTTOM

Coxswain Pavey weighed anchor and re-anchored further to the north east. By going full astern and veering cable rapidly he succeeded in passing between the two marker buoys to a position about 100 yards from the yacht. The life-boat could not approach closer and even in that position touched bottom from time to time.

The signalman, L. Hillier, then fired four rocket lines. Two of these fell across the yacht but were missed by her crew, and the other two fell short.

Coxswain Pavey came to the conclusion that when the tide started to make the swell would probably put the yacht over on her beam ends and drive her further up the beach. He decided that a line must be got aboard so that the yacht's bows could be kept up into the wind.

Donald Laker, an experienced swimmer, volunteered to swim across to the yacht with a line. The coxswain agreed, and Mr. Laker stripped to his underclothes and swam through the surf with a rocket line. He succeeded in boarding the yacht and a tow line was passed.

As the tow was secured the yacht, caught by a heavy swell, lurched violently and the crew were thrown across the deck. The owner, Mr. J. Davidson, injured his head badly on a guardrail stanchion, and another member of the crew injured a leg. Mr. Laker was bruised on both his chest and legs, yet began to give first aid treatment to Mr. Davidson.

HELICOPTER REQUESTED

A member of the public standing on the pier watched the scene through binoculars and told Wyke Coastguard that a man with blood running down his face had been carried below. The coastguard sent a message to the life-boat at 2.30, saying that on receiving a report that there was a man hurt on board the yacht they had asked for the help of a helicopter. The life-boat confirmed that medical help was needed.

Dr. Gordon Wallace, who is the station's honorary medical adviser, hailed a friend, Mr. E. A. Hall, who was afloat in a Boston whaler in the harbour, and asked to be taken out to the yacht. Mr. Hall agreed and put out with Mr. D. S. Southcombe assisting as crew member.

STRAIN TAKEN ON TOW LINE

Meanwhile Coxswain Pavey, by heaving in on his anchor and going slow ahead on his engines, had been able to take the strain on the tow line and bring the yacht rather more head to wind. The wind had dropped, and with the change of tide the sea conditions became easier.

Mr. Hall succeeded in putting Dr. Wallace aboard the yacht and then brought Mr. Laker to the life-boat, where, despite the injuries he had received, Mr. Laker insisted on continuing with his duties.

The helicopter reached the scene at 3 o'clock, but Dr. Wallace felt it would be inadvisable to move Mr. Davidson because of his condition, and the helicopter returned to base.

YACHT REFLOATED

The life-boat continued to keep the yacht head to wind until 3.30, when she refloated. The yacht was then towed back to Weymouth harbour and secured at 4.15.

Mr. Davidson, Mr. Hawkins and Mr. Laker were taken by ambulance to hospital where Mr. Hawkins and Mr. Laker were treated for severe bruising and later discharged. Mr. Davidson was admitted for observation for a fractured skull.

In addition to the award of a medal to Mr. Donald Laker the thanks of the Institution inscribed on vellum have been accorded collectively to: Coxswain Alfred Pavey, Second Coxswain Victor Pitman, Bowman Bertie Legge, motor mechanic Ernest Powlesland, assistant mechanic Thomas Moggeridge, boat signalman Lionel F. Hillier, and crew member Brian B. Randall.

Letters of appreciation were sent to Mr. E. A. Hall, Mr. D. S. Southcombe and Dr. E. J. Gordon Wallace.



By courtesy of]

[Eastern Counties Newspapers

The naming ceremony, Cromer No. 2 life-boat



By courtesy of]

[Eastern Counties Newspapers

The service of dedication at Wells

Naming Ceremonies

Two naming ceremonies in one day were carried out by H.R.H. Princess Marina, Duchess of Kent, on Thursday, 8th July, 1965.

Arriving by a helicopter of the Queen's Flight at Cromer and landing on the playing field of the Secondary Modern School to the cheers of the children, Princess Marina was met by the Lord Lieutenant of Norfolk, Colonel Sir Edmund Bacon, and driven by car to the front.

Large crowds had gathered at the slipway, which was gaily decorated with bunting and flags. The Public Relations Officer of the Institution, Mr. Patrick Howarth, met Princess Marina at the stand and presented Dr. D. Vaughan, the president of the Cromer Branch, who welcomed Her Royal Highness to the station.

Mr. J. H. Rounce, chairman of the branch, opened the proceedings. Mr. T. H. Sutton, on behalf of the executors and members of the family of the late Miss J. G. King, donor of the 37-foot Oakley type life-boat, presented it to the R.N.L.I. and it was formally accepted by Commander H. F. P. Grenfell, D.S.C., R.N., a Vice President of the Institution and a member of the Committee of Management, who handed it into the care of the Cromer branch for use on Cromer No. 2 life-boat station.

Dr. Vaughan accepted the boat on behalf of the branch and the service of dedication followed. The Bishop of Norwich (The Rt. Rev. W. L. S. Fleming, D.D.) dedicated the life-boat, assisted by the Rev. C. W. J. Searle-Barnes, M.A., Vicar of Cromer, who conducted the service. The Rev. S. J. Miller, Minister of Cromer Baptist Church, read the lesson.

The vote of thanks was proposed by Mr. J. E. Webster, J.P., chairman of the Cromer Urban District Council. Mr. J. H. Rounce then asked Princess Marina to name the life-boat *William Henry and Mary King*.

Before doing so Princess Marina spoke of Cromer's famous life-boatman, Henry Blogg, saying, "His record is without equal in the history of the Institution."

Cromer is the only station with two life-boats. This new No. 2 boat replaces the *Harriot Dixon*, which has served the station for more than thirty years.

After the naming ceremony Princess Marina left by helicopter for lunch at Holkham Hall with the Earl of Leicester, president of Wells branch, and Lady Leicester. Then Princess Marina went by Land Rover to Wells for the second naming ceremony of the day.

This was a "family affair", to quote the words used by the *Eastern Daily Press*. They reported:

"At Wells, for all the ceremonial and the V.I.P.s, the occasion belonged to the life-boatmen and their families. For the life-boat service at Wells, which was founded in 1869, is very much a family affair."

Princess Marina shook hands with twenty-six past and present members of the crew and when she had tea in the boathouse after the naming ceremony she met the wives of the crew.

Hundreds of people – guests, local residents, holidaymakers and 600 school-children – watched the ceremony.”

The new life-boat at Wells is also a 37-foot Oakley type. Named *Ernest Tom Neathercoat* she was presented to the Institution at the naming ceremony by Mr. R. W. V. Neathercoat, on behalf of the donor. Commander Grenfell formally accepted the life-boat on behalf of the Institution, and delivered it into the care of the branch. Dr. E. W. Hicks, M.R.C.P., L.R.C.P., L.M.S.S.A., honorary secretary of the branch, accepted the life-boat for use on the Wells station.

The Lord Bishop of Norwich (the Rt. Rev. W. L. S. Fleming, D.D.) dedicated the life-boat, assisted by the Rev. W. Alexander Stephens, Rector of Wells-next-the-Sea, who conducted the service. The Minister of the Methodist Church, the Rev. Frank Longley, read the lesson.

The vote of thanks was proposed by Mr. J. Cadamy, chairman of the branch.

* * *

The naming ceremony of the new St. Abbs life-boat, *Jane Hay*, took place on 17th April, 1965. Commander D. M. Marshall, O.B.E., R.N. (Retd.), vice-president and chairman of the St. Abbs branch, was in the chair and accepted the life-boat on behalf of the Institution from His Grace the Duke of Atholl, a member of the Committee of Management. A vote of thanks was proposed by Mr. George Colven, Harbourmaster.

The dedication service was conducted by the Rev. W. Howard Purdie, M.A., Minister of the Priory Church, Coldingham, then Lady Morgan, niece of the late Jane Hay, named the boat.

St. Abbs life-boat station was established in 1911. The *Jane Hay*, a 37-foot Oakley type, is the fifth life-boat to be stationed at St. Abbs.

* * *

Kirkcudbright's new life-boat, *Mary Pullman*, was named by the Countess of Galloway, President of the Kirkcudbright Ladies' Life-boat Guild, on 5th June, 1965. The cost of this 37-foot Oakley type boat was defrayed by a gift from the late Sir Derek Wheeler, Bt., made in memory of his mother, whose maiden name was Mary Pullman.

After the presentation of a bouquet to the Countess of Galloway by Faith Davidson, daughter of the Coxswain, Mr. A. C. Brown, president of the Kirkcudbright branch, opened the proceedings and Lieut.-Commander L. A. Forbes, R.N. (Retd.), Inspector of Life-boats, Scottish district, described the boat.

The Duke of Atholl, a member of the Committee of Management of the Institution and Convener of the Scottish Life-boat Council, delivered the boat to the care of the branch for use on the Kirkcudbright life-boat station. Dr. R. N. Rutherford, M.B., Ch.B., vice-president of the Kirkcudbright branch, accepted the lifeboat on behalf of the branch and a vote of thanks was proposed by Sheriff S. A. Lockhart, M.A., LL.B., a member of the committee.

The service of dedication was conducted by the Rev. Robert R. Y. Minto, M.A., St. Mary's Church, assisted by the Rev. Adam Jack, M.A., B.D., St. Cuthbert's Church.

CENTENARIES

Centenary vellums were presented to three life-boat stations in May and June.

At Poole, Dorset, the presentation ceremony took place at the life-boat house, Poole Quay, on 22nd May, the vellum being presented to the branch by Major-General R. H. Farrant, C.B., a member of the Committee of Management.

SEVENTH POOLE LIFE-BOAT

The present life-boat, *Bassett Green*, is the seventh at Poole since the station was established in 1865. At the time of the centenary celebrations Poole had a record of 156 launches on service, and 194 lives rescued.

Shoreham Harbour station, Sussex, put on a big programme of events for their centenary celebrations, ranging from two coffee mornings to a Whitsuntide fete and – still to come at the time of going to press – a joint ball with the Worthing and Brighton branches at the Pier Pavilion, Worthing, on 29th October.

The centenary thanksgiving service was held in St. Mary's Church, Shoreham, and was conducted by the Vicar, the Rev. G. S. Froggatt. The Bishop of Lewes gave the address.

The centenary vellum was presented by Lady Egremont, President of the Ladies' Life-boat Guild.

Shoreham Harbour station at the time of the celebrations had a record of 333 launches on service, and 203 lives rescued. The present life-boat is the *Dorothy and Philip Constant*.

PETERHEAD

At Peterhead, Scotland, on 26th June, The Lord Saltoun, M.C., a Vice-President of the Institution, Member of the Committee of Management, and former Convener of the Scottish Life-boat Council, presented the centenary vellum at a ceremony at Green Hill Quay. The Rev. W. J. Morris, B.D., Ph.D., Minister of the Old Parish Church, Peterhead, conducted the service of re-dedication.

The first life-boat to be stationed at Peterhead was *The People's Journal No. 1* and was the gift of subscribers of "Dundee People's Journal." The present life-boat owes its origin to a legacy by Mrs. Park Barry, of Glasgow, and is named after her, *Julia Park Barry of Glasgow*. At the time of the centenary the station had a record of 332 launches on service and 944 lives saved.

BIRTHDAY HONOURS

Among those associated with the life-boat service on whom honours were bestowed in the Birthday Honours list were:

- G.B.E. Alderman Sir James Miller, Lord Mayor of the City of London, ex officio member of the Committee of Management.
- B.E.M. Staff Coxswain S. T. Hills.

Stranded Two Days in Cave

The thanks of the Institution inscribed on vellum have been accorded collectively to the crew of the Swanage life-boat for the rescue of a man who had been stranded in a cave for more than two days.

At about 9 o'clock on the morning of the 8th May, 1964, the skipper of the fishing boat *Lucky Me*, Mr. M. Lane, who was engaged in the hauling of pots off Worbarrow Head, heard a repeated whistle. He went to investigate and saw a man standing on a ledge some 25 feet up and near the entrance to a narrow cave. He came as close as he could and learnt that the man had been stranded in the cave for two days.

As it was impossible to reach the man Mr. Lane burnt distress flares and fired rockets, but visibility was poor and the signals were not seen. Mr. Lane therefore returned to Swanage, which he reached at about 11.45, and immediately informed the life-boat mechanic, who was in the boathouse, what had happened.

The mechanic, Frederick Crutchfield, told the honorary secretary, Captain D. A. N. Aldridge, as well as the police and the coastguard. The maroons were then fired. The Swanage life-boat *R.L.P.*, which is one of the 41-foot Watson type, put out at noon. In addition to her normal crew she had on board Mr. R. Blanchard, a member of the crew of the *Lucky Me*, who had volunteered to show the coxswain where the cave was. Visibility was still poor, there was a slight south-westerly wind, and the sea was choppy. The tide was flooding.

Meanwhile Mr. G. A. Plant of the Lulworth shore life-saving apparatus team and Police Constable K. Pearce of the Wool police assembled a scratch rescue team, consisting largely of soldiers, and arranged for the use of a police radio car. The rescue team made their way to the cliffs, and while the others remained on the cliff top Mr. Plant and Police Constable Pearce went along the bottom of the cliffs.

The Swanage life-boat arrived off the cliff about 1.40, and the man was still seen to be on the ledge. The wind had freshened slightly and Coxswain Robert Brown decided to anchor about 50 yards from the cliff. The small inflatable dinghy, which is carried on board the boat, was launched on a long line and manned by Second Coxswain Ronald Hardy, who rowed the dinghy towards the cave.

There was a confused sea at the base of the cliff, and it was impossible to take the dinghy in. It was also clear that the man was too high up the cliff to be rescued from below. Coxswain Brown decided it would be too dangerous to try to fire the rocket line into the cave.

By now Mr. Plant and Police Constable Pearce had reached the bottom of Gad Cliff, which lies slightly to the east of the cave. They found that because of the rising tide and the confused sea they could not go any further. They therefore decided to climb to the top and come down again to the west of the cave.

Considerable difficulty was experienced in getting the climbing ropes passed down the cliff as the men on the cliff top could not see those below because of the fog. The noise of the sea also prevented the life-boat crew from hearing anything that was said and Mr. Plant had to mime his instructions. Coxswain Brown tried to relay these to the clifftop party by loud hailer, but the sound was distorted by the cliffs and fog. In the end messages were passed by radio telephone from the life-boat to Wyke Regis coastguard, then by telephone to the police headquarters at Dorchester and then by radio telephone to the police car which was near the clifftop party.

Mr. Plant and Police Constable Pearce reached the top about 4 o'clock and made several attempts to find a way down. The fog began to clear, and Coxswain Brown anchored the life-boat in a new position. Mr. Plant and the Police Constable were then lowered over a 30 foot overhang, from where they were able to reach the cave by means of a ledge.

The life-boat continued to relay messages. The two rescuers reached the stranded man, passed a harness across and hoisted him over a crevice. They then lowered him on to another ledge near the water's edge.

Coxswain Brown weighed anchor and again changed his position. By veering down on his cable he was able to bring the life-boat near enough for Second Coxswain Hardy to throw across a heaving line. The coxswain held the life-boat clear of the rocks and the rubber dinghy was used to ferry the stranded man to the life-boat.

Mr. Plant and Police Constable Pearce were also brought by dinghy to the life-boat, which weighed anchor at 5.30.

It was then learnt that the rescued man, who was 26 years old, had been in the cave without food since the morning of 8th May. He was given soup and biscuits and slept through most of the return journey. The life-boat finally reached her station at 7 o'clock and was re-housed a quarter of an hour later.

The crew were: Coxswain Robert Brown, Second Coxswain Ronald Hardy, Bowman Walter Brown, Motor Mechanic Frederick Crutchfield, Assistant Mechanic Eric Dorey, and crew members Donald Dyke, Phillip Dorey, Raymond Blanchard, Arthur Hardy.

RETIREMENT

Commander S. H. Pinchin, O.B.E., D.S.C., R.N.(RETD.), the present Deputy Chief Inspector, H.M. Coastguard, will retire on 31st March, 1966. He will be succeeded by Lt.-Commander J. A. Douglas, M.B.E., R.N.(RETD.).

Commander Pinchin joined H.M. Coastguard as Inspector, North Western Division, in March, 1955, after serving in the Royal Navy since 1919.

PRESS AWARD

It has been decided that in future reports of inshore rescue boat services also qualify for the Institution's annual press award for the best newspaper report of a life-boat service.

Life-Boatman's Painting

SECOND MECHANIC of the Howth life-boat, George McConkey, who has never received any tuition as an artist, has painted a remarkable picture in oils of the rescue, in which he took part and for which he was subsequently awarded a medal service certificate, on 14th July last year.

Full details of the rescue were given in the December 1964 issue of the *Journal*. The Howth coxswain, Joseph McLoughlin, was awarded a bronze medal for gallantry for this service and five members of the crew received medal service certificates.

Few artists who have depicted sea dramas have actually taken part in them. George McConkey's painting vividly suggests the helplessness of the motor fishing vessel *Roscairbre*, trapped on a lee shore in a gale with her engine broken down, and of the battle being fought by the life-boat (a reserve one, the *H. F. Bailey*, temporarily at Howth) to tow the crippled vessel away from the rocky shore. The rescue resulted in the saving of three lives and the fishing vessel, which was towed into Howth harbour.

NEW ILFRACOMBE LIFE-BOAT TO BE NAMED "LLOYD'S"

A new 37-foot Oakley life-boat now under construction, which is to be stationed at Ilfracombe, North Devon, will bear the name "Lloyd's" in recognition of the financial support given every year by members of Lloyd's to the Royal National Life-boat Institution, and of a special gift which the Corporation of Lloyd's is making towards the new boat.

There is another life-boat at present named "Lloyd's". This is a 51-foot Barnett life-boat which was stationed at Barra Island, Outer Hebrides, from 1932 to 1957, and which is now in the R.N.L.I.'s reserve fleet.

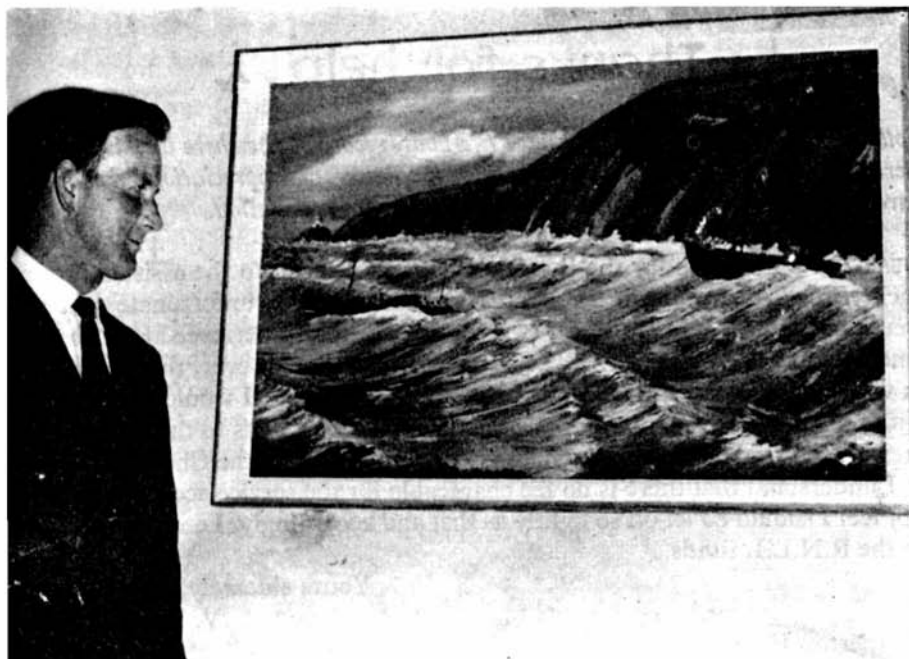
Before the Royal National Life-boat Institution came into being in 1824 most of the existing life-boats had been paid for by Lloyd's. In 1824 there were 39 serviceable life-boats. By that date Lloyd's had provided no fewer than 25. In the first year of the R.N.L.I.'s existence, when funds were low, Lloyd's regularly voted sums of money to the men who put out in the life-boats.

OBITUARY

COXSWAIN JOSEPH MCLOUGHLIN

Coxswain Joseph McLoughlin, of Howth, who was awarded the bronze medal of the Institution for the rescue of three of the crew of the motor fishing vessel *Roscairbre* of Dublin on 14th July, 1964, died in hospital in Dublin on 30th June, 1965, aged 59.

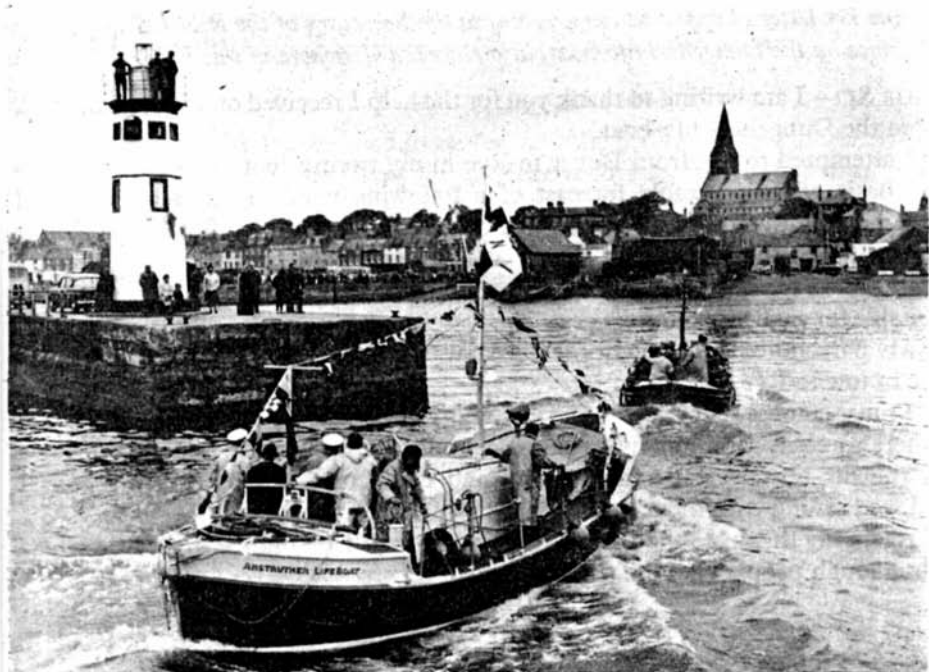
Illness had prevented his attendance at the Annual General Meeting this year, to receive his medal, and it had been hoped to present this to him next year, but this was not to be. He joined the crew of the Howth life-boat in 1954 and was bowman from 1955 to 1959, when he became coxswain.



By courtesy of]

[John Collins

George McConkey and his painting of the saving of the *Roscairbre*



By courtesy of]

[Ian Joy, St. Andrews

The new Anstruther life-boat *The Doctors* entering harbour on arrival at the station

Thanks for help . . .

Following the service by the Swanage life-boat, recorded elsewhere in this issue, the secretary of the Swanage branch received a letter of appreciation, the opening paragraphs of which are quoted below, together with a donation.

4 May 1965

DEAR SIR – Last Sunday the Swanage life-boat put out to the assistance of my yacht *Brumby*, aground in Studland Bay in fog. It was unfortunate that they were put to this trouble because, I am afraid, due to inexperience in the use of an emergency R/T set, we alarmed everyone too hastily. However, the efficient way in which everyone responded was most encouraging and I would like to couple with my apologies for the trouble caused my sincere thanks to the coxswain and crew for putting out and for escorting me afterwards into the Channel.

I understand that there is no fee chargeable for the service accorded, but I do not feel I should be let off so lightly as that and accordingly, I enclose a donation to the R.N.L.I. funds.

Yours sincerely,

V. W. OUBRIDGE

Wasperton House,
Warwick.

Another letter of appreciation was sent to the Secretary of the R.N.L.I., following a service by the Dungeness life-boat, also recorded elsewhere in this issue.

DEAR SIR – I am writing to thank you for the help I received on 24th April, 1965, from the Dungeness life-boat.

I attempted to sail from Dover to Rye in my twenty-foot open day sailer, on the basis of a favourable forecast of a following wind. That following wind became a head wind and I was unable to make any headway after Dungeness at sunset, when the tide turned against me. I might have come to no harm overnight, but I felt that the wind could continue to build and that my boat was not suitable for such an exercise.

My parachute flare brought the life-boat within twenty minutes and they took me in tow to Rye harbour.

I must confess that I feel somewhat guilty at being able to summon help from others so easily, and merely so that I can indulge in pleasure sailing. The crew of the life-boat were extremely kind and competent. Apart from my guilt I enjoyed sailing with them.

Again my thanks to the R.N.L.I. It and its crews are unique in a world where not enough people take the trouble to help others.

Yours faithfully,

R. A. PARKS

4 Swan Studios,
69 Deodar Road,
London, S.W.15.

Major Peter de la Billiere, M.C., 22 Special Air Service Regiment, wrote to the honorary secretary of the Tenby life-boat station after the service on 19th March, recorded in the June 1965 issue of THE LIFE-BOAT,

Dear Mr. Reason-Jones,

I am writing to thank you on behalf of all my men and in particular those who were involved in the recent canoe incident off St. Govans. We are all very much aware that it is thanks to the prompt and efficient action of your crew that we owe the safety of the four survivors of the two canoes which you rescued.

Your service is famous throughout the world and nothing I can say can enhance your unbeatable reputation. However, I hope you will accept this plaque as a small token of our esteem and appreciation of your work and in gratefulness to you for your efforts on our behalf on the night of 18/19 March. We would also be grateful if you would put the enclosed cheque towards the funds for your invaluable work.

Yours sincerely,
PETER DE LA BILLIERE.

New Ways of Raising Money

Following the success of last year's exhibition at the Templars Secondary School in Stepney an even more impressive show was put on this year, to coincide with London Life-boat Day. Pride of place was given to an I.R.B. Other exhibits included a large model of an offshore rescue operation, made entirely at the school. Souvenirs were sold and collections taken during the week the exhibition was open.

* * *

Another exhibition which raised funds for the R.N.L.I. was staged at Pontypool, Wales, where a fascinating collection of Victoriana was combined with a coffee morning.

* * *

Captain Marcos D. Lemos, who afforded the B.B.C. filming facilities in connection with their T.V. drama series, Theatre 625, for the play Enter Solly Gold, forwarded the fee which the B.B.C. gave him to the R.N.L.I. as a donation.

* * *

Though bedridden and in hospital for thirteen years, Miss Glover, a patient in St. Thomas's Hospital, Haverfordwest, has found a way to help the R.N.L.I. She recently handed 7s. to the Fishguard Guild as a contribution. She had made the money by dressing and selling two dolls.

* * *

Clive D. Parkerson, of Beckenham, Kent, forwarded twenty-four shillings to the R.N.L.I. with the information that it was collected in fines "imposed on my sister and myself for coming home late - after 11 p.m."

Fleetwood's oldest surviving life-boatman, Mr. Tom Leadbetter, aged 92, who is in Rossall Hospital, Fleetwood, was put in charge of the collecting box for the R.N.L.I. which the Matron is kind enough to take each year. He sat in the entrance to the hospital and collected £4 10s. 1d. in one afternoon.

* * *

Eleven-year-old Andrew Rowe, assisted by his fourteen-year-old brother Peter, organized a fete in the garden of their home at Westbury-on-Trym in aid of the R.N.L.I. The boys sold their old toys and books, and had a lucky dip with prizes provided out of their pocket money. This enterprising venture raised £2 15s.

* * *

"It is high time that I started giving presents on my birthday instead of receiving them, so please accept this small present from me to you . . ." So began a letter from Mr. M. A. Wallace, of Coventry, and his birthday present – to the R.N.L.I. – was a cheque for £10.

* * *

It is not only owners of country mansions who can throw their homes open to the public with success, as Mrs. Eileen Jones, of St. Ives, Cornwall, has proved. Exasperated by the curious passers by who would peer into the window of her cottage in Barrow Road, Mrs. Jones put up what she intended to be a sarcastic notice: "If you wish to satisfy your curiosity completely, come in and look around."

To her astonishment people took her at her word and soon she was showing party after party over her cottage, and being rewarded. Some of the first visitors gave Mrs. Jones as much as half-a-crown for their tour, though she had modestly priced the admission at 6d., and the Daily Mirror reported Mrs. Jones as saying that she would be giving the money to the R.N.L.I.

CHRISTMAS CARDS AND CALENDARS

A CHOICE of three different Christmas cards is provided by the Institution's selection of subjects this year, and in addition the usual pocket calendar is available.

The bronze medal service by the Coverack life-boat on 2nd January, 1956, is vividly depicted in the painting by David Cobb, R.O.I., S.M.A., which is reproduced on the first card. A brief account of this service is given inside the card. The full account was given in the June 1956 issue of THE LIFE-BOAT.

The second card is a reproduction of a painting by Jacopo Robusti Tintoretto, *Christ at the Sea of Galilee*. The painting is in the National Gallery of Art, Washington, D.C.

A traditional design of holly and anemones is used on the third card. All the cards contain a standard greeting. Fuller details are given on the order form inserted in this issue of THE LIFE-BOAT, and the pictures are reproduced in colour. Supporters of the Institution living in the Irish Republic are asked to order cards direct from the Dublin office, 32 South Frederick Street, Dublin, C.2.

The pocket calendar has a photograph of Caister life-boat and launching tractor on the front. It can be obtained in dozens, the price being 2s. a dozen.



By courtesy of]

[Hull Daily Mail

The Countess of Dartmouth being presented with an evening stole, hand-knitted by Mr. George Welburn, coxswain of Bridlington life-boat. The presentation was made during the annual fashion show organized by the Bridlington branch of the Ladies' Life-boat Guild

Life-boat services round the Coasts

April

NORTH-EAST ENGLAND

Amble, Northumberland. At 9.15 p.m. on 19th April, 1965, the coastguard informed the honorary secretary that the weather conditions were deteriorating and as the local fishing coble *Provider* was still at sea, it was decided to launch the life-boat *Millie Walton*, and she proceeded at 10.5. There was a strong northerly wind of gale force and a rough sea. It was two hours before low water. The life-boat found the *Provider* five miles south-east of Coquet and stood by until she had hauled in her nets. She then escorted her to Blyth as there was no possibility of entering Amble harbour, and arrived at 1.30 a.m. The life-boat returned to her station the next day.

Filey, Yorkshire. At 9.40 a.m. on 27th April, 1965, the coxswain in the absence of the honorary secretary decided to launch the life-boat to escort the fishing coble *Peggy* of Filey into the harbour because of the bad weather conditions. At 9.55 the life-boat *The Isa & Penryn Milsted* was launched on the flooding tide. There was a strong northerly breeze and rough sea. The life-boat met the *Peggy*, escorted her back to Filey and reached her station at 11.15 a.m.

TROUBLE WITH NETS

Newbiggin, Northumberland. At 10 p.m. on 26th April, 1965, the coastguard informed the honorary secretary that four cobbles, situated north-east of Newbiggin Church Point, were at sea in worsening weather conditions. The life-boat *Richard Ashley* was launched in a very rough sea and gale force north-easterly wind. It was two hours and a half before high water. The coble *Eventide* had meanwhile returned to harbour and the life-boat then proceeded to the assistance of the coble *Mary Robinson* which was having difficulty in hauling in her nets. A member of the life-boat's crew was put aboard to help and the life-

boat escorted the coble to Blyth. The life-boat then returned to her station arriving at 5 a.m. on the 27th April.

SLOOP AGROUND

Skegness, Lincolnshire, and Wells, Norfolk. At 10.40 p.m. on 19th April, 1965, the coastguard informed the Skegness honorary secretary that the sloop *Hod o' the Wind* was overdue on passage from Boston Ham to Gibraltar Point. There was a near gale from the north-west with a rough sea. It was one hour after high water. The Skegness life-boat *Charles Fred Grantham* launched at 11. The Wells life-boat *Cecil Paine* was launched half an hour after midnight on Tuesday morning to help with the search but owing to heavy seas and the state of the tide was unable to enter the Parlour Channel. She anchored to await daylight. At 5.30 a.m. the Skegness life-boat located the casualty aground on the Frisney Flats. On receiving this information the Wells life-boat returned to her station, arriving at 8.30. When the tide had flooded sufficiently the *Charles Fred Grantham* towed the *Hod o' the Wind* off the sands and brought her safely to Gibraltar Point. She then returned to her station, arriving at 11.15 a.m.

Tynemouth, Northumberland. At 2.45 p.m. on 10th April, 1965, the coastguard informed the honorary secretary that the motor vessel *Cape Nelson*, which was expected off the Tyne at five o'clock, wished to land a sick seaman. As soon as the vessel appeared on the horizon the life-boat *Tynesider* was launched at 3.55 with the honorary medical adviser on board. There was a moderate to fresh westerly breeze and a moderate sea. It was one hour before low water. The life-boat met the *Cape Nelson* four miles east of the Tyne and the doctor went aboard. Shortly afterwards the patient was lowered into the life-boat, and with the doctor back on board she proceeded immediately to her station. The man was

unconscious and seriously ill and oxygen was administered by the doctor. On arrival at the ferry landing he was transferred to an ambulance, but he died in hospital the next day.

WATCH AT THE BAR

Whitby, Yorkshire. At 8.30 a.m. on 19th April, 1965, the coxswain informed the honorary secretary that the sea was getting extremely bad on the harbour bar. As part of the fishing fleet was still at sea the life-boat *Mary Ann Hepworth* was launched at 8.45 on the ebbing tide. The life-boat escorted the motor fishing vessel *Endeavour* to safety and then returned to the bar to await the remainder of the fishing fleet. At 11.50 the last of these vessels had safely entered the harbour and the life-boat returned to her station arriving at 11.50 a.m. Eight fishing vessels were escorted to safety.

SOUTH-EAST ENGLAND

Bembridge, Isle of Wight. At 2.42 p.m. on 17th April, 1965, the coastguard informed the honorary secretary that the British ship *Clangula* had taken the schooner *Nore Vienna*, which had her sails blown away, in tow eight miles south of the Nab. At 4.5 the *Clangula* reported that she was three miles off Shanklin and would soon have to cast off the tow. At 4.12 the life-boat *Jesse Lumb* was launched into a fresh west-north-westerly breeze and rough sea. The tide was ebbing. The life-boat took the *Nore Vienna* in tow at 4.29 and reached Bembridge at 5.40, but as it was low water they were unable to enter the harbour. The life-boat towed the *Nore Vienna* to Cowes where she was moored at 8 o'clock. The life-boat returned to her station at 11.30 p.m.

TRIMARAN SAVED

Dover, Kent. At 4.22 a.m. on 10th April, 1965, a resident at Folkestone informed the honorary secretary that a red flare had been seen off Folkestone. The life-boat *Southern Africa* proceeded at 4.55 in a strong south-south-westerly wind, and a rough sea. It was one hour and a half before high water. On leaving the harbour the coxswain saw the glare of a

flare to the west, and when the life-boat was half a mile from the casualty, which was then two miles and a half south west by west of Dover, another red flare was burnt. She was the trimaran *Nimble Wisbee* with a crew of two, who were found in an exhausted condition. The yacht had shipped so much water that she could not be handled and the life-boat took her in tow. The crew were told that if the *Nimble Wisbee* shipped further water they would be taken off, but they arrived safely in Wellington Dock and the life-boat reached her station at seven o'clock.

TOWED IN

At 8.28 a.m. on 16th April, 1965, the coastguard informed the honorary secretary that the motor cruiser *Lady Lundy* had called for assistance by radio-telephony through North Foreland radio station. She was approximately four miles south-east of Dover Harbour. There was a gentle north-westerly wind with a moderate sea. It was three and a half hours before high water. The life-boat *Southern Africa* launched at 8.50 a.m. and soon came up with the *Lady Lundy*, which had engine trouble. The *Lady Lundy* was taken in tow and brought safely back to Dover Harbour at 10.45 a.m.

IN COLLISION

Dungeness, Kent. At 2.52 a.m. on 4th April, 1965, the coastguard informed the honorary secretary that the British vessel *Cape Nelson* had been in collision with the German motor vessel *Ferdinand Retzlaff* of Bremen, seven miles north-east of Dungeness, and that the German vessel required life-boat assistance. The life-boat *Mabel E. Holland* was launched at 3.11 in a moderate west-south-westerly breeze and a choppy sea. It was two hours after high water. After steaming for two miles, the coastguard reported that the position of the casualty was two miles south-west of Dungeness, and the life-boat altered course and met the vessel steaming at four knots under her own power. The life-boat escorted her to a position three miles north-east of Dungeness until a tug boat arrived. The captain of the *Ferdinand Retzlaff* then

said that the services of the life-boat were no longer required, and she returned to her station at 4.55 a.m.

ESCORTED TO ANCHORAGE

At 9 p.m. on 4th April, 1965, the coastguard informed the honorary secretary that a British ship *Vauban* of Dundee had been in collision seven miles south-west of Dungeness, and needed assistance. The life-boat *Mabel E. Holland* was launched at 9.10 in a light west-south-westerly breeze and smooth sea. The tide was flooding. The life-boat escorted the ship to anchorage three miles north-east of Dungeness and then returned to her station at 12.10 a.m.

FLARE SEEN

At 5.25 p.m. on 24th April, 1965, the coastguard informed the honorary secretary that a red flare had been seen five miles south of Ferryfield Airport. There was a moderate west-south-westerly breeze, with a choppy sea. It was high water. The life-boat *Mabel E. Holland* launched at 5.35 and soon came up with the yacht *Flamingo*, which had engine failure. The sole occupant was suffering from sea-sickness and he was taken on board the life-boat. A life-boatman was put on board the yacht, which was towed to Rye. After mooring the yacht and landing the survivor the life-boat returned to her station, arriving at 8.25 p.m.

IN SINKING CONDITION

At 12.25 p.m. on 26th April, 1965, the coxswain, who was off duty on sick leave, informed the honorary secretary that a cabin cruiser was burning red flares two miles south-east of Dungeness. There was a moderate west-south-westerly breeze with a corresponding sea. It was three hours before low water. The life-boat *Mabel E. Holland* launched at 12.55 with the second coxswain in command, and when she reached the position given she found the cabin cruiser *Pandamac* of London with a crew of three being towed by a pilot boat. The life-boat took over the tow but the casualty was making water fast, and, when half a mile off Dungeness, it was decided to take the survivors off their boat. Shortly afterwards the tow-line

parted and the life-boat returned to her station with the three rescued persons at 14.15. It was learned that the *Pandamac* was taken in tow, in a sinking condition, by a Folkestone fishing boat.

Eastbourne, Sussex. At 9.47 a.m. on 17th April, 1965, the coastguard informed the coxswain that a small boat had fired red flares about four miles and a half south-east of the life-boat station. The life-boat *Beryl Tollemache* was launched in a west-south-westerly wind of near gale force and a rough sea. The life-boat found the cabin cruiser *Freelance* with her engines broken down. Her crew of five were rescued and the cabin cruiser was taken in tow. The life-boat reached her station at 11.50 a.m.

STRAPPED ALONGSIDE

Hastings, Sussex. At 7.10 p.m. on 16th April, 1965, the honorary secretary was informed by the Hastings and St. Leonards Angling Club that distress flares had been fired from the angling boat *Lady Molly* about five miles south-south-west of Hastings harbour arm. The life-boat *Fairlight* was launched in a gentle north-westerly breeze and smooth sea. The *Lady Molly's* engine had broken down and she was making water. Her three occupants were taken on board the life-boat and three of the life-boat crew were put aboard the *Lady Molly*. As it became apparent that the casualty would sink, she was strapped alongside the life-boat and taken to the life-boat station, where the three men were landed at 8.36 p.m.

ENGINE FAILURE

At 4.53 p.m. on 19th April, 1965, the coastguard informed the honorary secretary that two people were trying to row ashore from a motor fishing vessel anchored five miles south-south-east of Hastings. The honorary secretary went to the life-boathouse to investigate, but just as he arrived a squall of wind and rain passed over the area obscuring the rowing boat. After the squall had passed the honorary secretary could see the motor fishing vessel but no sign of the dinghy and then by chance he saw a light reflec-

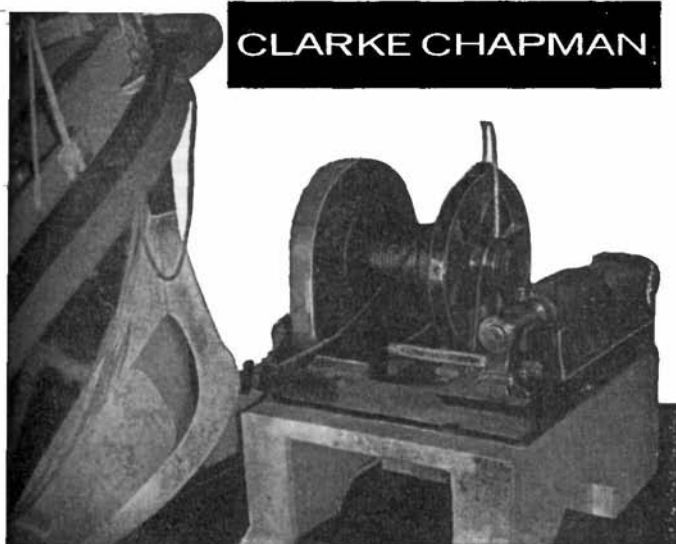
ted from a windscreen of the dinghy, which was obviously in a bad position three to four miles south of the life-boat station. The life-boat *Fairlight* was launched at 5.29 in a strong north-north-westerly wind and a moderate sea. The tide was ebbing. The life-boat found two men in a fibreglass dinghy with no engine and broken rowlock boxes, almost swamped in attempting to paddle ashore. They were taken aboard the life-boat and given hot refreshments. The life-boat then went to the position of the motor fishing vessel *Trustful* and the coxswain found the vessel abandoned at anchor with engine failure. After landing the two men the life-boat towed the *Trustful* to Newhaven and reached her station at 3.40 a.m. on the 20th April.

MAN DIED

Newhaven, Sussex. At 4.58 p.m. on 13th April, 1965, the coastguard reported that a small boat, *Mako*, was in

distress eight miles south-west of Newhaven. The life-boat *Kathleen Mary* was launched at 5.5 in a moderate south-westerly breeze and smooth sea. The tide was flooding. The life-boat was told that one of the crew of the *Mako* was in a bad condition and that a doctor had been notified. The life-boat observed two boats and saw that a helicopter, which had also been called out, was lowering a man to one of them. When the life-boat reached the *Mako* she found that one of her four occupants had died. The life-boat towed the *Mako*, which had a rope foul of her propeller and rudder, to Newhaven and returned to her station at 7.45 p.m.

Ramsgate, Kent. At 9.38 p.m. on 17th April, 1965, the east pier watchman informed the honorary secretary that red flares had been seen off the Quern buoy. The life-boat *Michael and Lily Davis* proceeded at 9.45 in a strong westerly wind and a rough sea. The tide was flooding. The life-boat found the motor



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This illustrates one of our electrically driven winches as supplied to the Tynemouth Life-boat Station for hauling up the life-boat. Many other winches of similar design have been supplied to the Institution, for either electric or petrol engine drive.

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fishing vessel *Trustful* with her engine broken down. She had a crew of two. The *Trustful* was taken in tow and the life-boat reached her station at 10.15 p.m.

CRUISER ADRIFT

Selsey, Sussex. At 2.5 p.m. on 14th April, 1965, the coastguard informed the honorary secretary that a German vessel had given fuel, and a course for Portsmouth, to the crew of the motor cruiser *Fidra* twenty-one miles south of Selsey Bill, but that they seemed very doubtful of making Portsmouth. In view of this it was decided to launch the life-boat *Canadian Pacific*. She proceeded at 2.25 in a moderate south-south-westerly wind and a moderate sea. The tide was ebbing. At 4.21 a message was received from the coastguard that the Norwegian ship *Norvulk* had sighted the *Fidra* adrift and the message was passed to the coxswain. The life-boat found the motor cruiser sixteen miles south of Selsey Bill and took her in tow to her station, arriving at 7.29 p.m.

ON FIRE

At 2.31 p.m. on 29th April, 1965, the motor mechanic observed a cabin cruiser on fire about two miles off shore. There was a gentle south-westerly breeze and a moderate sea. The life-boat *Canadian Pacific* was launched at 2.35 and came up with the burning cruiser some twenty minutes later. The two occupants and their dog were rescued from a small dinghy and landed at the life-boat station at 3.50 p.m.

Southend-on-Sea, Essex. At 6.23 p.m. on 21st April, 1965, Southend Airport informed the coastguard that an aircraft was circling over a trawler which was firing distress signals. The life-boat *Greater London II* (Civil Service No. 30) was launched at 6.50 in a strong northerly wind and a moderate sea. The tide was ebbing. The life-boat found the fishing boat *Gladys*, whose engine had broken down, in tow of a barge. At the request of the skipper of the barge the life-boat took over the tow and reached her station at 11 p.m.

EXTENSIVE SEARCH

At 8.15 a.m. on 24th April, 1965, the coastguard reported that an empty sailing dinghy had been picked up by a vessel off No. 5 Sea Reach buoy. The life-boat *Greater London II* (Civil Service No. 30) was launched at 8.35. There was a gentle north-westerly breeze and a slight sea. The tide was ebbing. The life-boat took over the dinghy in which there was a life-jacket giving a name and address. The Southend police were informed of the address and they established that the owner of the dinghy was ashore and had not given anyone permission to use her. After an extensive search of the area the life-boat returned to her station at 11 a.m.

Walton and Frinton, Essex. At 7.13 a.m. on 23rd April, 1965, the coastguard informed the honorary secretary that an urgent appeal had been intercepted from the master of the motor vessel *Galaxy* (the wireless transmitting station "Radio London") requesting the services of a doctor for a member of his crew. At 7.58 the life-boat *Elizabeth Elson*, on temporary duty at the station, proceeded with the honorary medical adviser on board, in a smooth sea. The tide was ebbing. The life-boat reached the *Galaxy* at 9.25 and the doctor went on board. He then had a message sent to the station requesting an ambulance to stand by and a firm stretcher made available. The patient and doctor were taken on board the life-boat and disembarked at the Pier at 10.20. The sick man was taken by ambulance to Colchester Hospital and the life-boat returned to her station at 11.25 a.m.

SOUTH-WEST ENGLAND

Appledore, Devon. At 3.30 p.m. on 18th April, 1965, the coxswain was informed by the Clovelly second coxswain that the cabin cruiser *Cleave Petrel* of Bideford, sheltering in Lundy Roads, would try and cross the bar on the next tide. There was a gale from the west with a rough sea, and it was one hour and a half before high water. The coxswain was concerned for the safety of the small boat in view of the severe weather conditions and at 5.25 after consultation with the

honorary secretary, it was decided to launch the life-boat. The life-boat *Louisa Ann Hawker* was launched at 5.35 and came up with the *Cleave Petrel* at the Fairway Buoy. She was making heavy weather in the rough ground sea and the life-boat remained close and escorted her into the smoother water at Appledore. The life-boat arrived back at her station at 7.40 p.m.

GIRL RESCUED

Exmouth, South Devon. At 5.25 p.m. on 17th April, 1965, two canoes were reported in trouble off Langstone Rock near Dawlish. The life-boat *Michael Stephens* was launched at 6.10 in a north-westerly gale and moderate sea. The life-boat, in conjunction with a helicopter which had also been called out, searched the area. A fourteen-year-old girl was lifted into the helicopter and taken to a hospital in Exeter where she was treated for shock. The canoe was recovered by the life-boat, which then proceeded to search for the second canoe and occupant. At 7.53 the life-boat was informed that the occupant of the second canoe was safe, and she then returned to her station at 8.50 p.m.

DOUBLE RESCUE

Penlee, Cornwall. At 4.53 p.m. on 17th April, 1965, the coastguard informed the honorary secretary that a small rubber dinghy with two skin divers on board was in difficulties two miles off Penzance. At 5.2 the life-boat *Solomon Browne* was launched in a strong north-westerly gale and choppy sea. It was high water. The life-boat found the dinghy and after taking the occupants on board took her in tow and went to the assistance of a small boat which was also in difficulties with engine trouble. The crew of this boat were taken on board, and with two boats now in tow the life-boat proceeded to Penzance where the four men were landed. Owing to the bad weather conditions the life-boat was moored at Newlyn and was not re-housed until 4.30 p.m. the following day.

Poole, Dorset. At 5.45 p.m. on 17th April, 1965, the coastguard informed the

honorary secretary that a message had been received that a yacht was aground on the Hook Sands. The life-boat *Basset Green* went out at 6.5 in a strong west-north-westerly wind and a rough sea. The tide was ebbing. The life-boat met another boat towing the yacht *Cygnnet* and took over the towage reaching her station at 7.30 p.m.

Swanage, Dorset. At 1.32 p.m. on 16th April, 1965, the coastguard informed the honorary secretary that a small out-board dinghy, situated off Durlston Head, was drifting on the tide with a man and boy on board. The life-boat *R.L.P.* was launched at 1.45 in a moderate north-north-westerly breeze and a choppy sea. The tide was two hours after high water. The man and boy were rescued and the life-boat took the dinghy *Sea Hawk*, which had engine trouble, in tow. At 2.35 p.m. the life-boat returned to her station.

ESCORTED

At 6.12 p.m. on 19th April, 1965, the coastguard informed the honorary secretary that the cabin cruiser *Freeleen* had

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broken down one and a half miles south of St. Albans Head. The life-boat *R.L.P.* was launched at 6.25 p.m. in moderate northerly wind and choppy sea. The tide was ebbing. The life-boat reached the cabin cruiser at 6.58 p.m. and shortly afterwards a squall sprang up from the north and the wind increased to gale force. The life-boat escorted the *Freeleen* to Poole Bar Buoy and reached her station at 8.50 p.m.

TRAPPED UNDER SAIL

Weston-super-Mare, Somerset. At 3.45 p.m. on 11th April, 1965, the coastguard informed the honorary secretary that a sailing dinghy had capsized between Brean Down and Cable Beacon. The life-boat *Calouste Gulbenkian* was launched at 4 p.m. in a strong south-westerly breeze and a very rough sea. The tide was ebbing. Two men were clinging to the upturned dinghy, and a third man was trapped under the sail.

A helicopter had been called out from R.A.F. Chivenor and when the life-boat arrived a man had been lowered from the helicopter to raise the sail. The helicopter moved clear and the life-boat went in and picked up the three men. Mouth to mouth resuscitation was applied to the man who had been trapped under the sail. The men were landed at Weston-super-Mare at 4.45 and conveyed by ambulance to hospital, but the man who had been trapped under the sail never regained consciousness. His widow made a donation to the Institution's funds, and in response to her request donations were made instead of floral tributes for her husband's funeral.

NORTH-WESTERN ENGLAND

New Brighton, Cheshire. At 5.15 p.m. on 9th April, 1965, the coastguard informed the coxswain that a small yacht was in difficulties in the Rock Channel. The life-boat *Norman B. Corlett* proceeded at 5.20 in a near gale from the south-west and a rough sea. It was almost high water. On reaching the position, it was found that the yacht had made the beach and the crew of two were safe. A small dinghy was seen to be in trouble in the same area, and the two people on

board were taken aboard the life-boat. Their dinghy was taken in tow to New Brighton, and the life-boat reached her station at six o'clock.

IRELAND

Galway Bay. At 10 p.m. on 3rd April, 1965, a nurse on Inishere Island informed the honorary secretary that a doctor was required for a maternity case. As all the local boats were aground because it was low water it was decided to send the life-boat with the doctor on board to the island. The life-boat *Mabel Marion Thompson* proceeded at eleven o'clock in a fresh south-easterly breeze and a rough sea. The doctor decided after examining the woman that she required hospital treatment and the life-boat conveyed her and the doctor to Galway Docks, where they were landed. The life-boat then returned to her station, arriving at 8 o'clock on the 4th April.

PATIENT TO HOSPITAL

At 9.30 a.m. on 25th April, 1965, the local doctor requested the use of the life-boat to take a patient from Kilronan to the mainland. There was a moderate westerly breeze with a choppy sea. It was high water. The patient and a nurse were embarked and at 10.30 a.m. the life-boat *Mabel Marion Thompson* proceeded to Rossaveel where a waiting ambulance conveyed the patient to hospital. The life-boat returned to her station arriving at 2 p.m.

MAYDAY CALL

Valentia, Co. Kerry. At 4.50 a.m. on 24th April, 1965, Valentia radio informed the honorary secretary that the Spanish fishing vessel *Revellin* was sending out a Mayday call. There was a moderate north-westerly breeze and a slight sea. At 5 o'clock the life-boat *Mary Stanford* on temporary duty at the station proceeded on the flood tide and reached the *Revellin* at 6.30. The *Revellin* was riding to anchor and being driven ashore by the rising wind and sea. A line was passed from the life-boat and the fishing vessel was taken in tow. At 8 o'clock the tow line parted and another line consisting of a wire

hawser was made fast and the *Revellin* was eventually towed to Valentia, arriving at 9.30 a.m.

SCOTLAND

Aberdeen. At 11.50 p.m. on 2nd April, 1965, the coastguard informed the honorary secretary that the trawler *Dineiddwg* of Aberdeen had grounded at Girdleness in thick fog. The life-boat *Ramsay-Dyce* proceeded at 12.20 a.m. in a light south-westerly breeze and a slight sea. It was two hours and a half before high water. The life-boat found the trawler, with a crew of seven, on the rocks. She was towed clear by the life-boat which then escorted her safely into harbour. The life-boat reached her station at 1.15 a.m.

REFLOATED

Anstruther, Fife. At 5.3 p.m. on 1st April, 1965, the coastguard informed the honorary secretary that the motor fishing vessel *Quiet Waters* was ashore off Pittenweem harbour entrance. The life-boat *James and Ruby Jackson* was launched at 5.20 in a light east-south-easterly breeze and a smooth sea, two hours after high water. At 5.25 a message was received that, because the tide had receded, the life-boat would not be required. She returned to her station, arriving at seven o'clock.

At 1.10 a.m. on the 2nd April, the life-boat proceeded again towards Pittenweem as attempts were to be made to re-float the fishing vessel. She arrived off the position of the *Quiet Waters* and stood by. Another fishing vessel *Harvest Reaper* had a tow line aboard, and at 2.20 the *Quiet Waters* was towed clear and both vessels proceeded into Pittenweem harbour. The life-boat returned to her station at 2.40 a.m.

BROKEN FUEL PUMP

At 3.57 p.m. on 18th April, 1965, the coastguard informed the honorary secretary that the coaster *Lady Isle* of Troon had broken her fuel pump seven miles west of Sanda Island. At 4.15 the life-boat *City of Glasgow II* proceeded in west-north-westerly wind of gale force with a choppy sea. The tide was ebbing.

The *Lady Isle* reported that temporary repairs had been carried out and she was able to proceed, but asked for the life-boat to escort her to port. The life-boat met the *Lady Isle* at Sanda Sound and escorted her to Campbeltown, returning to her station at 8 p.m. The owners of the coaster made a donation to the Institution's funds.

Campbeltown, Argyllshire. At 3.11 a.m. on 3rd April, 1965, the coastguard informed the honorary secretary that a message had been received from Portpatrick radio station that the motor fishing vessel *Rosemary* was in difficulties and needed assistance. The life-boat *City of Glasgow II*, which proceeded at 3.40 in a light south-westerly breeze and smooth sea, found the *Rosemary* settled on Paterson's Reef. The tide was ebbing. A tow line was connected and at high water the *Rosemary* re-floated and proceeded under her own power with the life-boat escorting her back to harbour. The life-boat returned to her station at 3.25 p.m.

CANOES CAPSIZED

Dunbar, East Lothian. At 4.40 p.m. on 11th April, 1965, the coastguard informed the coxswain that two canoes had capsized off the East Beach. There was a moderate westerly breeze and a moderate sea. It was low water. The life-boat *Margaret* left her moorings at 4.56 and rescued a girl and a boy who were in the canoes. The life-boat then returned to her station at 5.15 p.m. and the girl was taken to hospital suffering from exposure.

ON THE SANDS

Fraserburgh, Aberdeenshire. At 11.16 a.m. on 7th April, 1965, the coastguard informed the honorary secretary that the police had reported a 60-foot motor fishing vessel ashore on sands north of Rattray Head. At 11.33 the life-boat *Thomas McCunn* on temporary duty at the station, was launched in a light south-south-easterly breeze, a slight sea, and the tide was flooding. The life-boat found the motor fishing vessel *Prosperity* of Lowestoft high and dry. Her crew had walked ashore. The life-boat returned to



By courtesy of]

[Kent Messenger

Life-boatmen from Kent taking part in the march at Dunkirk

her station at 1.30. The coastguard then reported that it was hoped to refloat the *Prosperity* between three and four o'clock. The life-boat, therefore, launched again at 2.30, and, on reaching the position, towed the motor fishing vessel clear of the beach and escorted her to harbour, arriving at 5.15.

CREW RESCUED

At 4.25 a.m. on 9th April, 1965, the coastguard informed the honorary secretary that the motor fishing vessel *Margaret Herd* was ashore near Fraserburgh. Later the coastguard reported that red flares had been seen south-east of the lookout station. The life-boat *Thomas McCunn* on temporary duty at the station, was launched at 4.47 in a light south-easterly breeze and a moderate sea. It was one hour and a half before high water. The life-boat found the fishing vessel off St. Combs, and stood by until high water. The vessel's crew of six were rescued by the life-saving apparatus

team, and the life-boat returned to her station at 7.45 a.m.

At 3.0 p.m. on 9th April, 1965, a message was received that the crew of the motor fishing vessel *Margaret Herd* had returned to their vessel and attempts were to be made by three local fishing boats to refloat her. The life-boat *Thomas McCunn* on temporary duty at the station was launched at five o'clock and proceeded to the position of the *Margaret Herd* and stood by. The attempts to refloat the fishing vessel were unsuccessful, and the life-boat returned to her station at 8.30 p.m.

YACHT AGROUND

Kirkcudbright. At 5.06 p.m. on 11th April, 1965, a local boatman informed the honorary secretary that he had seen a cabin cruiser on the rocks off the Balmangan shore of Ross Bay. There was a strong westerly breeze with a slight sea. It was just after low water. The life-boat *J. B. Couper of Glasgow* launched at

5.30 and soon came up with the yacht *Namanda* of Whitehaven which was aground and swinging violently from side to side with the swell. A line was made fast and the yacht was towed into deep water. After inspection to ensure she was not damaged the yacht proceeded to Whitehaven and the life-boat returned to her station arriving at 7.30 p.m.

DANGEROUS TO APPROACH

Montrose, Angus. At 4.52 p.m. on 26th April, 1965, the coastguard informed the honorary secretary that the fishing vessel *Leandra* of Montrose had broken down off Marywell and was in danger of being blown on to the rocks. At 4.55 the life-boat *Edward and Isabella Irwin* on temporary duty at the station, was launched in a moderate north-easterly breeze and a rough sea. It was low water. The life-boat found the *Leandra* aground, and in a dangerous position to approach. The coxswain decided to drop anchor and veer down as close as possible. The coastguard then fired a rocket to the life-boat, and a line was passed ashore. After some difficulty, the *Leandra* was refloated and, although leaking badly, was taken in tow to Montrose. The life-boat returned to her station at 6.45 p.m.

Wick, Caithness-shire. At 7.05 a.m. on 2nd April, 1965, the coastguard informed the honorary secretary that the fishing boat *Good Hope* of Wick had been in collision with the Buckie boat *Comet*. The *Good Hope* had rescued the crew of the *Comet*, which had sunk but the *Good Hope* was also making water. The life-boat *City of Edinburgh*, was launched at 7.15 in a light easterly breeze with fog and a slight swell. It was one hour after low water. The life-boat met the *Good Hope* two miles from the harbour and escorted her safely to Wick. She reached her station at 11.30 a.m.

WALES

Barmouth, Merionethshire. At 4.30 p.m. on 14th April, 1965, the coastguard informed the honorary secretary that a yacht had grounded on the South Bank. At 4.45 the life-boat *The Chieftain* was launched in a moderate south-westerly

breeze and a moderate sea. It was three hours after low water. The yacht *Marcel* of Barmouth with a crew of three was found and she was taken in tow. The *Marcel* was leaking and had engine trouble. She was beached in the harbour and the life-boat reached her station at 6.50 p.m.

RESCUED FROM SPEEDBOAT

Beaumaris, Anglesey. At 7.15 p.m. on 16th April, 1965, the coastguard informed the honorary secretary that a small and overloaded speedboat was in difficulties about three-quarters of a mile east by south from Penmon Lookout. The life-boat *Field Marshal and Mrs. Smuts* was launched at 8 o'clock into a moderate south-westerly breeze with a slight sea. The tide was flooding. The occupants of the speedboat, four young men and a girl, were taken on board the life-boat and, as they were suffering from the cold, given warm refreshment. The four men and the girl were landed at Beaumaris Pier where their boat, which had been taken in tow, was moored for them. The life-boat returned to her station at 9.48 p.m.

DINGHY ON ROCKS

At 1.30 p.m. on 18th April, 1965, the coastguard informed the honorary secretary that a rubber dinghy had capsized in Puffin Sound. The life-boat *Field Marshal and Mrs. Smuts* was launched at 1.34. There was a strong north-westerly breeze and a choppy sea. The tide was ebbing. The dinghy with three people on board had drifted onto the rocks at Puffin Island. The life-boat closed as near as possible and fired a rocket line across to the island. This was secured to the dinghy, which was pulled to the life-boat. Her occupants were taken on board the life-boat and treated by the first-aider for exposure. A message was sent to the honorary medical adviser, who made arrangements for their reception. The coastguard then repeated that a cabin cruiser was in difficulty near Penmaenmawr and the life-boat went to the position but on arrival found that a helicopter and a shore boat had dealt with the casualty. The life-boat then proceeded to her station arriving at 5.20 p.m.

CAPSIZED

Llandudno, Caernarvonshire. At 1.5 p.m. on 16th April, 1965, the coastguard informed the honorary secretary that a message had been received from the lighthouse keeper that a small yacht had capsized about a quarter of a mile off the Orme's Head light and that the crew of three were in difficulties in the water. The life-boat *Lilly Wainwright* was launched at 1.20 in a moderate west-north-westerly breeze and a choppy sea. The tide was ebbing when the life-boat reached the sailing dinghy *Wiz* of Penmaenmawr, her crew had managed to scramble aboard but they were exhausted. They were taken on board the life-boat and received first aid. With two members of the life-boat crew on board the sailing dinghy was taken in tow and the life-boat reached her station at 3 p.m.

Moelfre, Anglesey. At 1.5 p.m. on 17th April, 1965, the coastguard informed the honorary secretary that a small motor boat was in difficulties with her engine broken down, in Red Wharf Bay, and a rowing boat which had put out to help was also in difficulties. The life-boat *Watkin Williams* was launched at 1.10 in a south-westerly wind of near gale force, a rough sea, and it was high water. Two men and two children from both boats were rescued and the boats were taken in tow to safety. The life-boat returned to her station at 2.30 p.m.

LAUNCHED AGAIN

At 3.10 on 17th April, 1965, the coastguard informed the honorary secretary that a catamaran had capsized two miles south-east of the life-boathouse. The life-boat *Watkin Williams* was launched at 3.16 in a south-westerly wind of near gale force, and a rough sea. It was two hours after high water. The life-boat found the catamaran with a rope fouling her rudder. Her crew of two were rescued and the catamaran was towed to Traeth Bychan. The life-boat reached her station at 4.30 p.m.

FISHING VESSEL SAVED

Rhyl, Flintshire. At 11.20 a.m. on 16th April, 1965, the coxswain observed

two flares fired from the motor fishing vessel *Sultan* in a position two miles east by north of Rhyl. He immediately informed the coastguard and the honorary secretary and at 11.30 the life-boat *Anthony Robert Marshall* was launched. There was a moderate north-westerly breeze with a choppy sea. It was high water. The *Sultan* was drifting ashore and was in danger of being driven against the groynes. The life-boat passed a line to the *Sultan*, which had a crew of four, and towed her clear of the breakers and into the harbour. The life-boat returned to her station at 2.30 p.m. The owner and skipper of the *Sultan* expressed his gratitude for the services of the life-boat and said that had the life-boat arrived later than she did the *Sultan* would have been smashed against the groynes.

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

Berwick-on-Tweed, Northumberland - 10th.

Bridlington, Yorkshire - 19th.

Campbeltown, Argyllshire - 12th.

Clacton-on-Sea, Essex - 18th.

Criccieth, Caernarvonshire - 23rd.

Donaghadee, Co. Down - 6th.

Dungeness, Kent - 6th.

Filey, Yorkshire - 19th.

Fraserburgh, Aberdeenshire - 10th.

Great Yarmouth and Gorleston, Norfolk - 7th.

Hastings, Sussex - 4th.

Holyhead, Anglesea - 22nd.

Humber, Yorkshire - 12th.

Mallaig, Inverness-shire - 30th.

Minehead, Somerset - 17th.

New Brighton, Cheshire - 17th.

Newhaven, Sussex - 28th.

Padstow, Cornwall - 23rd.

Porthdinllaen, Caernarvonshire - 22nd.

Portrush, Co. Down - 22nd.

St. Ives, Cornwall - 4th.

St. Peter Port, Guernsey - 11th.

Salcombe, South Devon - 27th.

Southend-on-Sea, Essex - 2nd, 16th, 18th, 30th.

Stornoway, Outer Hebrides - 21st.

Swanage, Dorset - 17th.

Tenby, Pembrokeshire - 26th.

Walton and Frinton, Essex - 6th and 21st.

Walmer, Kent – 21st.
Weymouth, Dorset – 18th.
Yarmouth, Isle of Wight – 3rd.

May

NORTH-EAST ENGLAND

Tynemouth, Northumberland. At 3 p.m. on 5th May, 1965, the coastguard informed the honorary secretary that the fishing vessel *Amy Johnson* was about to land the body of a man who had been dragged overboard by nets, with another fisherman, from the fishing vessel *Golden Grain*. The accident had occurred twelve miles east of the Tyne.

The second man, suffering from shock, was on board the *Golden Grain*, which was in tow of the fishing vessel *Snowflake*. After speaking to the skipper of the *Amy Johnson* the honorary secretary decided to launch the life-boat *Tynesider* to take out oxygen to the casualty and the life-boat was launched at 3.35 with two ambulance men aboard. A north-westerly gale was blowing and the sea was very rough. The tide was flooding.

The life-boat met the two fishing vessels five miles off the Tyne and the coxswain was able to go alongside the *Golden Grain*, although she was rolling and sheering wildly in the rough sea. An ambulance man was put aboard to give medical aid and the life-boat escorted the fishing vessels to the Tyne. The casualty was landed at the North Shields fish quay where an ambulance was waiting to take him to hospital. The life-boat reached her station at 5.40 p.m.

BOAT DRIFTING

Amble, Northumberland. At 8.40 p.m. on 8th May, 1965, the coastguard informed the honorary secretary that a small boat with two men on board was drifting out to sea. The life-boat *Millie Walton* put to sea at nine o'clock with the second coxswain in command in a north-westerly wind of near gale force. The sea was rough and it was an hour-and-a-half before high water. As the life-boat was proceeding through Coquet roads, a helicopter radioed that the boat

had been found one mile east of Hauxley buoy and that the two men had been rescued. The life-boat took the boat in tow and reached her station at 10 p.m.

POLICE PUT ABOARD

Humber, Yorkshire. At 12.39 p.m. on 13th May, 1965, the coastguard informed the coxswain superintendent that a man was missing from the Humber lightvessel and that the master of the lightvessel had asked for the help of the life-boat to take out the police. On the arrival of a police sergeant and constable, the life-boat *City of Bradford III* was launched at 2.10 in a light south-south-easterly breeze and a slight sea. The tide was flooding. The police were put aboard the lightvessel and after taking statements from her crew returned on board and were landed at Spurn Point at 7.55. In the meantime the Trinity House vessel *Mermaid* arrived at the lightvessel at 5.30 p.m. and two of her officers went aboard to carry out an investigation. A helicopter and a Shackleton aircraft carried out a search in a three mile radius of the lightvessel.

Bridlington, Yorkshire. At 3.30 p.m. on 22nd May, 1965, the coastguard informed the honorary secretary that several yachts were returning to Bridlington from a race in a south-south-easterly wind of near gale force. There was a rough sea and it was low water. The life boat *Tillie Morrison, Sheffield II* escorted nine yachts safely to harbour and reached her station at 8.30 p.m.

SOUTH-EAST ENGLAND

Ramsgate, Kent. At 1.38 p.m. on 2nd May, 1965, the east pier watchman saw a small boat in difficulties east of Ramsgate harbour. The life-boat *Elizabeth Elson*, on temporary duty at the station, went out at 1.45 in a light south-south-easterly breeze and a smooth sea. It was one hour after high water. The life-boat found the motor boat *Joannie*, with three people on board, disabled with a rope around her propeller. The motor boat was taken in tow and the life-boat reached her station at 2.30 p.m.

YACHT LEAKING

At 6.50 a.m. on 11th May, 1965, the coastguard informed the honorary secretary that a yacht was leaking badly one mile off Sandwich Bay. The life-boat *Elizabeth Elson*, on temporary duty at the station, proceeded at 7.10 in light easterly airs and a smooth sea. It was two hours before high water. On reaching the position the life-boat found a helicopter and fishing vessel in attendance. The fishing vessel *Carefree* took the yacht *Volumus* with a crew of two in tow and the life-boat escorted both vessels to Ramsgate, arriving at 8.55 a.m.

Margate, Kent. At 12.31 a.m. on 3rd May, 1965, the coastguard informed the honorary secretary that a small vessel, situated about one mile north of Whiteness and half mile east of "Longnose" buoy, was flashing a white light. The life-boat *North Foreland* (Civil Service No. 11) was launched at 12.49, in a light north-westerly breeze and a smooth sea. It was half an hour before high water. The life-boat found the sailing yacht *Apache* of Zeebrugge; towed her to a safe anchorage off Margate pier, and reached her station at 2.30 a.m.

BROKEN SHAFT

At 5.46 p.m. on 14th May, 1965, the coastguard informed the coxswain that a cabin cruiser was flying distress signals about half a mile off Westgate bay. The life-boat *North Foreland* (Civil Service No. 11) was launched at 6.5 in a light southerly breeze and a smooth sea. It was low water. The life-boat found that the small cabin cruiser *BrandX* of Westgate, which had a broken propeller shaft, had been taken in tow by the outboard motor boat *Enterprise*. The life-boat escorted both vessels into Westgate bay and returned to her station at 7.10 p.m.

Walton and Frinton, Essex. At 12.55 a.m. on 3rd May, 1965, the coastguard informed the honorary secretary that anxiety was being felt for the safety of a fishing party of some nine or ten people who had not returned to Walton. Enquiries revealed that the boat in which the party had embarked, the 34-foot

motor cruiser *Nan* of Walton, had grounded off Dovercourt during the previous afternoon in fog. One man had walked ashore from the grounded boat and having reached Walton by road, had given the boat owner's wife some information as to the intention of the fishing party.

As some concern was felt that the *Nan* might have damaged her bottom it was decided to send the life-boat *Edian Courtauld* to investigate. She proceeded at 1.42 in a gentle south by easterly breeze and a slight sea. It was high water. Using her searchlight and parachute flares she searched from the river to the position where the *Nan* had last been seen. The life-boat found her lying at anchor near the No. 2 buoy at the entrance to Hanford Water. The owner of the motor cruiser informed the coxswain that he was not sure of the position and the life-boat escorted the *Nan* to river moorings and arrived at her station at 3.33 p.m.

RUBBER DINGHY

Eastbourne, Sussex. At 4.50 p.m. on 7th May, 1965, the coastguard informed the honorary secretary that a rubber dinghy was in difficulties about a mile south of the life-boat station. The life-boat *Beryl Tollemache* was launched at 4.58 in a fresh south-westerly breeze. There was a moderate sea and the tide was ebbing. The life-boat rescued the two people on board the dinghy and towed it to Eastbourne, arriving at 5.15 p.m.

DISMASTED YACHT

Bembridge, Isle of Wight. At 10.20 p.m. on 7th May, 1965, the coastguard informed the honorary secretary that a dismasted yacht with rigging fouling her propeller needed help one mile and a quarter south of West Princessa buoy. At 10.30 the life-boat *Jesse Lumb* was launched in a moderate westerly breeze. The sea was moderate and it was one hour after low water. The life-boat found the yacht *Fanfare* with eight people on board, took her in tow, and reached her station at 1.2 a.m.

SPECIAL AWARD

Swanage, Dorset. On 8th May, 1965, the Swanage life-boat *R.L.P.* helped in the rescue of a man from a cliff-face. A full account of this service, for which a special award was made to the coxswain and crew, appears on page 449.

FIFTY HOURS AT SEA

Walmer, Kent. At 11.55 a.m. on 8th May, 1965, the coastguard informed the honorary secretary that there was a fire on board the s.s. *Yousuf Baksh* of Karachi, in her cargo of jute. Observation was kept on the vessel after she anchored three miles off Deal. At 5 p.m. it was clear from the shore that the condition aboard the vessel had deteriorated. The ship's boats were hurriedly being lowered. One of them drifted away towards the Goodwin sands. The life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched at 5.31 in a fresh to strong west-south-westerly wind and a moderate sea. It was high water.

The life-boat went alongside the *Yousuf Baksh* and rescued eleven of the crew. Two members of the life-boat crew were put aboard a ship's boat which made for the shore with the life-boat to land the survivors. Another member of the life-boat crew was left aboard the *Yousuf Baksh* to help the crew of the German tug *Hermes* fight the fire. The life-boat returned to stand by. Several private boats also put out to give assistance and 48 survivors were landed from all the rescue boats in the first hour.

There had been a crew of 59 on board the *Yousuf Baksh*, including the captain's wife and two children. Eventually all the crew and most of the officers were ordered to leave their ship. The captain, two officers, and two life-boatmen remained on board. The fire gradually became worse. The ship was ablaze from bow to stern. She was towed by the *Hermes* into Sandwich bay and beached. All this time the life-boat was only a few yards away, as firemen were lowered into the burning vessel by a helicopter from the R.A.F. station at Manston.

The life-boat stood by all night and at 10 a.m. on the 9th May she radioed that she was returning to her station to land

the captain's wife and two young daughters who had spent the night on board the tug *Hermes*. The life-boat went back to the burning ship, to stand by for yet another night. At 7.9 a.m. the life-boat towed the motor boat *Rose Marie*, which had been helping, back to the shore as she had lost her propeller.

The sea conditions improved considerably as the hours went by, and when the firemen had gained control of the fire it was decided at 5 p.m. on the 10th May that the life-boat could return to her station. She reached this at 7.7 p.m., having been on service continuously for approximately 50 hours.

At 11.57 p.m. on the 11th May the coastguard reported that a fireman had been badly injured by a fall on board the *Yousuf Baksh* and the life-boat was launched at 12.5 a.m. with a doctor on board. Later a report was received that the fireman had died. The life-boat landed his body at 1.15 a.m.

LOST RUDDER

Southend-on-Sea, Essex. At 6.16 p.m. on 8th May, 1965, a small cabin cruiser was reported to be in difficulties off Canvey point. At 6.35 the life-boat *Greater London II* (Civil Service No. 30) was launched in a south-westerly wind of near gale force and a rough sea. It was one hour before high water. The life-boat found the cabin cruiser *Toby* with three people on board close to the sea wall. She had lost her rudder and was taken in tow to Southend-on-Sea. The life-boat reached her station at 8 p.m.

Newhaven, Sussex. At 4.16 p.m. on 9th May, 1965, the coastguard informed the coxswain that a yacht was in danger of being driven ashore in Seaford Bay. The life-boat *Kathleen Mary* was launched at 4.25 in a moderate to fresh west-south-westerly breeze. The sea was moderate. It was two hours before high water. The life-boat found the sailing boat *Pila* of Newhaven with a crew of two. Her outboard motor had broken down and she was unable to sail clear of the shore. She was taken in tow by the life-boat, which reached her station at 5.30 p.m.

LIFE-BOAT ON PASSAGE

On 22nd May, 1965, the new life-boat *The Doctors*, which was on passage to her station at Anstruther from the boat-builders at Littlehampton, sighted the speed boat *Sans Peur* broken down one mile and a half east of Dover harbour east entrance. There was a light north-easterly breeze and a slight sea. It was high water. The speed boat with one man aboard was taken in tow to the harbour. The life-boat then resumed her passage.

FUEL SHORT

Selsey, Sussex. At 12 noon on 29th May, 1965, the coastguard informed the honorary secretary that a small boat had capsized off Aldwick Bay Estate. There was a strong north-easterly breeze and a rough sea. The tide was ebbing. A small dinghy put out to help but because of the rough sea the life-boat *Canadian Pacific* was also launched at 12.15. The dinghy had the casualty under control, so the life-boat went to the assistance of another small outboard dinghy which was in danger of being driven out to sea by the strong off-shore wind. The two occupants told the coxswain that they were almost out of fuel, so the life-boat helped them back under the lee of the shore and returned to her station at 1.45 p.m.

CHANNEL ISLES

STRUCK REEF

St. Peter Port, Guernsey. At 4 a.m. on 28th May, 1965, Niton radio reported that the motor vessel *La Salle* of Monrovia had struck a reef about two miles north of Lihou Island. The life-boat *Lloyd's*, on temporary duty at the station, put out at 4.35 in a moderate north-north-easterly breeze and a rough sea. It was high water. The life-boat reached the *La Salle* at 6.5 and rescued her crew of 40, who were about to abandon ship. The crew were landed at St. Peter Port and the life-boat reached her station at 8 a.m.

SOUTH-WEST ENGLAND

Swanage, Dorset. At 5.42 p.m. on 2nd May, 1965, the coastguard informed

the honorary secretary that the yacht *Brumby* was sending a Mayday message that she was ashore in Studland Bay. The life-boat *R.L.P.* was launched at six o'clock in a gentle south-easterly breeze, a choppy sea and a flooding tide. Visibility was very poor. It was decided to search the Milkmaid sandbank to the south-west of Poole bar buoy first, and as the yacht had radio telephony the life-boat was able to obtain accurate D/F bearings and she was found with little difficulty. The *Brumby* refloated on the rising tide, and as her owner was uncertain of his position because of the fog the life-boat escorted the yacht to Poole, arriving at 7.25. Because of the easterly swell and bad visibility the life-boat remained at Poole and returned to her station on the 3rd May. The owner of the yacht sent a letter of appreciation and made a donation to the Institution's funds.

FLARES OFF LIZARD

The Lizard-Cadgwith, Cornwall. At 10.54 p.m. on 3rd May, 1965, the coastguard informed the honorary secretary that flares were burning off the Lizard. As a fishing vessel was known to be on passage from Mousehole to Falmouth the life-boat *The Duke of Cornwall* (Civil Service No. 33) was launched. There was a strong south-westerly breeze and a rough sea. The tide was ebbing. The life-boat found the fishing vessel *Tomboy* with one man on board and took her in tow to Falmouth, returning to her station at 8.15 the following morning.

LAUNCH TOWED

Appledore, North Devon, and The Mumbles, Glamorganshire. On the 13th May, 1965, the launch *Anglesey*, belonging to the Royal Army Service Corps, arrived at Appledore with engine trouble and was moored. However, the moorings were not suitable, and when they parted on 18th May it became necessary for the launch to put to sea and make for Swansea where she could lie safely afloat.

As her engine was still not working satisfactorily, arrangements were made for the Appledore life-boat *Louisa Anne Hawker* to escort the launch half way



By courtesy of]

[North Eastern Press

Survivor being brought ashore from the *Margaret Herd*

across the Bristol Channel and for the Mumbles life-boat to complete the passage. The launch proceeded at 5.15 p.m. escorted by the Appledore life-boat, but broke down when six miles north-north-east of the Bull Point lighthouse and was taken in tow. There was a northerly wind of near gale force and a choppy sea.

The Mumbles life-boat *William Gammon—Manchester and District XXX* was launched at 10.6 p.m. She met the Appledore life-boat and helped with the tow to Swansea, reaching her station at 12.15 a.m. The Appledore life-boat returned to her station at 8.30 a.m.

Weymouth, Dorset. At 10.35 p.m. on 15th May, 1965, the coastguard informed the coxswain that red flares had been seen between Weymouth and Portland harbour. The coxswain informed a member of the inshore rescue scheme who put out in his boat *The Eileen*. After

further consultation with the coastguard it was decided to send the life-boat *Frank Spiller Locke* as well, and she put to sea at 11.7 in a light south-westerly breeze. There was a slight sea and the tide was ebbing. The life-boat came up with *The Eileen* towing the motor boat *The Poo*, whose engine had broken down, and escorted them to Weymouth, arriving at 11.37.

SPEED-BOAT TOWED

At 2 p.m. on 16th May, 1965, the coastguard informed the honorary secretary that the motor yacht *Whiffle* was in danger of being swamped one mile and a half south-east of Lulworth in a fresh to strong west-south-westerly wind and a moderate sea. The tide was ebbing. The life-boat *Frank Spiller Locke* put to sea at 2.15 and on reaching the position escorted the yacht with three people on board to harbour. A speed boat was then

seen being towed by a rowing boat. As no headway was being made the life-boat put out to investigate and found the speed boat *Prince* with her engine broken down. The life-boat took over the tow and reached her station at 3.55 p.m. A donation was made to the Institution's funds in recognition of the service to the *Whiffle*.

AWARDS MADE

On 29th May, 1965, the Weymouth life-boat *Frank Spiller Locke* rescued the crew of five of the yacht *Dehra*. A full account of this service, for which special awards were made to the coxswain and crew, appears on page 398.

Salcombe, South Devon. At 10.14 p.m. on 29th May, 1965, the coastguard informed the honorary secretary that a white flag was being waved from a motor boat that was drifting south in Starehole Bay. At 10.25 the life-boat *Cecil and Lilian Philpott*, on temporary duty at the

station, slipped her moorings and proceeded in a fresh north-easterly breeze and a calm sea. It was low water. The life-boat reached the motor boat *Osprey* and learnt from the two occupants that the engine was out of action through striking a submerged object which bent the propeller shaft. The life-boat towed the motor-boat to Salcombe harbour, where she arrived at 11.45 p.m.

Plymouth, South Devon. At 1.5 a.m. on 31st May, 1965, the coastguard informed the life-boat's motor mechanic that a small motor boat about two miles off the Mewstone appeared to be making no progress. There was a fresh northerly breeze with a choppy sea. The tide was flooding. At 1.20 the life-boat *Thomas Forehead and Mary Rowse* proceeded, with the second coxswain in command, to the casualty and came up with her at 2.15. The motor boat's engine had broken down. Her two occupants were transferred to the life-boat and given hot drinks. The life-boat towed the casualty to Plymouth, where the two people were landed.

The two men who were rescued from the motor boat sent a letter of thanks to the honorary secretary of the life-boat station, and made a donation to the Institution's funds.

NORTH-WEST ENGLAND

Douglas, Isle of Man. At 9.25 p.m. on 10th May, 1965, the police informed the honorary secretary that a young boy had fallen over the cliffs near the lower field of Ballavarane Farm, Lonan. The cliffs at that point are approximately 100 to 150 feet high and the life-boat *R.A. Colby Cubbin No. 1* was launched at 9.40. There was a fresh south-westerly wind, a smooth sea and the tide was flooding. On reaching the position, the coxswain found that he was unable to manoeuvre the life-boat close enough inshore to give any help and he was about to return to Douglas to obtain a dinghy when he was informed that a motor boat had left Laxey for the position. The Douglas cliff rescue brigade found the boy's body and it was eventually brought back to Douglas by



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the life-boat and landed at the Edward pier at 11.20 p.m.

Workington, Cumberland. At 7 p.m. on 13th May, 1965, the coastguard informed the honorary secretary that there was an injured man on board the motor vessel *Maratha Enterprise* of Nassau. The life-boat *Manchester and Salford XXIX* put to sea shortly afterwards in calm weather. The tide was flooding. The injured man was taken aboard the life-boat and landed at Workington at 8 p.m.

SCOTLAND

Portpatrick, Wigtownshire. At 2.50 p.m. on 16th May, 1965, the coastguard informed the honorary secretary that an aircraft had crashed into the sea seven miles north-north-west of Portpatrick. The life-boat *Edward Z. Dresden*, on temporary duty at the station, put out at 3.5 in a light south-easterly breeze and a slight sea. The life-boat carried out a search in conjunction with H.M.S. *Duncan* and a helicopter. No survivors were found but wreckage picked up by the life-boat was handed over to the *Duncan*. The life-boat returned to her station at 8.40 p.m.

WALES

Llandudno, Caernarvonshire. At 5.5 a.m. on 15th May, 1965, the coastguard informed the honorary secretary that a cabin cruiser had broken down north of Little Orme's Head, but no immediate assistance was required as she was anchored. At 6.20 however it was decided to launch the life-boat *Lilly Wainwright* in a light northerly breeze and a smooth sea. It was low water. The life-boat found the cabin cruiser *Westwind* two and a half miles north of the Head with three men on board. The *Westwind* was taken in tow to Llandudno, and although the life-boat's motor mechanic was able to get the engines started there were some leaking pipes. There was no satisfactory mooring in the bay and it was decided to tow the cabin cruiser to Conway. The life-boat returned to her station at 1 p.m.

HELICOPTER THERE

Moelfre, Anglesey. At 2.55 p.m. on 16th May, 1965, the coastguard informed the honorary secretary that a small boat was in difficulties off Lligwy. At 3.5 the life-boat *Watkin Williams* launched in a gentle south-westerly breeze and a moderate sea. The tide was half ebb. The life-boat reached the position and found a helicopter, which had been on exercise, engaged in rescuing the two occupants of the outboard motor dinghy, which was then two and a half miles off Dulas beach. The dinghy had engine trouble and was towed by the life-boat to Moelfre, arriving at 3.45 p.m.

CREW TRANSFERRED

Tenby, Pembrokeshire. At 9.24 a.m. on 18th May, 1965, the coastguard informed the honorary secretary that a message had been intercepted from Ilfracombe radio station that the motor vessel *Saggat* had reported a fishing vessel on fire five miles south of Caldey Island. The life-boat *Henry Comber Brown* was launched at 9.33 in a moderate northerly wind and a choppy sea. It was one hour after high water. Shortly after launching the life-boat crew were informed that the *Saggat* had taken the crew of four of the motor vessel *Allegiance* on board. They were transferred to the life-boat and landed at Tenby. The life-boat reached her station at 1.30 p.m.

STEERING CABLE PARTED

Rhyl, Flintshire. On 29th May, 1965, the life-boat *Anthony Robert Marshall* had launched for a special exercise with a helicopter when the skipper of the motor fishing vessel *Welsh Lady III* spoke to the life-boat's coxswain asking for assistance as the steering cable had parted. There was a moderate to fresh north-easterly breeze and a rough sea. The life-boat stood by the vessel, which was one and a half miles north of Rhyl pier, until a jury gear had been rigged and then escorted the *Welsh Lady III* into harbour. When the life-boat put out to resume the exercise the skipper of the motor vessel *Sultan* asked her crew to escort him to harbour as the weather was deteriorating and he had 12 passengers on board.

The life-boat escorted the *Sultan* safely into harbour and then proceeded to sea to complete the exercise.

Porthdinllaen, Caernarvonshire.

At 1.35 on 29th May, the coastguard informed the honorary secretary that a cabin cruiser was reported in difficulties off Towyn beach. The life-boat *Charles Henry Ashley* was launched at two o'clock in a fresh to strong north-easterly wind and a moderate sea. The tide was ebbing. The life-boat found the cabin cruiser *Gladys Too* of Beaumaris with her engine broken down and four people on board. The cabin cruiser was taken in tow to Porthdinllaen, but as the strength of the north-easterly wind had increased it was decided to take the *Gladys Too* to the more sheltered harbour at Caernarvon. When they arrived there was not enough water to put her in the dock. The life-boat therefore towed the cabin cruiser to Port Dinorwic.

IRELAND

Galway Bay. At 8.25 p.m. on 12th May, 1965, the local medical officer received a call to go to Inishmaan island to attend a patient. The doctor tried unsuccessfully to obtain a boat to take him to the island and then asked for the use of the life-boat *Mabel Marion Thompson*. There was a moderate south-easterly breeze and moderate sea. It was low water. The life-boat left her station at 9 p.m. and the doctor was put ashore at Inishmaan. The life-boat then waited for his return and reached her station at 12.30 a.m.

DRAGGING HER ANCHOR

At 9.30 p.m. on 19th May, 1965, the coast life-saving service reported that a fishing vessel was in difficulties off the coast north-west of Galway Bay. The life-boat *Mabel Marion Thompson* put to sea at 10 p.m. in a strong south-easterly wind and a rough sea. The tide was ebbing. The life-boat found the trawler *Elsie Mabel* of Galway with her engine broken down, dragging her anchor and drifting into a lee shore. She had a crew of three. The trawler was taken in tow to Rossaveel, and the life-boat then returned to her

station, arriving at 5 a.m. on the 20th May.

Kilmore, Co. Wexford. At 9.30 a.m. on 16th May, 1965, the Irish Lights Office asked the honorary secretary for the use of the life-boat to take a sick man off the Barrels lightvessel. There was a light southerly breeze and a slight sea. At 10.10 the life-boat *Ann Isabella Pyemont* was launched on the ebbing tide and at 11.25 embarked the sick man, landing him later at Kilmore and returning to her station at 5.30 p.m.

SICK MAN LANDED

At 11.40 a.m. on 21st May, 1965, the honorary secretary received a message that there was a sick man on board the Coningbeg light-vessel. The life-boat *Ann Isabella Pyemont* was launched on the ebbing tide at 11.55. There was a strong southerly breeze with a corresponding sea. The sick man was taken aboard the life-boat at 1.20 p.m. and landed at Kilmore at 2.45. The life-boat returned to her station at 4 p.m.

At 10.30 a.m. on 25th May, 1965, the Irish Lights Office informed the honorary secretary that the mother of one of the crew of Barrels lightvessel was dangerously ill, and asked if the life-boat could be launched to bring the man ashore. There was a light south-westerly breeze and a smooth sea. The tide was flooding. At 11.05 the life-boat *Ann Isabella Pyemont* was launched. The man was taken on board the life-boat and landed at Kilmore. The life-boat returned to her station at 1.35 p.m.

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

Barmouth, Merionethshire – 30th.

Barrow, Lancashire – 5th.

Bembridge, Isle of Wight – 29th.

Caister, Norfolk – 24th.

Galway Bay – 30th.

Howth, Co. Dublin – 2nd.

Ilfracombe, Devon – 26th.

Llandudno, Caernarvonshire – 15th and 23rd.

Margate, Kent – 14th.

Moelfre, Anglesey – 1st.

New Brighton, Cheshire – 26th.

Padstow, Cornwall – 31st.



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Plymouth, Devon - 14th.
Pwllheli, Caernarvonshire - 23rd.
Ramsgate, Kent - 29th.
Redcar, Yorkshire - 16th.
Scarborough, Yorkshire - 23rd.
Selsey, Sussex - 24th.
Sennen Cove, Cornwall - 14th.
Swanage, Dorset - 8th, 27th and

29th.

The Mumbles, Glamorganshire - 19th.

Torbay, Devon - 12th.

Weston-super-Mare, Somerset - 24th.

Workington, Cumberland - 21st and 31st.

The following report was received too late for inclusion in the June issue:

Lowestoft, Suffolk. At 9 a.m. on 30th March, 1965, the coastguard informed the honorary secretary that two small fishing boats which had put out in fine weather had got into difficulties when the weather suddenly became worse. The life-boat *Frederick Edward Crick* set out at 9.10 in a fresh north-easterly breeze and moderate sea. The tide was ebbing. The life-boat found the fishing boats, one of which was towing the other, and escorted them to Kessingland. The life-boat returned to her moorings at 11.45 a.m.

LAUNCHES AND LIVES SAVED

1st April to 30th June: Launches 260, lives 216



By courtesy of]

[Thomson Newspapers Ltd

Jack Hawkes returns to Dunkirk with the Ramsgate life-boat

June

NORTH-EAST ENGLAND

Bridlington, Yorkshire. At 2.30 p.m. on 23rd June, 1965, the honorary secretary heard from the harbour office that three cobsles were at sea, and overdue. He telephoned the coastguard for information as to their position. At 3 o'clock the coastguard reported that two were entering the harbour. The owner of the third coble, *Margaret Ann*, was sure she had gone round Flamborough Head. Nothing had been seen of the *Margaret Ann*, so at 3.50 the life-boat *Tillie Morrison, Sheffield II* was launched in a fresh south-south-westerly breeze and a choppy sea. It was two hours before low water. Shortly afterwards the harbour master telephoned the boathouse that the *Margaret Ann* was approaching from the south. The life-boat escorted the coble to harbour and returned to her station at 6.5 p.m.

Redcar, Yorks. At 9.45 a.m. on the 26th of June, 1965, a fishing coble was reported in difficulties about two miles away in a rough sea. The life-boat *Aguila Wren* launched at 9.50 on a flooding tide and soon came up with the coble *Lady Maude*, which had engine trouble. She had a crew of three and was taken in tow. She was brought safely into Redcar harbour at 10.30 a.m. and the life-boat returned to her station.

Whitby, Yorkshire. At 4.10 p.m. on 7th June, 1965, the police notified the honorary secretary that a yacht off Sandsend was signalling and needed help, so at 4.30 the life-boat *Mary Ann Hepworth* was launched. There was a light south-easterly breeze and a slight sea. It was an hour to low water. The life-boat found the motor yacht *Selina*, of Sandsend, with a crew of four on a sandbank to the north-west of Sandsend. Her engine had broken down and she had dragged her anchors. The life-boat's bowman went on board and the life-boat pulled the yacht clear of the sandbank and towed her to Whitby, which was reached at 5.15 p.m.

CREW SEASICK

At 12.42 p.m. on 26th June, 1965, the coastguard reported that the coaster S.S. *Crichtown* was towing a small motor cruiser north of Whitby Buoy. At 1.10 a further message was received requesting the life-boat to meet the vessel. The life-boat *Mary Ann Hepworth* was launched at 1.15 in a strong south-westerly breeze and rough sea. The tide was flooding. The life-boat met the coaster about two miles north-east of Whitby and took over the tow of the motor cruiser, *Dolores*. Two of the life-boat crew went on board the *Dolores* to replace her occupants who were seasick and were taken aboard the life-boat. The *Dolores* was towed back to Whitby where her occupants were landed. The life-boat returned to her station at 1.53 p.m.

PROPELLER LOST

At 9.23 p.m. on 27th June, 1965, the honorary secretary heard from the coastguard that a coble four miles north-east of Whitby was waving a flag. The life-boat *Mary Ann Hepworth* was launched at 9.30. There was a gentle westerly breeze and a slight sea. It was low water. The life-boat sighted the coble flashing a torch and came up with her at 10.10. The coble, *Mary*, had three men on board and had lost her propeller. She was towed in to harbour and the life-boat returned to her station at 10.40 p.m.

SOUTH-EAST ENGLAND

Dungeness, Kent. At 10.5 a.m. on 18th June, 1965, the coxswain heard that the yacht *Dhow Moa* was having difficulty in making Folkestone harbour because of bad weather and had been aground on two occasions. The life-boat *Mabel E. Holland* was launched at 10.28 in a near gale from the west-south-west and a rough sea. The tide was flooding. The life-boat found the yacht one mile and a half north-north-east of the life-boat station with a crew of three aboard. She was taken in tow to Folkestone and the life-boat reached her station at 4.40 p.m.

Eastbourne, Sussex. At 5.16 p.m. on 20th June, 1965, the honorary secretary

was notified that H.M.S. *Plover* had picked up a small dinghy with two people on board about five miles south-west of Beachy Head. The life-boat *Beryl Tolle-mache* launched at 5.24. There was a light south-westerly breeze and a slight sea. It was one hour after high water. The life-boat came up with the *Plover* at 5.50, embarked the dinghy's occupants and took the dinghy in tow to Eastbourne, arriving at her station at 6.50 p.m.

INJURED SEAMAN

Lowestoft, Suffolk. At 9 a.m. on 7th June, 1965, the honorary secretary learnt that a seaman on board the Liberian tanker *Olympic Hill* required medical attention. There was a light east-south-easterly breeze with a slight sea. It was low water. The life-boat *Frederick Edward Crick* proceeded at 9.12 a.m., after embarking a doctor, and came up with the tanker, three miles south of Lowestoft. The patient had a broken leg and was taken ashore by the life-boat. An ambulance was waiting to convey the injured man to Lowestoft hospital. The life-boat arrived back at her station at 11.35 a.m.

YACHT RESCUED

At 6.10 p.m. on 12th June, 1965, the motor yacht *Fortune II* was observed flying a distress signal. Her position was three quarters of a mile east-south-east of the harbour. There were light variable airs with a smooth sea and it was high water. The life-boat *Frederick Edward Crick* launched at 6.35 p.m. and soon came up with the yacht, which had engine failure. A line was made fast and the life-boat brought the casualty safely back to Lowestoft harbour, returning to her station at 7.30 p.m.

Margate, Kent. The honorary secretary was notified by the coastguard at 11.12 p.m. on 8th June, 1965, that flares had been observed about one mile off Margate pier. The life-boat *North Foreland (Civil Service No. 11)* was launched at 11.31 on the ebbing tide. There was a light west-south-westerly breeze and a smooth sea. A flare was seen north-north-west of the pier and the life-boat found a motor boat, *Chuff Chuff*, with three men on board. They had been fishing and

could not start the engine when they wished to return. The life-boat towed the motor boat to Margate Pier and returned to her station twenty minutes after midnight.

ON THE SANDS

At 5.45 a.m. on 13th June, 1965, the coastguard reported that an auxiliary yacht *Misty Blue* was ashore on the South East Girdler sands and listing 45°. The life-boat *North Foreland (Civil Service No. 11)* was launched at 6.6. There was a light south-westerly breeze and a calm sea. It was one hour before low water. The life-boat reached the *Misty Blue* about two hours later. The skipper of the *Misty Blue* rowed across to the life-boat and told the coxswain that he had left Falmouth ten days before under sail, on passage to Gillingham, and that his auxiliary engine had been out of order all the time. During the night the wind had dropped completely and he drifted on to the sands. As he had no power he asked if the life-boat would tow him clear. A line was secured and at 9.5 the *Misty Blue* was refloated. She was then towed to the nearest harbour at Whitstable and the life-boat returned to her station at 1.25 p.m.

Newhaven, Sussex. At 1.32 a.m. on 12th June, 1965, the honorary secretary learnt from the coastguard that an open fishing boat, *Rosemary*, with one man on board was seven hours overdue. The life-boat *Kathleen Mary* was launched at 2.15 in thick fog. There was a south-westerly breeze and a smooth sea. The tide was ebbing. The life-boat found the *Rosemary* and took her in tow to the harbour. The *Rosemary* had been unable to find the harbour in the fog and had run out of petrol. The life-boat returned to her station at 6.10 a.m.

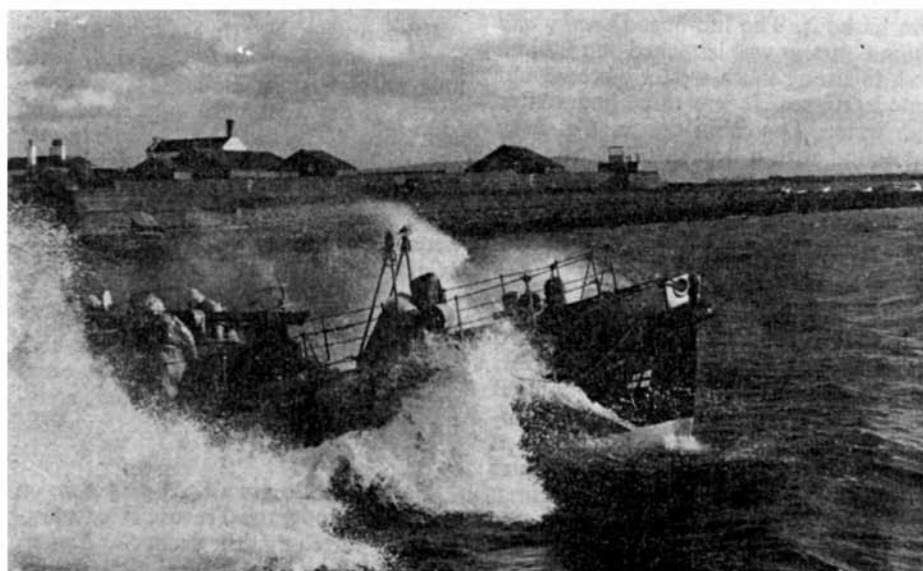
Ramsgate, Kent. The East Pier watchman notified the honorary secretary at 12.45 p.m. on 20th May, 1965, that a small boat was in difficulties beyond the No. 3 buoy. At 12.55 the life-boat *Elizabeth Elson*, on temporary duty at the station, slipped her moorings in a moderate southerly breeze and a rough sea. It was two hours before high water.



By courtesy of]

[British Iron and Steel Federation

Ewen Solon, known to millions of viewers as Lucas in the BBC TV Maigret series, plays the part of the coxswain in the British Iron and Steel Federation's film *Against the Tide*



By courtesy of]

[British Iron and Steel Federation

Another scene from the film *Against the Tide*, showing the Teesmouth life-boat Sarah Jane and James Season

The motor boat *Fiasco* was found, with her engine broken down. There were two people on board. The life-boat towed the *Fiasco* to Ramsgate harbour and returned to her moorings at 1.22 p.m.

OVERTURNED SPEEDBOAT

Sheringham, Norfolk. At 3.15 p.m. on 20th June, 1965, the life-boat *The Manchester Unity of Odd Fellows* was returning to her station after a publicity launch when one of the crew saw an overturned speedboat about three hundred yards east of the life-boat station. There was a light south-westerly breeze and a slight sea. The tide was ebbing. The life-boat altered course for the speedboat and picked up the two occupants who were wearing lifejackets and floating near by. The speedboat was towed to Sheringham where her crew were landed. The life-boat returned to her station at 4.25 p.m.

Shoreham Harbour, Sussex. At 10 a.m. on 24th June, 1965, the coastguard reported that a cabin cruiser was firing red flares one mile east of Shoreham harbour. The life-boat *Dorothy and Philip Constant* was launched at 10.7 in a fresh to strong south-westerly breeze and a moderate sea. It was three hours after high water. The cabin cruiser *Ben Lucy* was found with a broken tiller. She had a crew of two and was taken in to Shoreham harbour arriving at 11.25 a.m.

ENGINE FAILURE

Skegness, Lincolnshire. At 9.15 p.m. on 5th June, 1965, the coastguard notified the honorary secretary that a distress signal had been observed half-a-mile off shore at Mablethorpe. At 9.45 the life-boat *Charles Fred Grantham* was launched in a moderate south-easterly breeze and a choppy sea. The tide was flooding. About half-an-hour after midnight the life-boat reported over the radio that she was taking the casualty, the cabin cruiser *Liz* whose engines had broken down, in tow to Grimsby. The life-boat returned to Skegness at 11 a.m. on the 6th June, 1965.

SOUTH-WEST ENGLAND

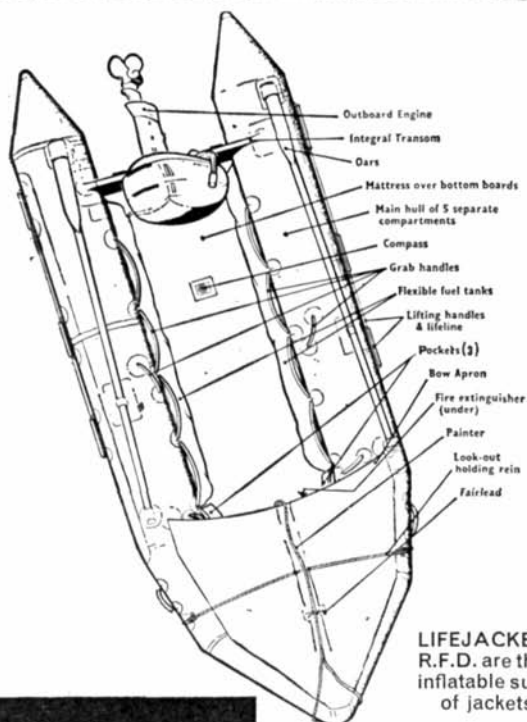
Clovelly, North Devon. At 5 p.m. on 22nd June, 1965, the coastguard reported that a helicopter was going to try to rescue a man who had fallen over the cliff at Lundy Island. The life-boat was asked to stand by. The maroons were fired and at 5.25 the life-boat *William Cantrell Ashley* set out in a strong north-westerly wind and a corresponding sea. It was one hour before low water. Soon afterwards it was reported that the helicopter was unable to reach the man and winch him up and was returning to base. The life-boat reached the island at 7.40 and tried to reach the man from seawards, but was unable to do so because of the rocky conditions and the heavy ground sea. The man was wedged head downwards between two rocks. Four members of the life-boat crew were landed to help the rescue party from the cliff top. The man was found to be dead and his body was eventually embarked in the life-boat and brought to the mainland. The life-boat left Lundy at 9 o'clock and arrived at her station at 11 p.m.

TOWING TROUBLES

Ilfracombe, North Devon. At 8.50 p.m. on 5th June, 1965, a small boat, four miles west of Bull Point, was reported by the coastguard to be in need of assistance. The life-boat *Robert and Phemia Brown* was launched at 9 o'clock. There was a light southerly breeze and a smooth sea. It was two hours before high water. The life-boat found a fishing vessel, *Marie Leach*, with dead engines, had been taken in tow by a local trawler returning from Lundy. The tow rope parted on two occasions and the life-boat stood by to render assistance and escorted the vessels to Ilfracombe harbour, arriving at 10.30 p.m.

Padstow, Cornwall. At 5.45 p.m. on 15th June, 1965, the Trevoze Head coastguard reported that the yacht *Sea Ranger*, of New Quay, needed help off Pentire Point. At 6.3 the life-boat *Joseph Hiram Chadwick* was launched. There was a strong west-south-west wind, the sea was moderate, and it was two hours to high

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water. The yacht was found making leeway, and the second coxswain was put aboard to help the owner. The life-boat then escorted the *Sea Ranger* to Padstow, returning to her station at 7.20 p.m.

Penlee, Cornwall. At 1.30 p.m. on 12th June, 1965, the port medical officer asked for assistance. The m.v. *Eurylochus*, of Piraeus, had a sick man on board and was making for Mounts Bay where she was due to arrive at about 3.30. The doctor asked if the life-boat would land the patient and at 2.45 the life-boat *Solomon Browne* was launched. She embarked the doctor and ambulance crew at Newlyn at three o'clock and came up with the *Eurylochus* at 3.45 five miles south of Penzance. There was a moderate southerly wind, a moderate sea and it was high water. The boatswain of the *Eurylochus*, who was suffering from coronary thrombosis, was transferred to the life-boat and landed at Newlyn at 4.50. The life-boat arrived at her station at 5.25 p.m.

ARM SEVERED

Swanage, Dorset. At 8.45 p.m. on 9th June, 1965, while the assistant honorary secretary, coxswain and other members of the life-boat crew were preparing for the local Ladies Guild fair to be held on the 10th June, the coxswain's grand-daughter brought a message from the coastguard saying that a man was injured on board the motor vessel *Sand Star* and the life-boat was required. The maroons were fired and at 8.54 the life-boat *R.L.P.* was launched with a police constable on board, in light variable airs and a smooth sea. The tide was ebbing. A doctor was not immediately available but he was later ferried out. The life-boat reached the vessel at nine o'clock and the second coxswain, a member of the crew and the police constable rendered first-aid to the *Sand Star's* second engineer. His right arm had been severed above the elbow. The second coxswain administered morphia and the man was strapped to a Neil Robertson stretcher and was lowered into the life-boat. The doctor reached the scene at this stage and examined the injured man who was then taken to the life-boat's

slipway, arriving at 9.22, and rushed to hospital. The second engineer's wife sent a letter of appreciation to the coxswain and crew of the life-boat expressing her grateful thanks for the help given to her husband, who was reported to be making a good recovery.

CHANNEL ISLES

St. Helier, Jersey. At 6.45 a.m. on 22nd June, 1965, the honorary secretary heard from the harbour office that the S.S. *Tryonia* was going to the help of a yacht which seemed to be in distress about three and a half miles west of Grosnez Point. The life-boat *Lloyd's*, on temporary duty at the station, left her moorings at 7.7 in a south-by-westerly wind of near gale force and a rough sea. It was two hours after low water. When the life-boat reached the position the *Tryonia* had the nine ton sloop *Natasha* of Beaulieu in tow, but in view of the weather conditions the tow was transferred to the life-boat which brought the sloop with four people on board safely into St. Helier harbour. The *Natasha* had been on passage from Alderney to Jersey and had got into difficulties in heavy weather when her jib had blown out. Her crew had spent the night being driven by gale force winds between Corbière and Grosnez and were exhausted. A letter of appreciation was received by the coxswain of the life-boat from the skipper of the sloop.

WALES

Llandudno, Caernarvonshire. At 10.17 p.m. on 30th June, 1965, the coastguard told the coxswain that they had under observation a yacht which was making no headway. It seemed to have dropped anchor in a dangerous position close to Little Orme's Head. The life-boat *Lilly Wainwright* was launched at 10.55 in a moderate north-north-westerly breeze and a moderate sea. The tide was flooding. The life-boat found the yacht *Cormorant* with a crew of two very close to the rocks. The yacht was taken in tow to a safe mooring in Llandudno bay. The life-boat reached her station at 12.30 a.m.



By courtesy of]

[Western Mail & Echo

The Duke of Edinburgh took a keen interest in the experimental I.R.B., which has been constructed by the boys, when he and the Queen paid a visit to Atlantic College, Glamorgan, on 25th June. He is seen here with Commander D. G. Wicksteed, R.N.R., Deputy Chief Inspector of Life-boats (l.) and the deputy headmaster, Mr. R. Blackburn (r.).



By courtesy of]

[R.A.F., Valley

Rhyl life-boat on service. The sailing-boat was saved and its crew of two picked up by helicopter

CATAMARAN DISMASTED

Moelfre, Anglesey. At 1.25 p.m. on 26th June, 1965, the coxswain sighted a catamaran being dismasted two miles east of Moelfre Island. The coastguard confirmed that the catamaran *Magnificat* was in difficulties and the life-boat *Watkin Williams* launched at 1.30. She soon came up with the casualty and took the crew of three on board. The life-boat returned to her station with the catamaran in tow, arriving at 2.30 p.m.

New Quay, Cardiganshire. At 2.35 p.m. on 7th June, 1965, the honorary secretary was told by the coastguard that the fishing vessel *Rosaline* had not returned to Aberaeron harbour. At 2.30 the life-boat *St. Albans* was launched in light airs and a smooth sea. The tide was ebbing. The life-boat found the *Rosaline*, whose engine had broken down six miles north-west of New Quay Head, and took her in tow to New Quay. The life-boat returned to her station at 5.10 p.m.

DINGHY CAPSIZED

Rhyl, Flintshire. At 3.40 p.m. on 15th June, 1965, the honorary secretary was told that a small sailing dinghy with two men on board had capsized a quarter of a mile off shore between Sandy Cove and Towyn. The life-boat *Anthony Robert Marshall* was launched at 3.45. There was a fresh south-west by westerly breeze and a choppy sea. The tide was ebbing. As the life-boat was closing in on the casualty a helicopter, which had also been called out, picked up the two occupants. The life-boat righted the dinghy, towed her to Rhyl, and returned to her station at 5.48 p.m.

At 2.58 p.m. on 23rd June, 1965, the honorary secretary in consultation with the coxswain decided that the life-boat *Anthony Robert Marshall*, should be launched to escort two local motor fishing vessels to harbour in view of the bad weather conditions. There was a south-westerly wind of gale force and a rough sea and the tide was flooding. The life-boat found the motor fishing vessels *Stingray* and *Welsh Lady III* one mile off shore and escorted both vessels safely to harbour.

TRIPLE TROUBLE

Barmouth, Merionethshire. At 4.13 p.m. on 20th June, 1965, the coastguard told the coxswain that they had observed red flares coming from a fishing boat about two-and-a-half miles out. At 4.25 the life-boat, *The Chieftain* was launched on the ebbing tide. There was a fresh westerly breeze and a choppy sea. The fishing boat *Violet Sinclair* was found, with her engine broken down. A rope had fouled her propellor and she was dragging her anchor. The life-boat towed her back to harbour and returned to the life-boat station at 5.30 p.m.

NORTH-WEST ENGLAND

Barrow, Lancashire. Shipping agents at Heysham telephoned the life-boat motor mechanic at 9 a.m. on 15th June, 1965, to say that the wife of a member of the crew of the Liberian tanker *Evi Livanos* was an expectant mother and needed medical help. The tanker was two miles west of Lightning Knoll Buoy. The mechanic passed the message to the honorary secretary and at 9.40 the life-boat *Herbert Leigh* was launched with the second coxswain in command and a doctor and midwife on board. There was a strong south-south-west wind and a rough sea. The tide was flooding. The life-boat crew found when they reached the tanker that there was in fact no woman aboard, but the Chief Engineer was ill and one of the tanker's crew had fallen, injuring his chest. Both of the men were embarked in the life-boat which transferred them to a waiting ambulance at Roa Island and returned to her station at 12.35 p.m.

OUT ALL DAY

Fleetwood, Lancashire. At 11.40 a.m. on 18th June, 1965, the coastguard reported that the Royal Navy frigate H.M.S. *Blackpool*, which was anchored off Blackpool, had the Fleetwood sea cadet harbour launch alongside, badly damaged. As the weather was deteriorating H.M.S. *Blackpool* intended to make for a more sheltered anchorage, but could not tow the launch. The life-boat *Ann Letitia Russell* was launched at 11.50 in



By courtesy of]

[M. E. Cherry, Leicester

Life-boat Queen of Ashby-de-la-Zouche, Miss Carol Hunt, and her attendants at the gala day organized by the local branch. The coach is 150 years old

a south-westerly gale and a very rough sea. The tide was flooding. The life-boat took the launch in tow at 12.25, but when they had nearly reached the shore the launch's stern broke away and she sank. About an hour later the life-boat was informed that a boat had overturned, but after searching for nearly half-an-hour it was established that it was the launch that had been observed. Then the life-boat was requested by H.M.S. *Blackpool* to bring half the frigate's company, who were ashore, back on board. This operation was carried out in three trips and the life-boat reached her station finally at 9.30 p.m.

Port St. Mary, Isle of Man. At 10.30 p.m. on 12th June, 1965, the coxswain was told that a vessel was burning red flares in Perwick Bay. The life-boat *Edward Z. Dresden* on temporary duty at the station set out in thick fog at 11.15 in

a light south-westerly breeze and a heavy swell. It was high water. The life-boat found the yacht *Squibb* with a crew of two, still afloat but in a dangerous position, and took her in tow to Port St. Mary. The life-boat returned to her moorings at 2.45 a.m. on the 13th June.

SCOTLAND

Aith and Lerwick, Shetlands; and Stronsay, Orkneys. At 5.28 p.m. on Tuesday, 15th June, 1965, the coastguard informed the honorary secretary of the Lerwick life-boat station that a 46-foot motor fishing vessel bound for Lerwick from Kirkwall was overdue. Someone had called the coastguard mentioning Sumburgh Head but no further contact could be made and nothing further had been heard. At 6.37 the coastguard reported that the motor fishing vessel *Fertile* had called with a "Pan" message

but no reply could be received from her.

The maroons were fired and the life-boat *Lady Jane and Martha Ryland*, on temporary duty at the station, left her moorings at 7.10. Visibility was poor because of fog and there was a moderate south-easterly breeze and a rough sea. The tide was flooding. A full description of the *Fertile* was given to the life-boat coxswain, who was asked to search the coastline from Mousa to Sumburgh Head. Nothing was seen but during the night the life-boat carried out a search over a very wide area until about 10.50 a.m. on 16th June, when she returned to her station as fuel was short.

In the meantime both the Stronsay and Aith life-boat stations had been told that the Lerwick life-boat was unable to find the *Fertile*, and the Stronsay life-boat *The John Gellatly Hyndman* proceeded at 8.35 a.m. and the Aith life-boat *The John and Francis Macfarlane* at 11.25 a.m. to help.

SHACKLETON SUCCESSFUL

A Shackleton aircraft eventually found the *Fertile* about 30 miles north of Foula. When the Aith life-boat reached her the *Fertile*'s crew of four were all well, but her engines and radio were defective and her compass useless. She was on passage to Lerwick for an overhaul and refit. The Aith life-boat escorted her to Scalloway, arriving at 9.30 p.m. and reached her station at 2.25 a.m. on 17th June.

The Stronsay life-boat was recalled to her station when the *Fertile* had been found and she arrived back at 4.15 p.m. on 16th June.

Buckie, Banffshire. At 1.47 a.m. on 9th June, 1965, the seine net boat *Mistletoe* was observed to be aground on the west side of Buckpool harbour. At 2.35 the life-boat *Laura Moncur* slipped her moorings in a light westerly breeze and a smooth sea. It was half an hour before low water. Owing to the dense fog visibility was down to ten yards. The life-boat located the *Mistletoe* at 2.50 and a nylon tow line was secured. At 4.45 the *Mistletoe* was towed clear and escorted to harbour. The life-boat returned to her moorings at 5.10 a.m.

DONATION MADE

Dunbar, East Lothian. At 8.40 p.m. on 15th June, 1965, a member of the public told the coxswain that a catamaran had capsized about 300/400 yards off the harbour entrance. The life-boat *Margaret* put out at 8.51 in a light southerly breeze and a slight sea. It was one hour before low water. As the life-boat reached the position a motor launch arrived and took the catamaran's occupant on board. The life-boat took the catamaran in tow and reached her station at 9.25 p.m. The owner of the catamaran made a donation to the Institution's funds.

ASHORE ON ROCKS

At 10.12 a.m. on 17th June, 1965, the skipper of the motor fishing vessel *Kindred Star* told the coxswain of the life-boat that the motor fishing vessel *Bonnie Lass* was ashore on the Sheugh Rocks about half a mile north of the river Tyne. The life-boat *Margaret* left her moorings at 10.25 in a gentle westerly breeze and a slight sea. It was one hour and a half before low water. The *Bonnie Lass* was high and dry but in no immediate danger. The life-boat stood by until there was sufficient water to re-float the *Bonnie Lass* and returned to her station at 1.58 p.m.

Gourdon, Kincardineshire. At 6.15 p.m. on 10th July, 1965, the honorary secretary was told by the coastguard that the motor fishing vessel *Concord* had broken down 17 miles south-east of Gourdon. The life-boat *The Edith Clouston-Thue* was launched at 6.23. There were light easterly airs and a smooth sea. It was low water. The life-boat reached the *Concord* and took her in tow to Gourdon where they arrived at 6.55 on the following morning.

Stronsay, Orkneys. At 7.10 p.m. on 1st June, 1965, a doctor on Papa Westray asked for the use of the life-boat *The John Gellatly Hyndman* to take a patient to hospital at Kirkwall. The life-boat put out at 7.30 in a moderate north-westerly wind and a moderate sea. It was low water. She arrived at Papa Westray at 9.40 and left five minutes later with the

patient for Kirkwall, arriving at 12.5 a.m. on the 2nd June. The life-boat reached her station at 3.15 a.m.

PATIENT TO KIRKWALL

The honorary secretary was notified at 2.20 a.m. on 4th June, 1965, that a patient on North Ronaldsay required urgent hospital treatment at Kirkwall for appendicitis. As there was no other suitable boat available the life-boat *The John Gellatly Hyndman* went out at 3 a.m. in a moderate southerly breeze and a choppy sea. The tide was ebbing. She reached North Ronaldsay at 5 a.m. and left for Kirkwall twenty-five minutes later with the patient, arriving at 9.20. The life-boat returned to her station at 1.40 p.m.

TRAWLER AGROUND

At 8.35 a.m. on 8th June, 1965, the honorary secretary was told by the coastguard that the trawler *Craigievar* of Aberdeen was aground at Red Head, Eday. At 8.55 the life-boat *The John Gellatly Hyndman* slipped her moorings in a gentle south-easterly breeze and smooth sea. The tide was ebbing. The life-boat came up with the *Craigievar* one hour later and found that her crew of six had been taken off by the motor fishing vessel *Press On*. The life-boat stood by and at 10.45 the *Craigievar* refloated and four of her crew returned on board. As no further help was required the life-boat returned to her station at 12.10 p.m.

Thurso, Caithness-shire. At 2.15 p.m. on 29th May, 1965, the fishing boat *Norseman* was reported aground on the Spur of Muckle. The life-boat *Pentland* (Civil Service No. 31) was launched at 2.30. There was a gentle north-westerly breeze and a moderate sea. The tide was flooding. The life-boat found the *Norseman* with one man on board, another man having swum ashore and reported the grounding. The life-boat stood by and eventually towed the *Norseman* off, and at 7 o'clock returned to her station.

TOWED OFF SHORE

At 2.45 a.m. on 30th May, 1965, the honorary secretary learnt that an unknown vessel was ashore on the east side

of Thurso river. The life-boat *Pentland* (Civil Service No. 31) was launched at 3.15. There was a moderate north-westerly breeze and a moderate sea. It was low water. The life-boat found the fishing vessel *Camperdown* of Aberdeen ashore and put two men on board her. A rope was secured and when the tide began to flood the *Camperdown* was towed clear and escorted into Scrabster harbour. The life-boat returned to her station at 7 a.m.

IRELAND

Ballycotton, Co. Cork. At 6.30 p.m. on 3rd June, 1965, the motor fishing vessel *Rapid* was reported overdue. The coxswain contacted Ballycotton lighthouse in order to find out if they could see the *Rapid*. The lighthouse reported that a boat was four miles east-south-east of their position and the life-boat *Ethel Mary* was launched at 7 o'clock. There was a fresh west-south-westerly breeze and a choppy sea. It was high water. The life-boat found the *Rapid* had broken down, but had her engine running again. The exhaust was broken and water was going inboard, flooding the boat. The life-boat escorted the *Rapid* to harbour and returned to her station at 8.30 p.m.

BOAT DRIFTING

Clogher Head, Co. Louth. The life-boat *George and Caroline Ermen* had been at sea during the afternoon of 26th June, 1965, escorting boats attending the Boyne Yacht Club regatta and had just returned to her station when a message was received, at 7.30 p.m., that a small boat had been seen drifting out to sea with two people on board, three miles off Clogher Head. The life-boat immediately put to sea again. There was a west-north-westerly wind and a rough sea. The tide was flooding. The life-boat found the small boat with her outboard engine broken down and she was taken in tow to Clogher Head, arriving at 9 p.m. The owner of the boat made a donation to the funds of the Institution.

Donaghadee, Co. Down. At 1.56 p.m. on 26th June, 1965, the coastguard reported that the trawler *Zulu Warrior* of

Castleton had broken down 7 miles east-by-west of Donaghadee. There was a strong westerly breeze and a moderate sea. The life-boat *Sir Samuel Kelly* left her moorings at 2.9 one hour before low water, and found the trawler with a crew of three at 2.40. The trawler's engines had broken down and she was towed into harbour arriving at 4.30. The life-boat returned to her moorings at 5 p.m.

MATERNITY CASE

Galway Bay. At 10 a.m. on 10th June, 1965, the doctor at Kilronan told the life-boat authorities that he had a maternity patient who needed immediate hospital treatment and, as there was no other suitable boat available, he asked if the life-boat would take the woman to Rossaveel. At 10.45 the life-boat *Mabel Marion Thompson* was launched in a smooth sea and southerly breeze, embarked the patient, landed her at Rossaveel and arrived back at her station at 2.30 p.m.

APPENDICITIS

At 7.15 p.m. on 27th June, 1965, the local doctor notified the honorary secretary that a man was seriously ill with appendicitis, and asked for the use of the life-boat to transport the patient to the mainland. No other suitable boat was available and at 8 o'clock the life-boat *Mabel Marion Thompson* with the patient on board slipped her moorings and proceeded to Rossaveel. There was a fresh north-westerly breeze and a calm sea. The tide was ebbing. The patient was landed at Rossaveel and the life-boat returned to her station at 11.50 p.m.

Newcastle, Co. Down. At 4.30 p.m. on 30th June, 1965, three persons on a raft were reported by the coastguard to be drifting seaward off Tyrella beach. There was a gentle north-westerly breeze with a slight sea. The tide was ebbing. The life-boat *William and Laura* was launched at 4.30 and went to the area. In the meantime a message was received from the Dundrum police stating that a boat had put out from the shore and rescued the three people. The life-boat recovered the raft in case it should prove a danger to navigation and returned to her station, arriving at 8.35 p.m.

Portrush, Co. Antrim. The coastguard reported at 1.57 a.m. on 23rd June, 1965, that a fishing boat was flashing her navigational lights in Portstewart bay. The life-boat *Lady Scott* (Civil Service No. 4) was launched at 2.15 with the bowman in command. There was a moderate to fresh south-westerly breeze and a choppy sea. The tide was ebbing. The life-boat found the local fishing boat *Emerald Isle* with her engine broken down and took her in tow to Portrush. The life-boat reached her station at 4.15 a.m.

FISHING BOAT OVERDUE

At 11.43 a.m. on 25th June, 1965, a fishing boat from Greencastle was reported overdue. At 11.55 the life-boat *Lady Scott* (Civil Service No. 4) was launched in a fresh westerly breeze and a moderate sea. The tide was flooding. A helicopter had also been called out and spotted the fishing boat about two miles north of Portrush. The helicopter dropped a smoke flare to guide the life-boat, which took the fishing vessel in tow. Then a large motor fishing vessel returning to Greencastle came up and took over the tow as the casualty had a big catch of fish on board to get to market. The life-boat returned to station at 4 p.m.

ON SERVICE FOR THIRTEEN HOURS

At 5.18 a.m. on the 26th June, 1965, the honorary secretary was told by the coastguard that the motor fishing vessel *Ros Beara* was asking for immediate assistance as something had fouled her propeller and she was in danger of being driven on the rocks. The life-boat *Lady Scott* (Civil Service No. 4) was launched in a west-north-westerly wind of near gale force and a rough sea. It was high water. The *Ros Beara* was being driven by the sea towards Small Skerries about a mile away. The life-boat secured a tow rope from the *Ros Beara*, but this parted and the life-boat had to make a turn, passing between the *Ros Beara* and the Skerries, before getting a nylon line to the casualty and successfully towing her to the harbour.

The life-boat then went out to another vessel which was drifting towards the



By courtesy of]

[North Eastern Press

The Margaret Herd aground

Small Skerries with engines out of action. The life-boat passed a line to the vessel and towed her to harbour.

The *Ros Beara* had heard on her radio that another motor fishing vessel, the *Saint Martin*, was overdue. This was now confirmed with the coastguard and the life-boat put out for the third time, to search the Glengad-Irneshead area.

AWAY YET AGAIN

While the life-boat was searching, two vessels were reported to be returning to Greencastle with another boat in tow. When it was confirmed that the vessel was the *Saint Martin* the life-boat was recalled. She returned to Portrush at 10.20 and ten minutes later was away yet again to search for a 30-foot boat from Moville. A R.A.F. Shackleton that had also been called out spotted the boat about six miles north-north-west of Ramore Head and directed the life-boat to the position. The crew of three of the boat, which had a fouled propeller, were taken on board the life-boat and given

hot drinks. The boat was taken in tow to Portrush. The life-boat returned to her station at 4.30 p.m. having been on service for thirteen hours.

TO LIGHTVESSEL

Wicklow. At 6.45 p.m. on 21st June, 1965, Irish Lights Office asked the honorary secretary if the life-boat would bring ashore a member of the crew of the Codling Bank lightvessel as his mother was seriously ill. This was agreed to and at 7 o'clock the life-boat *J. W. Archer* was launched in a moderate southerly breeze and a moderate sea. The tide was ebbing. The life-boat reached the lightvessel at 8.45, took the man on board and landed him on the east pier at 10.35 p.m.

Youghal, Co. Cork. While the life-boat coxswain was fishing off Blackball Head on the afternoon of 15th June, 1965, he noticed that a salmon yawl was in difficulties and being swept seawards. The coxswain returned to harbour, mustered

the life-boat crew, and at 1.40 p.m. the life-boat *Herbert John* was launched. There was a westerly gale, the sea was rough and the tide ebbing. The life-boat rescued the yawl's crew of three, recovered their nets and towed the boat to Youghal, arriving at 3.35 p.m.

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

Anstruther, Fife - 5th.
 Arranmore, Co. Donegal - 23rd.
 Blackpool, Lancashire - 25th.
 Bridlington, Yorkshire - 25th.
 Coverack, Cornwall - 18th.
 Donaghadee, Co. Down - 30th.
 Dungeness, Kent - 10th and 15th.
 Dun Laoghaire, Co. Dublin - 16th.
 Gourdon, Kincardineshire - 26th.
 Girvan, Ayrshire - 26th.
 Great Yarmouth and Gorleston, Norfolk - 20th.
 Hartlepool, Co. Durham - 10th.
 Hastings, Sussex - 25th.
 Holyhead, Anglesey - 7th and 8th.
 Howth, Co. Dublin - 8th.

Humber, Yorkshire - 26th and 28th.
 Islay, Inner Hebrides - 24th.
 Mallaig, Inverness-shire - 11th and 24th.
 Mumbles, Glamorganshire - 23rd.
 New Brighton, Cheshire - 7th.
 Newhaven, Sussex - 30th.
 North Sunderland, Northumberland - 13th.
 Penlee, Cornwall - 25th.
 Peterhead, Aberdeenshire - 28th.
 Plymouth, Devon - 15th.
 Rhyl, Flintshire - 4th, 6th and 7th.
 St. Abbs, Berwickshire - 1st and 2nd.
 St. Helier, Jersey - 5th.
 St. Peter Port, Guernsey - 14th.
 Salcombe, Devon - 12th and 22nd.
 Selsey, Sussex - 11th and 26th.
 Shoreham Harbour, Sussex - 19th.
 Tenby, Pembrokeshire - 6th.
 Thurso, Caithness-shire - 21st.
 Torbay, Devon - 5th.
 Walmer, Kent - 10th.
 Weymouth, Dorset - 4th.
 Whitehills, Banffshire - 13th.
 Wicklow - 22nd.



Photograph by courtesy of the Evening Argus, Brighton

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BOOK REVIEWS

The Story of the Land's End Life-boats (D. Bradford Barton Ltd., Truro, 25s.) is the second volume in the admirable series on Cornish life-boats being compiled by Cyril Noall and Grahame Farr under the composite title *Wreck and Rescue Round the Cornish Coast*. This second volume gives the histories of the life-boat stations at St. Ives, Sennen Cove, the Scilly Isles, the Penzance area and Porthleven. As in the first volume the documentation is thorough and comprehensive and there are a number of photographs of exceptional interest. One of these, which shows the full-rigged ship *Horsa* aground off the Scilly Isles in 1893 with the St. Mary's life-boat alongside, is a beautiful composition.

The authors have unearthed a number of interesting facts and stories. Of the oldest Cornish life-boat station, that at Penzance, they record that the money needed for the first life-boat was raised partly by Lloyd's and partly by local subscription, yet within nine years of the establishment of the station a local newspaper reported that the life-boat was "taken in distress for rent and sold for 20 guineas". The day after the battle of Trafalgar this same life-boat had been kept in a state of readiness in case of accident when Penzance was visited by "a most tremendous gale". A later Penzance boat underwent a 9-mile overland journey over broken and flooded roads before being launched in January 1869.

(continued overleaf)



on

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From Booksellers

Published by J. M. Dent & Sons Ltd. from
Aldine House, Bedford Street, London WC2

In 1835 a competition for the design of a suitable life-boat was conducted by the Royal Cornwall Polytechnic Society, and it is of interest to learn that a model of the life-boat which was built as a result is still to be found in St. Ives. From Sennen Cove a scratch life-boat crew which put out to the rescue in 1891 included an artist, a barrister and a stockbroker.

These are only a few of the colourful incidents reported, and it is surprising that no local newspaper has yet serialized the works of Messrs. Noall and Farr. As there are still three further volumes in preparation there is time for this to be rectified. Television producers in the West Country might also turn to these works with advantage.

AWARDS TO COXSWAINS AND MEMBERS OF LIFE-BOAT CREWS

The following coxswains and members of life-boat crews have been awarded certificates of service, and in addition those entitled to them by the Institution's regulations have been awarded an annuity or a retirement allowance and a gratuity.

<i>Name</i>		<i>Station</i>		<i>Service</i>
JOHN J. S. JONES	.. ..	Aberystwyth	..	Motor mechanic 2½ years. Assistant mechanic 4½ years. Acting assistant mechanic 2 years. Crew member 5½ years.
SIDNEY CANN, B.E.M.	.. ..	Appledore	.. ..	Coxswain 31½ years. Second coxswain 2½ years. Bowman 9½ years. Crew member 9½ years. Bronze medal 1944. Bronze second-service clasp 1950. Silver medal 1962.
JOHN MACKINNON	.. ..	Barra Island	..	Assistant mechanic 9½ years. Crew member 4½ years.
FREDERICK SWARTS (posthumous)	.. ..	Barry Dock	.. ..	Coxswain 9 years. Second coxswain 9½ years.
ROBERT CORNALL	.. ..	Blackpool	.. ..	Coxswain 10 years. Second coxswain 8 years. Crew member 24 years.
ANDREW McLEAN McMILLAN		Campbeltown	..	Assistant mechanic 10½ years. Crew member 3½ years.
WILLIAM JOHN LEWIS	.. ..	Criccieth	.. ..	Coxswain 11½ years.
JOHN WATSON	.. ..	Cromarty	.. ..	Motor mechanic 36½ years. Crew member 10½ years. Bronze medal 1959.
GEORGE TART	.. ..	Dungeness	.. ..	Coxswain 18 years. Bowman Dungeness No. 2 life-boat 13 years. Joined crew 1924. Bronze medal 1956.
DONALD MACRAE MUNRO	.. ..	Eyemouth	.. ..	Assistant mechanic 13½ years. Crew member 20½ years.
HARRY EDMUND JAGO	.. ..	Falmouth	.. ..	Assistant mechanic 17½ years.
RICHARD WRIGHT	.. ..	Fleetwood	.. ..	Coxswain 4½ years. Second coxswain 6½ years. Assistant mechanic 21 years. Crew member 12½ years.
ROBERT PATON	.. ..	Gourdon	.. ..	Assistant mechanic 12½ years. Second assistant mechanic 1½ years.

GEORGE HORSLEY	..	..	Hartlepool	..	Second coxswain 4½ years. Crew member 13½ years.
EDWARD WALLACE	..	..	Hartlepool	..	Motor mechanic 22 years. Assistant mechanic 1½ years. Crew member 5½ years. Bronze medal 1942.
ROBERT NOLAN MAIDEN	..	..	Hartlepool	..	Crew member 32 years.
MICHAEL WALSH	..	..	Helvick Head	..	Coxswain 23½ years. Second coxswain 3 months. Bowman 6½ years. Crew member 16½ years.
ISAAC GRIFFITH	..	..	Holyhead	..	Coxswain 9½ years. Second coxswain 5½ years. Bowman 4½ years. Crew member 1½ years.
RICHARD HENRY ROBERTS	..	..	Holyhead	..	Bowman 5 years. Assistant mechanic 3 years. Crew member 11½ years.
ERNEST LLOYD JONES	..	..	Llandudno	..	Second coxswain 4 years. Crew member 15 years.
EDWIN HERBERT JONES	..	..	Llandudno	..	Assistant mechanic 1½ years. Tractor driver 22½ years. Tractor driver helper 4½ years. Crew member 14½ years.
ROBERT JOHNSTON	..	..	Longhope	..	Motor mechanic 35½ years. Assistant mechanic 3½ years. Crew member 10 years.
EDWIN DOUGLAS SAUNDERS	..	..	Lowestoft	..	Second coxswain 4½ years. Bowman 11 years. Crew member 2½ years.
EDWIN THOMAS ROSE	..	..	Lowestoft	..	Crew member 47 years.
EDWILYN JAMES DAVIES (posthumous)	..	..	New Quay	..	Motor mechanic 16½ years. Crew member 12½ years.
EDWIN T. MURT	..	..	Padstow	..	Coxswain 20 years. Joined crew 1935. Silver medal 1946.
HUGH CAMPBELL	..	..	Portpatrick	..	Coxswain 6½ years. Second coxswain 4½ years. Crew member 6 months.
WILLIAM HUNTER	..	..	Portpatrick	..	Coxswain 2½ years. Assistant mechanic 9½ years. Crew member 15½ years.
CAPTAIN JOSEPH STANLEY HUDSON	..	..	Port St. Mary	..	Second coxswain 9½ years. Bowman 4½ years. Crew member 4 months.
RONALD WILLIAMS	..	..	Redcar	..	Coxswain 3 years. Second coxswain 4½ years. Bowman 2½ years.
HAROLD LEWIS CAMPINI	..	..	Rhyl	..	Crew member 7½ years. Coxswain 9 years. Second coxswain 4½ years.
LESLIE WALDRON PHILLIPS	..	..	St. Mary's	..	Silver medal 1962. Assistant mechanic 18 years. Crew member 23½ years.
KENNETH MASTERS HARDY	..	..	Swanage	..	Crew member 29 years.
ZACHARIAH GARDIN CATCHPOLE	..	..	Teesmouth	..	Second coxswain 13 years. Bowman 6 years. Crew member 14 years.
DAVID ROSS THOMSON	..	..	Thurso	..	Second coxswain 20½ years. Crew member 22 years.
JOHN O'SHEA	..	..	Valentia	..	Bowman 7½ years. Crew member 11 years.
WALTER JONAS OXLEY	..	..	Walton and Frinton	..	Coxswain 17½ years. Second coxswain 10½ years. Bowman 5½ years. Crew member 7 years. Bronze medal 1939. Bronze second-service clasp 1964.

Rescue by Twelve-year-old Boy

Ian Gillies, a twelve-year-old boy from Gourock, has been awarded an inscribed wrist watch for an act of exceptional gallantry. He has also received a framed letter of appreciation signed by the Chairman of the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N. As a result of Ian Gillies' action the lives of two boys were saved.

About 4.30 on the afternoon of 31st May, 1964, a small pram dinghy, manned by three boys, put out from a yacht owned by Mr. Angus Hick and made for the shore some 200 yards away. The pram dinghy was too heavily laden, and as soon as she left the lee of the yacht she was in difficulties in the choppy sea.

Mr. Hick shouted to the boys to turn up into the wind and sea and return to the yacht. They tried to do so, but the dinghy was swamped and sank, and the three boys were left struggling in the water.

Mr. Hick immediately dived from the yacht, but he too was soon in difficulties.

Ian Gillies had been securing his dinghy to a mooring about ten yards off the Admiralty jetty at Gourock, and as soon as he saw what had happened he began to row to the help of the people in the water. There was a moderate, east-north-easterly wind with a moderate sea. It was high water.

By the time Ian reached the scene Mr. Hick was unconscious and two of the boys were struggling in the water and trying to support him. The third boy had managed to swim back to the yacht.

Ian manoeuvred his dinghy towards Mr. Hick and succeeded in pulling him half out of the water and over the gunwale. He then told the two boys to support themselves, one on either side of the dinghy. The danger that the dinghy would capsize was considerable.

A few minutes later a launch manned by two men from the yacht *Ocean Valkyrie* also put out to the rescue, and when the launch reached Ian Gillies' dinghy Mr. Hick and one of the boys were taken on board. The other boy was helped into Ian's dinghy, and all were landed ashore at about 4.50. Mr. Hick was then found to be dead.

In addition to the award made to Ian Gillies letters of thanks were sent to Mr. James Allan and Mr. Russell Graham, who had manned the launch from the *Ocean Valkyrie*.

GERMAN HISTORY

Those interested in life-boats who have a knowledge of German will find a wealth of fascinating information in the centenary publication *Seenot Opfer Siege* produced for the German life-boat society to celebrate a hundred years of service and written by Hans Wirz. This runs to 268 pages, is beautifully produced and has many photographs of outstanding quality.

Inshore Rescue Boats on Service

From 1st April to 30th June, 1965, inshore rescue boats were launched on service 104 times. On 27 occasions – described in chronological order below – they were able to rescue people in difficulties.

Mudford, Hampshire. At 1.20 p.m. on 18th April, 1965, a member of the crew of the inshore rescue boat saw a speedboat with her crew of two in the water after she had been swamped at the harbour entrance. At 1.25 the IRB launched in a strong west to north-westerly breeze and moderate sea. It was high water. The IRB succeeded in towing the boat to the quay, and returned to her station at 1.35 p.m. One of the crew of two of the speedboat had been rescued by the IRB before, on the 26th July, 1963.

Tynemouth, Northumberland. At 1.55 p.m. on 18th April, 1965, the bowman informed the honorary secretary that a small boat under oars was making poor progress about three-quarters of a mile east of the station. The honorary secretary investigated and found that the boat was towing another dinghy astern and together they had on board three adults and ten young sea cadets. The IRB was launched at 2.1 – for the third time that day, and made for the two boats.

There was a strong north-westerly breeze and moderate sea. The tide was flooding. The two boats were out of control and were within 20 yards of the considerable swell which was breaking along the south pier. With great difficulty the IRB towed the boats clear and eventually beached them at Priors Haven. The IRB returned to her station at 2.42 p.m.

West Mersea, Essex. At about 4.30 p.m. on 20th April, 1965, the coastguard informed the honorary secretary that three people were stranded on a sandbank at Point Clear on the River Colne. At 4.30 the IRB launched in a fresh north-westerly breeze and slight sea. It was one hour after high water. The IRB took the three persons off the sandbank, and landed them on the mainland side of the creek where an ambulance was waiting to take one of the

rescued persons to hospital for an examination, as they had attempted to swim to safety before being rescued. The IRB returned to her station at 6 p.m.

Tynemouth, Northumberland. At about 2.52 p.m. on 8th May, 1965 the honorary secretary saw a small boat under oars having great difficulty in keeping clear of the rocks off South Shields pier and realized that by trying to keep clear they were in danger of being blown out to sea. At 2.58 the IRB launched in a force 6–7 north-westerly wind and choppy sea. The tide was ebbing. By the time IRB reached the scene the small boat had gone aground. Two of the four occupants had managed to scramble ashore but the remaining two crew were unable to reach the shore because of the deep water between. With great difficulty the boat was towed off the rocks and taken up river to North Shields, where she was beached and the two people landed. The IRB then put out to escort an Enterprise dinghy which was being towed in by a motor boat. The sailing club's Bass boat which had rescued the dinghy's crew was also escorted. The IRB returned to her station at 3.50 p.m.

Blyth, Northumberland. At 2 p.m. on 15th May, 1965, the new Blyth IRB launched on exercise for the purpose of training crew members. During the course of the exercise, which was held at high water in a moderate southerly breeze and slight sea, a person on the pier signalled to the crew that a yacht with two people on board had capsized one mile east of the pier. A helicopter, which was also on exercise, attempted to rescue the crew but abandoned the attempt when the IRB arrived. The IRB towed the yacht with the two occupants on board to the harbour and returned to her station at 4 p.m.

Walmer, Kent. At approximately 3.5 p.m. on 16th May, 1965, life-boatmen at the boat house saw a sailing dinghy capsize half a mile from the station. At 3.5 the IRB launched in a strong west-south-westerly breeze and choppy sea. It was two hours after high water. The IRB succeeded in towing the sailing dinghy, which had been righted and had two people on board, to the beach. On proceeding seawards to cruise amongst other dinghies, the IRB found the motor boat *Glynis*, with two people on board, in difficulties with her engine broken down. The motor boat was taken in tow to the shore and the IRB returned to her station at 4.30 p.m.

Blyth, Northumberland. At 8.15 p.m. on 20th May, 1965, while the IRB was being exercised, a skiff with one person on board was seen to capsize in the south harbour. The IRB proceeded to the position in a moderate easterly breeze and smooth sea. It was high water. The person was taken from the water and with the skiff in tow the IRB returned to her station at 8.30. She then continued exercising until 9.30 p.m.

West Mersea, Essex. At approx. 8.10 p.m. on 22nd May, 1965, the honorary secretary was informed that a sailing dinghy had capsized half a mile south-east of the station. At 8.12 the inshore rescue boat launched in a gentle south-easterly breeze and slight sea. The tide was ebbing. The inshore rescue boat found the dinghy, whose occupant was lying on the bottom of the capsized boat, and took him on board. After landing him the IRB returned to the dinghy, righted her, bailed her out and towed her to West Mersea which was reached at 9 p.m.

Largs, Ayrshire. At 11.30 a.m. on 23rd May, 1965, the crew of the inshore rescue boat which was on exercise saw a sailing dinghy with two people on board capsize one and a half miles south of the station. The IRB made for the capsized dinghy in a fresh easterly breeze and choppy sea. The tide was flooding. One of the crew was taken on board whilst the other assisted in righting the dinghy,

which was then towed to Largs. The IRB returned to her station at 12.15 p.m.

DEER RESCUED

Tynemouth, Northumberland. At 7.59 a.m. on Tuesday, the 25th May, 1965, the police informed the honorary secretary that a deer which was being chased by them had jumped from the pier and was swimming strongly to the north-east after clearing the heavy, confused sea by the pier. At 8.6 the inshore rescue boat launched in a gentle to moderate easterly breeze and moderate sea. The tide was flooding. The inshore rescue boat soon sighted the deer, which was still swimming strongly. With great difficulty the deer was hauled aboard and taken to the beach near the life-boat house where it was transferred to the care of the police and the R.S.P.C.A. The inshore rescue boat returned to her station at 8.28 p.m. The deer was released a few days later in the country, fully recovered from its ordeal.

Mudford, Hampshire. At 3.50 p.m. on 28th May, 1965, the coastguard informed the honorary secretary that a speedboat was in difficulties off Southbourne. At 3.55 the inshore rescue boat launched in a moderate to fresh, gusting to strong, north-easterly breeze and smooth sea. It was low water. The IRB proceeded to the position given and came up with the speedboat *Lolita* with a crew of two, who were taken aboard the IRB. The speedboat was taken in tow and the IRB returned to her station at 4.45 p.m.

Worthing, Sussex. At 1.10 p.m. on 29th May, 1965, the coastguard informed the honorary secretary that a yacht had capsized three miles east of the station. At 1.15 the inshore rescue boat launched in a strong north-north-easterly breeze and heavy sea. The tide was ebbing. The inshore rescue boat took the youth, who had taken the yacht out, on board. The IRB returned to her station at 4.15 p.m.

Broughty Ferry, Angus. At 8 p.m. on 31st May, 1965, a bystander informed the coxswain that a catamaran had capsized a quarter of a mile to the south of

the life-boat house. At 8.5 the inshore rescue boat launched in a gentle north-easterly breeze and moderate sea. The tide was ebbing. The inshore rescue boat came up with the catamaran *Chop'n'-Change* and took her crew of two aboard – they were sitting on the capsized hull. As there was no possibility of righting or beaching the catamaran it was decided to bring the crew ashore. When this had been done the IRB returned to her station at 8.15 p.m.

Southwold, Suffolk. At 12.30 p.m. on 5th June, 1965, the coastguard informed the honorary secretary that a boy was stranded on a mud bank in the River Blythe by the rising tide. At 12.40 the inshore rescue boat launched in a gentle easterly breeze and choppy sea. The IRB found the boy, landed him at Blythburgh, and then returned to her station which was reached at 1.20 p.m.

Walmer, Kent. At about 3.5 p.m. on 6th June, 1965, life-boatmen at the boat house saw a sailing dinghy capsize some three-quarters of a mile south-east of the station. At 3.5 p.m. the inshore rescue boat launched in a moderate to fresh southerly breeze and choppy sea. The tide was flooding. The IRB made for the position of the dinghy which had not been righted, and took her crew of two on board. The sailing dinghy was then righted by the IRB crew and towed to the beach. The IRB returned to her station at 4.10 p.m.

Happisburgh, Norfolk. At 6.45 p.m. on 12th June, 1965, the coastguard informed the honorary secretary that a small boat with three people on board would capsize if her crew attempted to beach her. At 7.7 the IRB launched in a light westerly breeze and slight sea. It was high water. The IRB proceeded to the small boat which was 200 yards south of Cart Gap and took her three crew on board together with their personal effects. After landing them the IRB brought the small boat to low water mark and returned to her station at 8.36 p.m.

Wells, Norfolk. At approximately 4.20 p.m. on 13th June, 1965, the motor

mechanic saw a man in the sea up to his waist, carrying a boy. The tide was flooding and the man was calling for help. At 4.20 the IRB launched in a slight westerly breeze and corresponding sea. The man and the boy were taken on board the IRB which returned to her station at 4.25 p.m.

Llandudno, Caernarvonshire. At 7.25 p.m. on 13th June, 1965, the honorary secretary was informed that a boy had fallen 190 feet on Great Ormes Head. At 7.35 the IRB launched in light airs and a calm sea. The tide was flooding. The IRB made for the position given and took the boy to the life-boat slipway, where an ambulance was waiting to take him to hospital. The boy unfortunately died after admission. The IRB returned to her station at 7.49 p.m.

Redcar, Yorkshire. At approximately 9.10 p.m. on 14th June, 1965, the owner of the speedboat *Miranda* informed the coxswain-mechanic that his boat with two people on board had broken down half a mile north-east of the station and was drifting out to sea on an offshore breeze. At 9.10 the inshore rescue boat launched in a gentle to moderate south-westerly breeze and calm sea. The tide was ebbing. The inshore rescue boat came up with the *Miranda*, which had no oars on board, and took her in tow. The IRB returned to her station at 9.25 p.m.

Abersoch, Caernarvonshire. At 4.35 p.m. on 15th June, 1965, the acting honorary secretary was informed that a canoe had capsized 500 yards south-east of Benor Head. At 4.40 the inshore rescue boat launched in a strong south-westerly breeze and short steep sea. It was low water. The IRB made for the canoe and picked up one of the crew of two who had become separated when the canoe had capsized. The remaining crew member swam with the canoe to shallow water. The IRB returned to her station at 4.50 p.m. A donation to the Institution's funds has been received from a relative of one of the crew.

Bangor, Co. Down. At 8.51 p.m. on 15th June, 1965, the coastguard informed the honorary secretary that a dinghy with two people on board was in difficulties

off Craigavad. At 8.57 the IRB launched in a strong, gusting to gale force south-south-westerly wind and corresponding sea. The tide was flooding. The IRB took the two people on board and with the dinghy in tow she proceeded to Cultra, where a motor boat from the Royal North of Ireland Yacht Club came out to meet her and took over the tow of the dinghy. The two people were landed at the Yacht Club's jetty and the IRB returned to her station, which was reached at 10.22 p.m.

Tynemouth, Northumberland. At about 4 p.m. on 20th June, 1965, the coxswain and another man were watching dinghies racing in the estuary when a sudden gust of wind capsized four dinghies at once. The sailing club's rescue boats were unable to cope and so the inshore rescue boat was launched at 4.7 in a strong north-westerly breeze and choppy sea. The tide was flooding. One dinghy which had capsized and was in a dangerous position near the south pier rocks was righted and lashed alongside the inshore rescue boat. The crew of one of the dinghies was taken on board the inshore rescue boat. The inshore rescue boat then proceeded to another sailing dinghy whose crew were in the water. After the two people had been taken on board, the dinghy was lashed alongside the IRB and the two sailing dinghies and three people were taken to the South Shields Yacht Club. The IRB returned to her station at 4.50 p.m.

North Sunderland, Northumberland. At 4.3 p.m. on 20th June, 1965, the coastguard informed the honorary secretary that a speedboat had capsized off Beadnell. At 4.9 the inshore rescue boat launched in a gentle, gusting to fresh, west-south-westerly breeze and slight sea. The tide was flooding.

The speedboat had a crew of four, one of whom was on the hull. The boat was being kept afloat by two other members of the crew, who were wearing skin diving equipment. The fourth crew member was swimming for the shore to get assistance. The inshore rescue boat took the crew member from the hull of the boat on board, together with the man swimming for the shore.

Another speedboat *Taurus II* skippered by Mr. Stuart Hall and crewed by the coxswain, second coxswain and bowman of the life-boat, took the capsized speedboat in tow and brought the remaining two crew members to the shore. The inshore rescue boat returned to her station at 4.26 p.m. A helicopter also took off to help in the rescue operations.

Lymington, Hampshire. At 7.5 a.m. on 22nd June, 1965, the police informed the acting honorary secretary that a fishing boat was overdue. At 7.25 the inshore rescue boat was launched in a slight, gusting to gentle, south-westerly breeze and corresponding sea. The tide was ebbing. The inshore rescue boat searched for the fishing boat, which was found on Solent Marsh at Sowley. The crew of three were taken on board the inshore rescue boat, and with the fishing boat No. 265 in tow she returned to her station, which was reached at 9.10 p.m. A donation to the Institution's funds was received from the owner of the fishing boat.

St. Ives, Cornwall. At 10.35 a.m. on 22nd June, 1965, two members of the inshore rescue boat crew saw the motor cruiser *El Toro* in difficulties with engine failure one mile south-south-east of St. Ives head. At 10.38 the inshore rescue boat launched in a moderate north-north-westerly breeze and rough sea. The tide was flooding. The inshore rescue boat put one of its crew on board the *El Toro* to assist the two people aboard and the motor cruiser was then taken in tow to St. Ives Harbour. The IRB returned to her station at 11.30 p.m.

West Mersea, Essex. At 4.15 p.m. on 24th June, 1965, the coastguard reported that a cabin cruiser was drifting down the river Blackwater past Stone. At 4.20 the IRB launched in a strong gusting to near gale force south-westerly wind and moderate sea. The tide was flooding. The IRB came up with the cabin cruiser whose crew of two were making distress signals. The cabin cruiser's outboard motor was out of action and there was no suitable gear on board for anchoring her. The IRB took

the cabin cruiser in tow to Stone and returned to her station at 5.30. One of the two who were rescued made a gift to the crew.

St. Ives, Cornwall. At 3 p.m. on 24th June, 1965, a member of the inshore rescue boat crew was informed that an outboard motor boat had broken down off St. Ives Head and that another motor boat had gone to her assistance. On investigation it was noticed that the occupants of both boats were waving for help. The IRB was launched at 3.10 in a gentle to moderate south-south-westerly breeze and moderate sea. The tide was ebbing. The IRB came up with the motor boats *Seagull* and *Jennifer*, each of which had three people on board. They were taken into the IRB which then returned with the two motor boats in tow, reaching her station at 4.10 p.m.

Tramore, Co. Waterford. At 3.5 p.m. on 26th June, 1965, members of the inshore rescue boat crew saw two people waving towels to attract attention at the foot of the cliffs about a quarter of a mile north-east of the station. The IRB had launched at 3 o'clock to train a new crew member. She made for the position in a slight to gentle south-westerly breeze and choppy sea. The tide was flooding. The two people were not in immediate danger and the coxswain decided that an extra and experienced crew member was needed.

Having embarked the extra crew member, the inshore rescue boat returned to the two people and dropped anchor. The IRB was veered in on a line and a crew member climbed up the rocks to help the two people down to the boat. The anchor cable became entangled in seaweed and had to be cut, and the IRB was taken out under engine at 4.25. She returned to Tramore, where the two people were

landed, and then went back to the foot of the cliffs to recover her anchor and chain, finally returning to her station at 6.45 p.m.

Eastney, Hampshire. At 4.53 p.m. on 29th June, 1965, the coastguard informed the honorary secretary that a sailing dinghy had capsized 1,000 yards off Eastney Beach. At 5 o'clock the inshore rescue boat launched in a gentle north-easterly breeze and corresponding sea. It was low water. The IRB took on board one of the sailing dinghy's crew who was exhausted. The other member of the crew stayed aboard and the sailing dinghy was taken in tow to Eastney beach. The IRB returned to her station at 6 p.m.

Owing to pressure on space the complete list of services or attempted services by inshore rescue boats during the months of April, May and June 1965 has had to be omitted.

A summary covering six months will appear in our next issue.

The following report was received too late for inclusion in the June issue of THE LIFE-BOAT:

Boulmer, Northumberland. At 9.5 a.m. on 19th March, 1965, five local fishing cobs were reported overdue by the coastguard. There was a moderate north-easterly breeze and a rough sea. It was one hour before low water. At 9.30 the life-boat *Roberi and Dorothy Hardcastle* was launched. She located the cobs and escorted them back to Boulmer, returning to her station at 2.25 p.m. The life-boat was also launched on the 11th March.

Sidelights on Stations

MR. TOM BOWMAN, the assistant tractor driver, Rhyl, had his car stolen from outside the boathouse while he was engaged on a launch on Good Friday. His son and Mr. Peter Hughes, both members of the Life-boat Guild, were in the boathouse at the time and saw the car being driven away. They gave chase in another car.

The thief turned into a cul-de-sac and realizing his mistake abandoned the car and made his getaway by climbing a fence. A tray of watches, thought to have been stolen, was found in Mr. Bowman's car. His wallet was missing.

One of the biggest press coverages of the year was given to the rescue of a young deer by Tynemouth's I.R.B. in

May. The story of how the police had been trying to capture it and how it escaped them by jumping from the pier, and was subsequently found about one and a half miles out to sea by the I.R.B., was given a great deal of space, and well illustrated.

Getting the deer, which was between two and three years old, into the rubber boat proved a tricky business. During the proceedings life-boat signalman Fred Arkley was stabbed in the hand by the deer's antlers. He later had hospital treatment.

Back ashore the police took the deer into custody and it was later released on probation to the R.S.P.C.A. They set it free inland after it had rested.

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 DECEMBER, 1965.

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