

THE LIFE-BOAT

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Portrait of a Coxswain



COXSWAIN LIONEL DEREK SCOTT has been coxswain of The Mumbles life-boat since May 1955, when he became one of the youngest coxswains in the service of the RNLI. He had joined the crew in 1947. He received the Institution's silver medal in 1963. Since he was appointed a boat's officer in 1950 The Mumbles life-boat has made 89 service launches and 48 lives have been rescued.

MESSAGE FROM THE CHAIRMAN

Towards the close of a year in which greater demands were made on the life-boat service than ever before, I would like to congratulate everyone connected with the service on their splendid achievements and to wish them all a very happy Christmas and success in all their efforts in 1966.

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

NOTES OF THE QUARTER

Figures already available show that 1965 was a year of outstanding achievement for the life-boat service. In 1964 an all-time record for launches by rescue craft of the RNLI was established. In that year life-boats were launched 929 times and inshore rescue boats 238 times. This total figure of 1,167 launches had already been passed in 1965 by the end of September. The summer of 1965 was a particularly busy one. From May to August, inclusive, life-boats were launched on service 453 times and inshore rescue boats 333 times. Life-boats saved 287 people and inshore rescue boats 151 people. In no other summer in the past were so many calls made on the Institution's rescue craft.

WINTER IRB STATIONS

The value of the Institution's inshore rescue boats has been proved conclusively in the summer months, and it has been decided to keep twenty IRB's in service during the winter of 1965-66. The stations which have been chosen are those which afford reasonable launching conditions in relatively severe weather. Twelve of the stations which are remaining operational are in England, five in Wales and three in Scotland.

The English stations are: Blyth, Eastney, Gorleston, Lymington, Mudford, North Sunderland, Poole, Redcar, Skegness, Tynemouth, Wells (Norfolk), and Yarmouth (Isle of Wight).

The Welsh stations are: Aberdovey, Aberystwyth, Atlantic College (Glamorgan), Llandudno, and Pwllheli.

The Scottish stations are: Broughty Ferry, Helensburgh, and Kinghorn.

CONTRACT FOR LOWESTOFT FIRM

The contract for building the first six of the Institution's 44-foot steel life-boats has been won by a Lowestoft firm of boatbuilders, Messrs. Brooke Marine Ltd. The total cost of the new boats will be £158,700. The earliest date at which the first boat can be completed will be thirty-six weeks after the placing of the orders. Completion of the others is expected to follow at four-weekly intervals. The new life-boats are built to the basic design of the 44-foot

steel life-boat which the Institution obtained from the United States Coast Guard. A full description of this boat appeared in the June 1964 number of *The Life-boat*.

SCOTTISH STATION CLOSED

The life-boat station at Newburgh, Aberdeenshire, was closed on 30th September. The life-boat had not been called out on service for nearly four years, and it is more than eight years since a life-saving service was carried out by the Newburgh boat. The life-boat was a small 32-foot surf boat.

A life-boat station was established at Newburgh as early as 1828. Earlier records are incomplete, but the station appears to have been closed down for a number of years. It was re-opened by the Institution in 1877, and since that date Newburgh life-boats have had a fine record and saved no fewer than 155 lives, but with changed conditions there is no evident need for a life-boat today.

RESCUE BY HOVERCRAFT

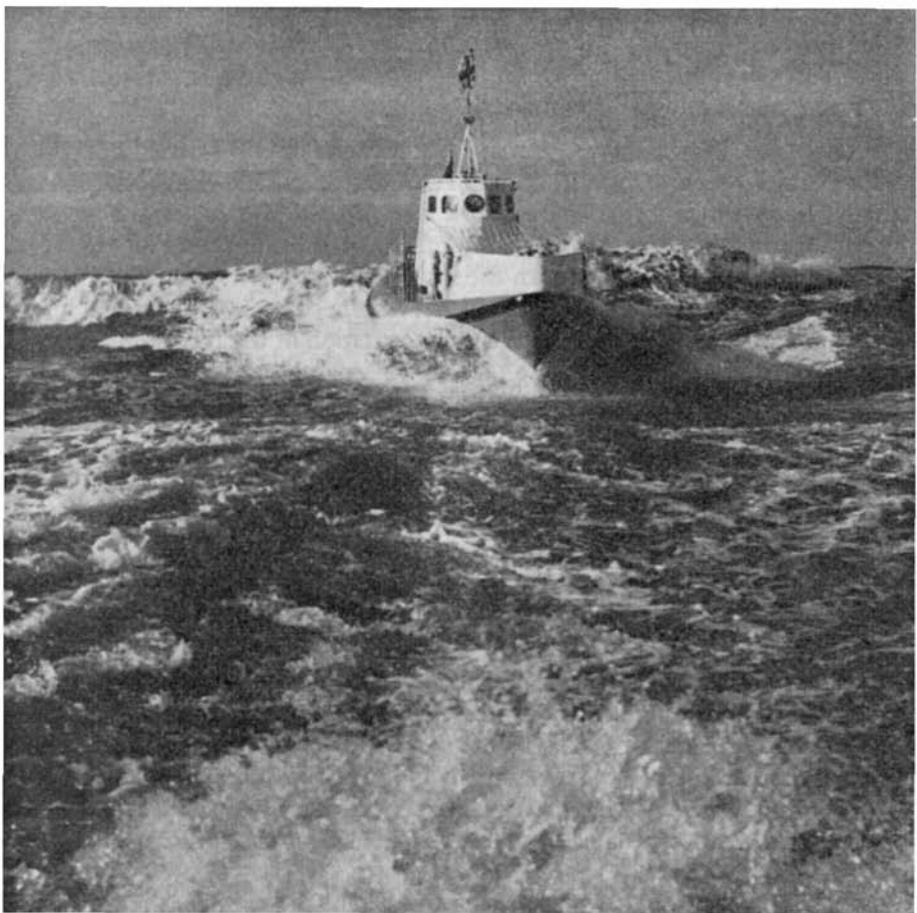
On 5th August, a young girl was rescued by the hovercraft operating between Ryde and Gosport. This appears to have been the first rescue carried out at sea by a hovercraft off the coast of this country. There is a certain division of opinion over the question whether a hovercraft should be regarded as a ship or an aircraft. The view taken by the Institution is that the hovercraft is essentially a marine craft, and future rescues by hovercraft can be regarded as coming within the same category as rescues by shore boats.

On 17th September, 1962, the Rhyl life-boat carried out a remarkable rescue from a hovercraft which had broken adrift from her moorings, a service for which the Coxswain, Harold Campini, was awarded the silver medal.

Dramatic Pictures

Really good photographs of life-boats at sea in rough weather are almost impossible to come by. Photographs of actual rescue operations are almost as rare. This is an understandable state of affairs, for the life-boat is, by the nature of her work, at sea when other boats seek harbour. However, when storms and rescue work in bad light or at night are put aside, there must be many opportunities of photographing life-boats being launched, or on exercises. These could produce excellent pictures, but it is very rarely indeed that we see one.

Dutch photographers seem somehow more successful. The two photographs reproduced here of Dutch life-boats at sea are certainly dramatic studies and may provide inspiration for British photographers. If readers have any really dramatic pictures of life-boats at sea, or of slipway launches, the RNLI would be glad to have copies for their photographic library. Any photographs of rescues by breeches buoy would also be welcome as we are constantly being asked for a photograph of such a rescue, but have nothing on our files.



By courtesy of

[*Cees van der Meulen, Heemstede*

A Dutch life-boat at sea.



By courtesy of

[*Pim W. Korver, Rotterdam*

A Dutch life-boat in rough seas.

LIFE-BOATS AND ANARCHY

THE association between the RNLI and Russian anarchists may appear to be an unlikely one. Nevertheless, perhaps the greatest of the Russian anarchists, Prince Peter Kropotkin, was a profound admirer of the life-boat service in this country. Kropotkin's most famous work was *Mutual Aid*, which he wrote in England. He first developed his theory of mutual aid from observations which he made during journeys in Eastern Siberia and Northern Manchuria. There he encountered many examples of mutual aid among animals, and this led him to become a severe critic of the current popularization of the theories of Darwin. In particular, he believed that the idea of a perpetual battle for survival gave a very misleading picture of the truth of evolution.

MUTUAL AID

In developing his theory he cited numerous examples of mutual aid among both primitive and civilized peoples, and more than once he called attention to the form in which the RNLI was organized. In *Mutual Aid* he wrote:

"The Life-boat Association in this country, and similar institutions on the Continent, must be mentioned in the first place. The former has now over three hundred boats along the coasts of these isles, and it would have twice as many were it not for the poverty of the fishermen, who cannot afford to buy life-boats. The crews consist, however, of volunteers, whose readiness to sacrifice their lives for the rescue of absolute strangers to them is put every year to a severe test; every winter the loss of several of the bravest among them stands on record. And if we ask these men what moves them to risk their lives, even when there is no reasonable chance of success, their answer is something on the following lines.

A fearful snowstorm, blowing across the Channel, raged on the flat, sandy coast of a tiny village in Kent, and a small smack, laden with oranges, stranded on the sands near by. In these shallow waters only a flat-bottomed life-boat of a simplified type can be kept, and to launch it during such a storm was to face an almost certain disaster. And yet the men went out, fought for hours against the wind, and the boat capsized twice. One man was drowned, the others were cast ashore. One of these last, a refined coastguard, was found next morning, badly bruised and half frozen in the snow. I asked him, how they came to make that desperate attempt? 'I don't know myself,' was his reply. 'There was the wreck; all the people from the village stood on the beach, and all said it would be foolish to go out; we never should work through the surf. We saw five or six men clinging to the mast, making desperate signals. We all felt that something must be done, but what could we do? One hour passed, two hours, and we all stood there. We all felt most uncomfortable. Then, all of a sudden, through the storm, it seemed to us as if we heard their cries - they had a boy with them. We could not stand that any longer. All at once we said, "We must go!" '."

Kropotkin may be pardoned for a somewhat limited knowledge of the way in which the life-boat service was financed.

It would be difficult to find a writer less likely to be sympathetic to the ideas of Kropotkin than Samuel Smiles, whose best known work *Self-Help* advanced a quite contrary theory on human aid. Smiles's work was a series of homilies based on the careers of successful men who achieved results by helping themselves. Yet it is interesting that Smiles, like Kropotkin, showed as an outstanding example of noble conduct a rescue at sea by Kentish boatmen. In *Self-Help* he wrote:

"Not less touching was the heroic conduct of a party of Deal boatmen in rescuing the crew of a collier-brig in the Downs but a short time ago.* A sudden storm which set in from the north-east drove several ships from their anchors, and it being low water, one of them struck the ground at a considerable distance from the shore, when the sea made a clean breach over her. There was not a vestige of hope for the vessel, such was the fury of the wind and the violence of the waves. There was nothing to tempt the boatmen on shore to risk their lives in saving either ship or crew, for not a farthing of salvage was to be looked for. But the daring intrepidity of the Deal boatmen was not wanting at this critical moment. No sooner had the brig ground than Simon Pritchard, one of the many persons assembled along the beach, threw off his coat and called out, 'Who will come with me and try to save that crew?' Instantly twenty men sprang forward, with 'I will,' 'and I.' But seven only were wanted; and running down a galley punt into the surf, they leaped in and dashed through the breakers, amidst the cheers of those on shore. How the boat lived in such a sea seemed a miracle; but in a few minutes, impelled by the strong arms of these gallant men, she flew on and reached the stranded ship, 'catching her on the top of a wave'; and in less than a quarter of an hour from the time the boat left the shore, the six men who composed the crew of the collier were landed safe on Walmer Beach."

* On the 11th January, 1866.

The Life-boat Enthusiasts' Society

The idea of forming a society to cater for those with technical or historical interests in the life-boat service was suggested by Mr. John G. Francis in the early summer of last year. A letter from Mr. Francis on the subject in the June 1964 issue of *The Life-boat* resulted in many inquiries and The Life-boat Enthusiasts' Society was formed in November 1964.

Since then the membership figure has grown steadily and the enthusiasts now publish a quarterly newsletter giving technical data, historical information, bibliographies, and many other items of interest. A documentation centre has been established. Mr. Edwin Eustace, 40 Floyd Road, London, S.E.7, is the honorary archivist (technical) and Mr. Grahame Farr, 3 Horseshoe Drive, Stoke Bishop, Bristol 9, is the honorary archivist (historical).

Those who would like to join The Life-boat Enthusiasts' Society can obtain information from the honorary secretary, Mr. John Francis, 20a, Transmere Road, Petts Wood, Orpington, Kent. The annual subscription is 10s. 6d. for adults, 2s. 6d. for junior members.

NEW STEEL 70-FOOT LIFE-BOAT

A steel life-boat, which is the first of her kind to be built for the Institution, was completed at the yards of Messrs. Yarrow & Co. Ltd. of Scotstoun, Glasgow, in September. She is the first vessel to be built for the RNLI in steel, apart from some steam life-boats built around the turn of the century.

The cost of the new boat, which is approximately £57,000, is being met from voluntary gifts from civil servants through the Civil Service Life-boat Fund. The 70-foot life-boat was shown to members of the Fund at Tower Pier, London, after a passage in which she called at Plymouth, Cowes and Dover. She then began a period of sea trials in the form of an extensive tour of the southwest of England, Wales, Ireland and Scotland.

The vessel was built to the design of the RNLI's Naval Architect, Mr. R. A. Oakley, M.B.E., as a cruising rescue craft which can operate in bad weather. With a maximum speed of 11.14 knots, and a range at this speed of 650 nautical miles, the new vessel is faster and has a wider range than any of the RNLI's standard life-boats.

INSHORE RESCUE BOATS CARRIED

The vessel carries two additional rescue craft on board. One is an inflatable inshore rescue boat which is stowed on the engine casing forward of the wheelhouse and powered by a 33 h.p. outboard motor. Derricks are arranged for handling this craft. A smaller boat of similar type with an 18 h.p. engine is stowed in the forward cabin.

CREWS COULD REMAIN ABOARD

Unlike the standard RNLI life-boats, the 70-foot boat has facilities for the crew to sleep on board. The crew's quarters are arranged aft below deck with four berths, lockers and lavatory. At the after end of the wheelhouse there is a small messing cabin and galley with an electric cooker and a refrigerator. In the forward cabin there is stowage for six stretchers, and there are seats which can be converted into berths. There are also a small galley and a lavatory attached to the forward cabin.

DIVISION BY BULKHEADS

The vessel is divided athwartship by six water-tight bulkheads. Each engine room is separated from the other by a longitudinal centre line water-tight bulkhead. The space below the tank top is sub-divided into water-tight compartments, some of which are used for stowing fuel, oil and water. Above the tank top an inner shell is arranged to deck level. The space between this and the shell plating is filled with polyurethane.

ENGINE POWER

The vessel is driven by twin 8L3B Gardner diesel engines, each developing 230 brake horse power at 1,150 revolutions per minute. In each engine room there is a 230 volt A.C. generator driven by a 31 b.h.p. diesel engine. A 24 volt D.C. service is also available.

RED HAND CERRUX “LATENAC” TREATMENT

New steel lifeboat, 71 feet in length, built for the Royal National Life-Boat Institution by Yarrow & Co. Ltd. Scotstoun, Glasgow. The hull is protected by Red Hand-Cerrux 'Laténac' treatment.



The Red Hand Compositions Co.

THE MARINE DIVISION OF PINCHIN JOHNSON AND ASSOCIATES LIMITED
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The engines are controlled from the wheelhouse, the controls at the steering wheel being duplicated on the flying bridge.

ELECTRONIC EQUIPMENT

The electronic equipment consists of radar, medium frequency radio, ultra high frequency and very high frequency radio (frequency modulation), a direction finder, a Decca navigator, an echo sounder, a loud hailer and an inter-communication unit linking the various compartments.

STEERING

The vessel is equipped with Mathway power-assisted steering gear. If there is a power failure the gear can be operated manually and also by emergency tiller and tackles.

Abaft the steering position in the wheelhouse there is a small chart and radio room. Abaft the crew's quarters a compartment contains propeller scuttles and racks for stowing ropes.

STANDARD LIFE-BOAT EQUIPMENT

The vessel also carries standard items of equipment to be found in life-boats. These include a searchlight, a deck floodlight, breeches buoys, parachute flares, hand flares, a wave-subduing oil tank with a pump, a line-throwing pistol, life-jackets, scrambling nets, hatchets, axes and knives.



The new 70 foot life-boat on trials in the Clyde.

DIMENSIONS AND STATISTICS

The following table gives statistical details of the vessel and her performance:

Length	...	...	...	...	...	...	... 71 feet
Beam	...	...	...	...	...	...	... 18 feet
Draught (maximum)	...	...	...	...	...	...	... 8 feet 9 inches
Displacement	...	...	...	...	...	...	... 79 tons
Engines	...	...	...	...	...	...	... Twin 8L3B Gardner Diesel
Fuel Capacity	...	...	...	...	...	...	... 1,200 gallons
Speed (Maximum)	...	...	...	...	...	...	... 11.14 knots
Range at maximum speed	...	...	...	...	...	...	... 650 nautical miles
Cruising speed 1,000 r.p.m.	...	...	...	...	...	...	... 10.4 knots
Range at cruising speed	...	...	...	...	...	...	... 860 nautical miles
Maximum speed on one engine	...	...	...	...	...	...	... 9.3 knots
Fresh water capacity	...	...	...	...	...	...	... 250 gallons

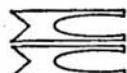
The ports of call during the trials in October and November were:

Cowes, Brixham, Newlyn, Appledore, Cardiff, Crosshaven, Valentia, Kilronan, Sligo, Killybegs, Barra Island, St. Kilda, Stornoway, Lerwick, Stronsay, Kirkwall, Stromness, Kinlochbervie, Ullapool, Loch Ewe, Mallaig, Tobermory, Oban, and Campbeltown.



Photograph by courtesy of the Evening Argus, Brighton

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On the Royal National Lifeboat Institution Inshore Rescue Boats Evinrude motors have to work hard. Have to be ready for action all the time, reliable, powerful. And they always are. Every Evinrude is precision engineered, completely corrosion-free and rigorously pre-delivery tested.

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OBITUARIES

ADMIRAL OF THE FLEET SIR HENRY OLIVER, G.C.B., K.C.M.G., M.V.O., LL.D. Admiral of the Fleet Sir Henry Oliver, G.C.B., K.C.M.G., M.V.O., LL.D., died in his 101st year on 15th October, 1965. He was, in the words of *The Times* obituary, "one of the outstanding seamen of his time". A man of few words and great achievements, he had an immense influence on the Royal Navy and has been described as the "father of modern navigation".

For thirty-six years Sir Henry was a member of the Committee of Management of the RNLI and a vice-president. The affairs of the Institution were always close to his heart. He served on all the sub-committees and from 1932 until 1944 was chairman of the boat committee. A fuller tribute to Sir Henry's service in the Royal Navy will appear in the March issue of **THE LIFE-BOAT**.

CAPTAIN GERALD RODGER COUSINS, D.S.C., R.N. (RET.).

Captain Gerald Rodger Cousins, D.S.C., R.N. (Ret.), died on 30th May, 1965, aged 71. He entered the Navy in 1911 and served in destroyers in the First World War, at Gallipoli and later with the Grand Fleet. In March 1931 he was appointed Inspector of Life-boats for the RNLI's Western District. During the Second World War his work for the RNLI was interrupted by a return to Naval duties.

After the war he took up a post as Southern District Inspector, which he held until his retirement in 1954.

EX-COXSWAIN JOHN WATTERS

Ex-coxswain John Watters died on 2nd September, 1965, at the age of 66. A distinguished member of the life-boat service, he had served as coxswain of the Fowey life-boat for over twenty-five years. He was awarded the Institution's bronze medal in 1947 for rescuing the crew of seven from the *Empire Contamar*, aground on rocks at night in a gale.

EX-COXSWAIN MURDO SINCLAIR

Ex-coxswain Murdo Sinclair died on 19th July, 1965, at the age of 81. He had been coxswain of the Barra Island life-boat for over fifteen years and was awarded the silver medal of the Institution in 1943 for taking the life-boat forty miles in a southerly gale and rescuing fifteen people from a steamer which had been wrecked under the cliffs of Skye.

SECOND TRAGEDY WITHIN A YEAR

Coxswain Edward Gifford Lewis, who was appointed only last January to be coxswain of the Barry Dock life-boat, lost his life when he was swept overboard from a sand barge whilst crossing Appledore Bar on 28th August, 1965.

This is the second tragedy at Barry Dock within a year, Coxswain Swarts having died on 22nd January as a result of a fall in the life-boathouse.

New Ways of Raising Money

Mr. J. L. Tillett, a leading member of the Norwich Round Table (which paid for the IRB at Happisburgh) is a jeweller by trade. He made some delightful miniature badges depicting a life-boat, in gold and colour, which were sold at the Norfolk Show in aid of the RNLI at £5 each.

Correspondence in The Times recently on the subject of waste paper revealed that one industrious lady collects clean paper for her local church, obtaining a price of £6 10s. a ton from a wastepaper merchant. There's an idea here for life-boat supporters!

A collection list carried by helicopter around isolated forward positions in Borneo resulted in a cheque for £14 14s. reaching the RNLI from Lieutenant H. H. Mews, R.A., Officer Commanding the 2nd Troop, R.A. The troop was on active service at the time and numbered only thirty-four men.

A spectacle cleaning service instituted by Mrs. Middleton, barmaid of the Victoria Gardens Hotel, Grangetown, Durham, raises money for the RNLI. It began a year ago when a customer asked her to clean his glasses. She agreed, on condition that he would put some money into the RNLI collecting box on the counter. Since then Mrs. Middleton has been using her polishing cloth in the service of the RNLI and has a growing number of clients for her service.

Inspired by a feature in The Observer – The Observer Guide to the Beach – four schoolgirls, aged 9 to 13, prepared an exhibition called "Sea and Shore" in a garden shed while they were on their summer holidays at Belhaven, East Lothian.

No one was allowed to see the exhibition until it was officially opened, to parents and public – admission sixpence. A collection of shells, seaweeds, pebbles and marine life was revealed, with charts, hand-written booklets, and even a tape recording. The children, Joan Gosman, Jacqueline Saltoun, Ann Gosman and Anne Ross also served tea. As a result of this enterprise a cheque for 27s. was sent to The Observer for the RNLI.

Miss Anne Lardner, of the Orange Free State, South Africa, has been making fudge and selling it to aid RNLI funds. She recently forwarded £4 to the honorary secretary of the Clitheroe, Lancashire, branch, Mrs. W. Heaton. Anne is the grand-daughter of a friend of Mrs. Heaton's.

A Nottingham shoe shop manager who is also a model maker has built a 1in. scale model of the 52-foot Barnett life-boat. This is now on show in his shop, with a collecting box. Many contributions have been inspired by the splendid workmanship of the model, but not content with that Mr. E. W. Sheppard, its maker, gains further contributions because he does not charge customers for small services, such as stretching shoes, if they remember the box.

BOOK REVIEWS

Mr. Angus MacVicar has produced a work which many people associated with the life-boat service must long have wanted to find, a gripping novel written for the young on the work of a life-boat station. This is *Life-boat—Green to White* (Brockhampton Press, 15s.).

The scene is set in a small town on the west coast of Scotland. It is the story of Sandy MacLean, whose father had been coxswain of the life-boat and had lost his life at sea. In the words of Sandy's mother:

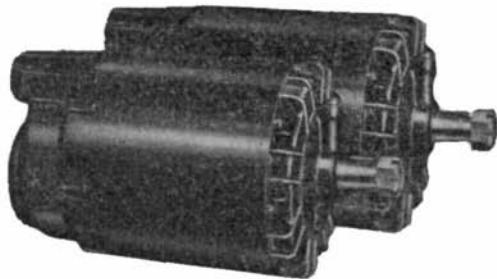
"When your father bought his own two skiffs and became coxswain of the life-boat, I was the proudest woman in the island. But that night, thirteen years ago, when he took the life-boat out to the Iron Rock Ledges and never came back—that night I vowed to myself that Sandy must never earn his living on the sea."

Sandy works in a shoe shop, but as a young man he finds himself more and more drawn to the life-boat. He is taken on as a member of the crew, and although uncomfortable and frightened he proves his worth. Sandy's mother is resigned to his determination to become a member of the crew, but his sister has misgivings. Gradually Sandy becomes an established member of the crew. On one occasion he and one or two of his friends, seeing an emergency, decide to launch the life-boat on their own authority. This somewhat unorthodox act is finally approved by the district inspector. By the end of the story Sandy has become coxswain of the life-boat and is a worthy successor to his father.

Angus MacVicar is himself a member of the Southend (Kintyre) Life-saving apparatus crew and has intimate knowledge of the Campbeltown life-boat station. Many of the rescues described are based on services actually carried out by the Campbeltown life-boat. There are a few minor technical inaccuracies. For instance, life-boat flares are not fired from Very pistols. But these do not detract from the authenticity of a well presented and attractive novel. The book has been serialized in the *Scottish Daily Express*. Copies can be obtained from the Institution, price 15s. plus 1s. 6d. postage.

FIFTH EDITION

The Oxford University Press have now produced a fifth edition of *The Book of Flags* by the late Vice-Admiral Gordon Campbell, V.C., D.S.O., and I. O. Evans, F.R.G.S. (21s.). This is an authoritative and comprehensive work. Mr. Evans is an historian not only of flags but also of the life-boat service.



Chosen for reliability



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



electrical equipment

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By courtesy of

[Portsmouth Evening News

H.M. The Queen inspecting the Yarmouth, Isle of Wight, life-boat crew during the Royal tour of the island which she made in July, accompanied by the Duke of Edinburgh, who is seen below with the crew of the IRB.



Focus on . . .

ST. HELIER

by Stephen Mogridge

Dial 999 for fire, police, ambulance, life-boat.

Those words on the cover of the Jersey telephone directory, in large type, caught my eye soon after I landed on the island. They sum up very neatly the efficient way in which the emergency services of the island are integrated, and the important part the life-boat plays in the life of the island. The people of Jersey are tremendously proud of their life-boat and of its crew.

That telephone directory was, I discovered, an old one. The new one, just out, has the words "sea rescue" in place of "life-boat". More accurate, though less heartwarming, the change was made necessary by further improvements in the sea rescue organisation.

There are no coastguards on Jersey. That time honoured phrase in our service reports which irritates some readers by the frequency of its appearance—"the coastguard informed the honorary secretary . . ."—does not appear in reports of service by the St. Helier life-boat, *Elizabeth Rippon*. Members of the public often give the alarm, via the 999 service. Reports of a ship in distress, or other incident at sea, go to the sea rescue centre in the harbour office. This centre is always manned by a Duty Harbour Officer, who is a master mariner, and always available. Even if he has taken a stroll out of his office he can still be contacted immediately as he carries a portable walkie-talkie set wherever he goes.

The Duty Harbour Officer also has the title of Duty Life-boat Officer, with authority to launch the life-boat on his own initiative if the honorary secretary is not available, or if an immediate launch is necessary to save life. He may alternatively, if an inshore rescue boat is indicated, switch the emergency call to the fire service.

They have an IRB, very similar to the RNLI's type, which is kept at the fire service headquarters at St. Helier. Mounted ready for towing to any part of the island by the red Land Rover (which has the two-toned fire service horn for clearing a way through traffic) this IRB can be rushed into service with its trained crew as quickly as a fire appliance.

AIR/SEA CO-OPERATION

Air/sea co-operation at its closest is a feature of the Jersey station. Three airline pilots are among the life-boat crew. The sea rescue centre can at any time ask the airport for help in searching from the air. As Jersey is the second busiest airport in the United Kingdom the chances are that an incoming or outgoing plane may be able to give an immediate report on the position of a casualty. A light aircraft can also be sent up from the club at short notice.

Excellent liaison with the French means that helicopter help can be got to the scene very quickly from the French bases at Rennes, Quimpers, or Granville. An instance of this immediate help was the rescue on 3rd September, 1965, of a badly burned boy from the Ecrehoues—a reef between Jersey and France on which a few people have summer homes.

The moment news of the accident and a request for help reached Jersey the sea rescue service went into action. The life-boat *Elizabeth Rippon* slipped her moorings—she is kept permanently afloat in St. Helier harbour—and set out. The honorary secretary, Mr. P. G. Baker, contacted the airport commandant, in view of the urgency of the case, and the help of the Protection Civile Francaise helicopter, based at Granville, was requested. The helicopter was soon airborne and when it had landed on the Ecrehoues the life-boat was recalled. The helicopter picked up the injured boy and landed him on the beach at St. Helier, where an ambulance was waiting.

DISADVANTAGE

A mainland life-boat has only to put straight out to sea to find the casualty in distress. The Jersey boat sometimes has to make its way round the island.

"We could do with a bit more speed on such occasions," Mr. Baker remarked wistfully. "Mind you, our present boat is first class and we wouldn't change her for anything. We know she can stand up to the roughest weather. But when we're called out in fairly smooth weather, as often happens, then we'd like more speed. I suppose the best solution to Jersey's problems would be to have one of the new 44-foot steel boats when they come along—to keep alongside our present boat. Then we could go out in the most suitable one according to the weather."

Crew members agreed. But they pointed out that the steel boat would definitely have to be a second one, not a replacement. For really rough weather their faith was in a wooden hull.

"If you hit anything in the seas round Jersey it's going to be hard, very hard," Coxswain Edward Cyril Larbalestier remarked with a reminiscent twinkle in his eyes. "It's going to be granite. We've bumped a few times in the course of services, but no serious harm has come to the boat."

SILVER MEDAL

Coxswain Edward Larbalestier was awarded the silver medal for gallantry in 1951, the year he was appointed, for saving the French yacht *Santa Maria* and her crew of three. The yacht had gone aground on rocks a mile or so east of St. Helier harbour, in a position that was extremely dangerous to approach. The service (fully reported in the April 1952 issue of THE LIFE-BOAT) was made on the night of 27th September, 1951. There was a fresh south-westerly wind and



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a swell of six to eight feet. Storms of rain made visibility very poor. The yacht could not be found at first, and a dangerous search among the rocks for nearly two hours was necessary, in complete darkness, before the *Santa Maria* was found in a gulley.

STRUCK A ROCK

That was one of the occasions when the stout wooden hull of the *Elizabeth Rippon* was put to the test, for the life-boat came down in the trough of a swell and struck a rock hard, fortunately without damage. For this rescue, made with great skill, determination, and courage, the Institution also awarded vellums to the eight members of the crew.

St. Helier life-boat station was established in 1884. Formerly the States of Jersey had their own life-boat station at St. Helier, and in 1825, a year after the founding of the RNLI, a gold medal was awarded by the Institution to three of the crew of the Alderney boat: F. de St. Croix, Jean de St. Croix, P. de St. Croix. A silver medal was awarded to Philip Nicolle. Today descendants of those medallists are to be found in the crew of the Jersey life-boat.

In 1872 silver medals were awarded to three members of the crew of the Jersey boat for a rescue from a ship aground on the Ecrehous rocks. Since World War II gold, silver, and bronze medals have gone to the coxswains. In all, Jersey's record of medals stands at four gold, five silver, and eight bronze.

From 1940–1945 Jersey was occupied by the Germans and the life-boat was not, of course, under the control of the R.N.L.I. However, she still went out on her life-saving missions—often to Germans—with a German guard on board. During the occupation she saved 35 lives.

Since the war only three gold medals have been awarded by the RNLI. Two of these have gone to Channel Islanders—one to St. Helier, one to St. Peter Port.

FIRST WITH DECK CABIN

In 1948 the present life-boat, *Elizabeth Rippon*, built with money from a legacy by Mrs. Elizabeth Rippon, of Hull, was sent to the St. Helier station. A 46 ft. 9 in. Watson type, she was the first life-boat to have a deck cabin. She is a familiar sight to visitors to Jersey, lying as she does at moorings in the middle of the harbour. The tidal rise and fall is spectacular – as much as forty feet.

There is some nostalgia in Jersey for the previous boat, *Howard D*, stationed there from 1937–1948. Local feeling is that she should have been given a permanent home on the island and put on exhibition, instead of being sold.

A feat of endurance at sea which occurred in October 1964 is still fresh in the minds of the crew. It was reported in the March 1965 issue of THE LIFE-BOAT. When winds of 108 miles an hour were lashing the island the five people aboard the motor yacht *Maricelia* were swept overboard south west of Jersey. The yacht motored on and was found that evening motoring in circles near the entrance to St. Helier harbour. The life-boat made a search for survivors, in the appalling weather conditions, but had to abandon it when darkness fell.

The next day the search was resumed, but proved fruitless. Then, nearly at noon, a girl of twenty-one staggered ashore on the north-east coast of Jersey.



By courtesy of

[Evening Post, Jersey]

Alison Mitchell in hospital, many days after her ordeal.

She was Alison Mitchell, and she had been in the gale-lashed sea ever since being swept off the *Maricelia*. Her companions had been drowned and she had swum on alone. When she struggled ashore she was exhausted, nearly frozen, cut, bruised, and battered. Her body was bloated with water and her eyes so swollen that she could only see by forcing the lids open with her fingers. Yet she found the will and strength to climb a steep 200 foot cliff and eventually collapsed into the arms of a farmer.

"That girl's feat of endurance was amazing, a miracle," said Coxswain Edward Larbalastier. "It's a story that deserves to be properly told by someone. Think of what she must have been through, seeing her closest friends drowned, and yet she went on . . ."

SEARCH MUST GO ON

He smoked his pipe reflectively. "For life-boat people her survival has underlined one thing. The search must always go on. Nobody would have believed that she could have survived for so long in that sea in a hurricane, but she did. There's always hope. Alison Mitchell proved that. The search for survivors from a wreck must go on, and on, long after you think it's hopeless."

So long as there are men in the world like those of the Jersey crew we can be sure that the search *will* go on, and on, though hurricanes rage.

LAUNCHES AND LIVES SAVED

1st July to 31st August: Launches 283 lives saved 148

Bronze Medals Presented in Ireland

Bronze medals awarded by the RNLI to Mr. Patrick O'Connor of Meenogahane and Sergeant William McCarthy, neither in the regular service of the Institution, were presented together with miniatures and vellums at a happy gathering in Adare on 18th October, 1965, by Captain the Hon. V. M. Wyndham-Quin, Chairman of the Committee of Management.

The awards were made for the rescue by a currach, which had not been in the water for twelve months, of two fisherman stranded on Bird Rock. This was a difficult and dangerous service needing great skill, courage, and physical effort. Unfortunately one of the fishermen died after the arrival of the rescue party; the other man was saved. The service was fully described in the December 1964 issue of *THE LIFE-BOAT*, on page 198.

Also present at the ceremony at Adare were Father Enright, the parish priest of Ballyheigue and former chairman of the Valentia branch of the RNLI, Mrs. Goodbody, honorary secretary of the Limerick Ladies' Guild, and her husband, and the district organising secretary, Lieut.-Colonel G. W. Ross, R.M. (Ret.).

HUGHIE GREEN'S AUTOGRAPH SESSION

It was a cold and blustery August bank holiday when the annual life-boat flag day was held in Rhyl this year. A further handicap was the lateness of the bank holiday - fewer people were in the town. The outlook for fund raising was poor, until Hughie Green and his assistant, Monica Rose, came along from the Gaiety Theatre, Rhyl, and made an appeal from the life-boat on the promenade.

After pointing out that he himself had been glad of the services of a life-boat when his yacht was in difficulties near Beaumaris, Hughie Green asked everyone to give as generously as possible. He started the collection by putting a pound on the sheet in front of the life-boat.

This appeal brought a ready response, but then, as he was leaving the stand, Hughie Green was asked for autographs. His manager, Vic Hallums, immediately exploited this opening by announcing that Hughie Green would sign autographs provided a silver coin was put in the life-boat collection box.

A queue formed at once and for nearly two hours Hughie Green and Monica Rose were kept busy. Postcards of the Rhyl life-boat were also autographed and sold.

As a direct result of this generous giving of time and energy by the famous entertainer, his manager and assistant, the flag day gained at least an extra £50 or £60.

Rescue by two boys

A seventeen-year-old boy, Andrew Richards of Dolgellau, and his companion, sixteen-year-old Mark Heywood of Stonehouse, Gloucestershire, have both received framed letters of appreciation signed by the Chairman of the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N., for saving the life of a man off Barmouth, Merionethshire, on 7th August.

On the afternoon of 7th August, Mr. and Mrs. W. S. Jones of Stafford, who were taking part in a sailing race in their dinghy in Barmouth channel, saw a man and woman get into difficulties while swimming in the strong flood tide.

Because of the speed at which he was sailing, Mr. Jones could not immediately go to the help of the man, but with considerable presence of mind he took off his own life-jacket and threw it to the man before making for the woman. Andrew Richards and Mark Heywood were taking part in the same race and were astern of Mr. Jones's boat. They saw the man in the water and immediately sailed towards him. He had managed to put one arm through the life-jacket but was unconscious when the boys reached him. The two boys were able to support the man's weight with difficulty, but they could not pull him aboard their own boat without help. Before long the ferryman, Mr. W. D. Griffiths, accompanied by Mr. F. Morris, a former member of the Barmouth life-boat crew, who had put out to help on hearing that somebody was in difficulty, reached them.

With their help the unconscious man was pulled into the boys' dinghy, and while Mark Heywood sailed the dinghy to the quay Andrew Richards began artificial respiration, using the Schaefer method.

When they reached the quay, Mr. E. Griffith, a member of the life-boat crew, took over the artificial respiration with the help of two other life-boat crew members Mr. E. D. Jones and Mr. W. Williams. The man regained consciousness and was taken to hospital by ambulance.

Letters of appreciation were also sent to Mr. W. S. Jones, Mr. W. D. Griffiths, Mr. E. Griffith, Mr. E. D. Jones, Mr. W. Williams and Mr. F. Morris.

Saved by mouth-to-mouth resuscitation

The mechanic of the Hastings life-boat, Mr. J. H. Martin, and Police Sergeant S. Ferguson of Hastings have both received framed letters of thanks signed by the Chairman of the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N., for saving the life of a man in the early hours of 17th August, 1965.

The first report that a man was in difficulty was received from the Hastings police at 12.18 a.m. They told the honorary secretary of the station, Mr. J. J. Adams, that a man had launched a bathing patrol dinghy from the beach without authority.

The sea was calm and the weather was cloudy and hazy. There was very little wind. It was two hours before high water. The tide was setting to the westward. Motor Mechanic Martin and Police Sergeant Ferguson launched the Hastings

inshore rescue boat to search for the dinghy. Mechanic Martin decided to take the boat to seaward of the position where the dinghy was expected to be. This would enable him to make use of the shore lights while searching. Sergeant Ferguson kept in contact with the shore with his portable V.H.F. R/T set.

The two men found the dinghy at 12.54 about 200 yards south-west of Hastings pier, but there was nobody aboard. They continued searching, and some five minutes later saw somebody splashing. They found the man, who began to disappear beneath the water as they reached him.

Sergeant Ferguson, who was wearing the standard RNLI coverall and life-jacket over his clothes, as well as sea-boots, immediately dived into the sea fully clothed. He grabbed the man in the water as he surfaced, and he and Mechanic Martin pulled him into the boat.

The man appeared to be drowned but Sergeant Ferguson immediately began mouth-to-mouth resuscitation. Mechanic Martin brought the I.R.B. back to her station at one o'clock, and when the man was landed took over the mouth-to-mouth resuscitation while Sergeant Ferguson employed cardiac massage. The man regained consciousness and was taken to hospital, where he recovered.

Naming Ceremony and Centenary

Anstruther combined the naming ceremony for their new life-boat *The Doctors* with their centenary celebrations. H.R.H. the Duchess of Gloucester named the boat after a service of dedication on 28th July, 1965.

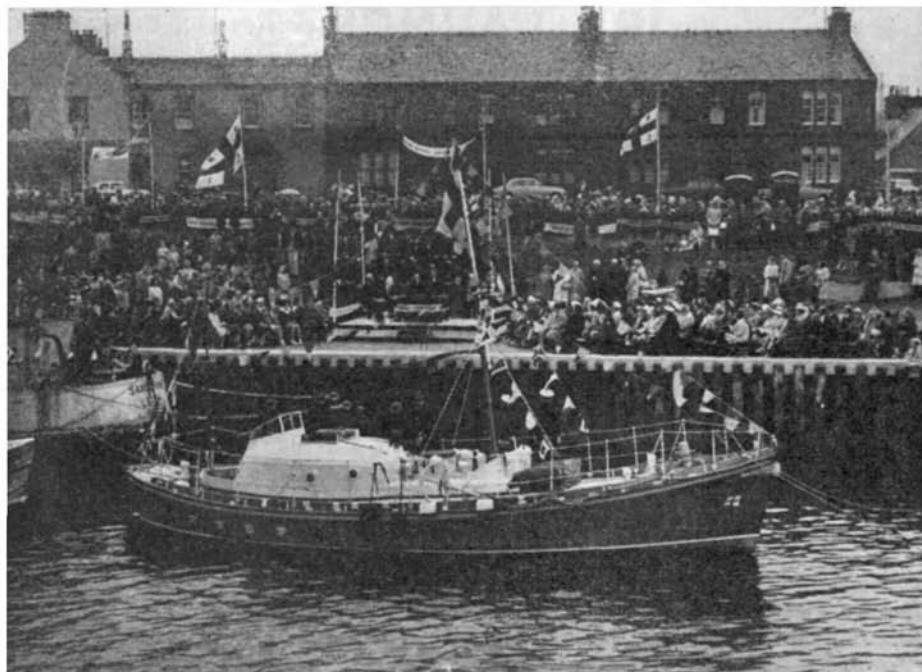
The proceedings were opened by Provost J. Armour, J.P., Chairman of the Anstruther branch of the RNLI, to whom Captain the Hon. V. M. Wyndham-Quin, R.N., Chairman of the Committee of Management of the Institution, handed over the centenary vellum. The provost accepted the vellum on behalf of both the Anstruther life-boat station and also on behalf of the town.

The donor of the new life-boat, Dr. Nora M. Allan, then handed it over to the RNLI and it was formally accepted by His Grace the Duke of Atholl, a member of the Committee of Management of the Institution and Convener of the Scottish Life-boat Council, who delivered the boat to the care of the Anstruther branch. Mr. F. Patterson, joint honorary secretary of the branch, accepted the boat on behalf of the branch.

The Doctors is a 37 foot Oakley type, which is now the standard type of life-boat for launching from an open beach. She is self-righting, carries a normal crew of seven, and can take the weight of 35 people on board in safety. The life-boat has been given by Dr. Nora M. Allan in memory of her father, Dr. Richard Allan, late Medical Officer of Health, Dumbarton, and of her brothers Dr. John Allan, Dr. William Allan, and James Allan.

A vote of thanks to the namer and others was proposed by Miss Helen M. Watson, M.A., president of the Anstruther ladies' life-boat guild. The service of dedication was conducted by the Rev. J. Matthews, M.A., B.D., assisted by the Rev. J. F. M. Crawford, M. A., J.P.

The Doctors is the sixth life-boat to be placed at Anstruther since the station opened in 1865.



By courtesy of]

Girvan centenary celebrations.

[*The Scotsman*



By courtesy of]

Naming of the new Anstruther life-boat *The Doctors*.

[*The Scotsman*

IRB LAUNCHES

In addition to the services by IRB's which resulted in saving lives and which are recorded in full elsewhere in THE LIFE-BOAT, the following launches on service were made during the months of April to August, 1965, inclusive:

Aberdovey, Merionethshire - May 30th, August 4th, 13th, 27th.

Abersoch, Caernarvonshire - June 28th, August 5th.

Aberystwyth, Cardiganshire - August 4th, 6th, 12th.

Atlantic College, Glamorganshire - June 13th, July 31st, August 1st, 10th (both boats), 29th (both boats).

Bangor, Co. Down - June 8th, 16th, July 4th.

Barrow, Lancashire - July 22nd.

Bembridge, Isle of Wight - June 11th, July 6th, August 31st.

Blackpool, Lancashire - June 12th, 25th, July 16th, 18th, 23rd.

Bournemouth, Hampshire - June 17th, 19th, 26th, 30th, July 6th, 9th, 24th.

Blyth, Northumberland - June 5th, July 3rd, August 4th.

Brighton, Sussex - May 13th, July 1st, 18th, 19th, 25th, 30th.

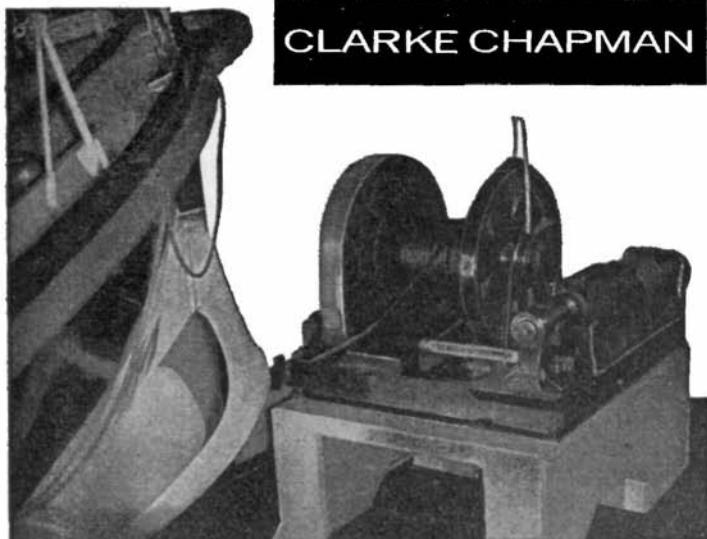
Broughty Ferry, Angus - April 13th, May 14th, July 12th, 26th, 30th, August 14th, 28th.

Cleethorpes, Lincolnshire - June 28th, July 8th, 18th. (Station re-named Humber Mouth from 1st August 1965).

Cullercoats, Northumberland - June 30th.

Eastbourne, Sussex - June 24th, July 5th, 11th, August 15th, 17th, 23rd, 26th.

Eastney, Hampshire - May 29th, June 6th, 28th, July 9th, 11th, 13th, 23rd, 25th, 29th, 31st, August 1st, 2nd, 21st, 24th, 28th, 29th.



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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.

Photograph by courtesy of the Royal National Life-boat Institution.

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Gt. Yarmouth & Gorleston, Norfolk – June 6th, 20th, July 12th, 31st, August 2nd, 10th, 26th.
Happisburgh, Norfolk – June 26th.
Harwich, Essex – June 18th, July 29th.
Hastings, Sussex – June 29th, August 1st (twice), 25th (twice), 28th.
Helensburgh, Dunbartonshire – July 13th, August 10th, 20th, 28th.
Kinghorn, Fife – June 27th, July 31st, August 26th.
Largs, Ayrshire – May 17th, June 26th, July 3rd, 4th, 15th, 18th, 26th, August 1st, 25th, 28th.
Llandudno, Caernarvonshire – May 23rd, June 6th, 9th, July 4th, 6th, 26th, August 16th, 27th, 28th.
Lymington, Hampshire – June 12th, August 31st.
Mablethorpe, Lincolnshire – July 4th, 22nd, August 19th.
Moelfre, Anglesey – July 14th, 20th, 22nd, August 1st, 5th (twice), 13th (twice), 20th.
Mudeford, Hampshire – April 3rd, May 22nd, June 21st, July 11th, 28th, 29th, August 28th, 30th.
Newquay, Cornwall – June 13th, July 2nd, 4th, 11th, 22nd, 24th, 29th, August 3rd, 4th (twice), 12th (three times), 15th, 20th, 24th, 25th, 27th, 31st (twice).
North Sunderland, Northumberland – June 13th.
Poole, Dorset – May 23rd, 27th, July 25th, August 4th, 24th.
Porthcawl, Glamorganshire – June 6th, 21st, 27th, July 30th, August 6th, 10th, 29th.
Pwllheli, Caernarvonshire – July 12th, August 11th, 16th.
Redcar, Yorkshire – May 22nd.
St. Ives, Cornwall – June 29th, 30th, July 29th, August 9th, 20th, 21st.
Skegness, Lincolnshire – April 17th, 18th, June 12th, July 19th, August 18th, 26th.
Southend-on-sea, Essex – July 11th, 24th, 25th, August 12th, 27th, 28th.
Southwold, Suffolk – August 25th, 28th, 29th (twice).
The Mumbles, Glamorganshire – June 12th, 19th (twice), July 8th, 25th, August 1st, 11th, 30th (twice).
Torbay, Devon – June 17th, July 4th (twice), 15th, 22nd, 27th, August 13th, 30th.
Tynemouth, Northumberland – April 17th, 18th (twice), June 29th, July 26th, 29th, August 12th, 16th.
Walmer, Kent – April 9th, June 19th, July 18th, August 1st, 13th, 29th (twice).
Wells, Norfolk – July 29th, August 1st.
West Mersea, Essex – April 15th, 18th (four times), 30th, June 12th, July 21st, August 21st (twice), 25th, 29th.
Whitstable, Kent – May 2nd, 14th, 17th, June 13th, 15th, 17th, 21st (twice), 28th, July 2nd, 3rd, 16th, 29th, August 1st (twice), 12th, 29th.
Worthing, Sussex – May 28th, July 7th, August 13th.
Yarmouth, Isle of Wight – August 15th (twice), 22nd, 25th, 29th.

Girvan Centenary

The centenary commemoration of the Girvan branch was held at Girvan harbour on 21st July, 1965, when the centenary vellum was presented by Captain Alexander Ramsay of Mar, M.A., F.L.A.S., chairman of the executive committee of the Scottish Life-boat Council. Provost A. C. H. Todd, chairman of the Girvan branch, accepted the vellum on behalf of the branch and also, as Provost of the Burgh, accepted it for safe keeping. The Rev. John Walker, B.D., conducted the service of remembrance and re-dedication of the life-boat.

The present life-boat *St. Andrew* (*Civil Service No. 10*) is the seventh to be stationed at Girvan since the station was established.

Life-boat services round the Coasts

July

NORTH-EAST ENGLAND

Boulmer, Northumberland. A report was received at 10.23 a.m. on 16th July, 1965, that the motor fishing vessel *Kindly Light* of Seahouses had broken down approximately two miles east-south-east of Boulmer. The life-boat *Robert and Dorothy Hardcastle* was launched at 10.58 in a light northerly breeze and a choppy sea. It was low water. The *Kindly Light* with a crew of three was taken in tow and off Craster the tow was handed over to another motor fishing vessel from Seahouses. The life-boat returned to her station at 3 p.m.

Anxiety was felt for the local fishing coble *Coral Cluster* when she was at sea in worsening weather conditions on 29th July, 1965. At 4.16 p.m. the life-boat *Robert and Dorothy Hardcastle* was launched in a strong north-easterly wind, with a rough sea and flooding tide. She came up with the coble in Foxton Bay, two miles to the south of Boulmer. The coble's engine had broken down and the life-boat towed her to Boulmer. The life-boat returned to her station at 5.20 p.m.

THREE RESCUED

Seaham, Co. Durham. At 6.42 p.m. on 29th July, 1965, three men were stranded on North pier, unable to get back because of the waves breaking over the pier. At 7.19 the life-boat *The Will and Fanny Kirby* was launched in a northerly wind of near gale force and a rough sea. The tide was ebbing. The life-boat went alongside the pier and by 7.25 the three men had jumped safely aboard. The men were put ashore and the life-boat returned to station some ten minutes later.

SOUTH-EAST ENGLAND

Walton and Frinton, Essex. At 9.34 a.m. on 3rd July, 1965, the honorary secretary heard that the Barrow Deep lightvessel had reported a yacht aground

and lying on her side on the Sunk Sands. Weather conditions did not suggest any danger and there had been no distress signal from the yacht, but it was decided to launch the life-boat. The *Edian Courtauld* proceeded at 10.10 in a light northerly breeze and a slight sea. It was low water.

The life-boat reached the yacht *Two Chances* of Wivenhoe by way of the north-east Gunfleet, arriving at 11.45. Her crew of three were about to fire distress flares as the rising tide was bumping the yacht very hard on the sands and she was making water fast. The coxswain put a line aboard and towed her clear. Three members of the life-boat crew were transferred to the yacht, while her crew were taken aboard the life-boat, which then towed the *Two Chances* to Walton as the yacht was the home of the three men.

The life-boat crew had to work extremely hard baling all the time to keep the yacht afloat and half way the crew had to be changed. Finally, at 3.30, the life-boat handed over the *Two Chances* to a local yachting firm and returned to her station, arriving at 4.40 p.m.

Southend-on-Sea, Essex. At 1.45 p.m. on 4th July, 1965, a message was received that a fishing boat had broken down near Canvey Island, and at 2.10 the life-boat *Greater London II* (Civil Service No. 30) was launched. There was a moderate south-westerly wind, the sea was slight and the tide was four hours flood. The life-boat made a search and came up with the fishing boat *Alice and Ella* off Canvey Pier, with ten people on board. At the request of the skipper the life-boat towed the *Alice and Ella* to Leigh Bay, returning to her station at 4.45 p.m.

YACHT TOWED IN

At 6.20 p.m. on 11th July, 1965, a vessel reported a yacht aground on the south side of West Swin Barrow Deep and at 6.33 the life-boat *Greater London II*

(*Civil Service No. 30*) was launched. A gale was blowing from the south west, the sea was rough and the tide was low. The life-boat found the yacht *Zoe* with a crew of two and stood by her in view of the worsening conditions. Half-an-hour later it was decided to take the yacht in tow and she was taken to Southend pier. The life-boat returned to her station at 11 p.m.

FLARES SEEN

Margate, Kent. At 12.6 a.m. on 6th July, 1965, a small vessel was reported to be burning a distress flare close to the shore in Botany Bay. The life-boat *North Foreland* (*Civil Service No. 11*) was launched at 12.19 in a fresh north-north-westerly breeze and a rough sea. It was low water. On reaching the position two parachute flares were fired and the motor boat *Sea Witch* of Westgate, with three men on board, was seen about 50 yards from the life-boat. Their outboard motor had broken down. The three men were taken on board the life-boat which then towed the *Sea Witch* to Margate, arriving at 2 a.m.

FRENCH YACHT DISMASTED

Bembridge, Isle of Wight. A French yacht was seen to be in difficulties with a broken mast two miles north west of the Nab Tower at 8.51 p.m. on 9th July, 1965. She had anchored near the Dean Tail buoy. The life-boat *Jesse Lumb* was launched at nine o'clock in a light westerly breeze and a slight sea. It was one hour after high water. The life-boat took the yacht *Fagotin II* of St. Malo with a crew of six in tow to Cowes Roads and reached her station at 1.30 a.m.

Ramsgate, Kent. At 4.43 p.m. on 11th July, 1965, the east pier watchman reported that a motor boat was burning flares in Pegwell Bay and at 4.50 the life-boat *Michael and Lily Davis* put to sea. There was a strong south-westerly wind, a rough sea and the tide was ebbing. The life-boat made a search and found the local motor boat *Canopus* with a crew of seven who had been on a fishing expedition. Her engine had broken down, so the life-boat took her in tow and returned to Ramsgate at 5.40 p.m.

COMPLETE BREAKDOWN

At 5 p.m. on 21st July, 1965, the Deal coastguard reported that the yacht *Kon Tiki II* of Ostend had broken down two and a half miles east-north-east of the North Goodwin lightvessel and at 5.10 the life-boat *Michael and Lily Davis* put to sea. A moderate wind was blowing from the south west, the sea was rough and it was high water. The life-boat found the yacht, which had a crew of six, making erratic progress on one engine four and a half miles east-north-east of Ramsgate. The life-boat escorted her towards the harbour, but at 5.50 the *Kon Tiki II* broke down completely. The life-boat then took her in tow and reached Ramsgate at 6.25 p.m.

TWO VESSELS AIDED

Clacton-on-Sea, Essex. At 4.42 p.m. on 11th July, 1965, the coxswain was told that a yacht was aground on Buxey Sands. There was a strong south-westerly breeze and a rough sea. It was almost low water. The life-boat *Sir Godfrey Baring* was launched at 4.55 and on reaching the position given found a catamaran about to refloat. The boat was leaking and at her crew's suggestion she was taken in tow to Burnham-on-Crouch. While proceeding to Burnham, the coxswain saw another yacht aground on the sand and as soon as the catamaran was safe the life-boat returned to the yacht and stood by until she refloated. After seeing her on a course to Burnham, the life-boat returned to her station, arriving at 12.45 a.m.

YACHT AGROUND

North Foreland radio station reported at 3.31 p.m. on 25th July, 1965, that a yacht was aground one and a half miles west of Mid Barrow lightvessel. No distress signals had been fired by the yacht but she had a heavy list. The life-boat *Sir Godfrey Baring* was launched at 4.14 in a fresh south-westerly wind and a choppy sea. It was low water. She found the yacht *Vassan Girl* with a crew of three grounded on West Barrow Sands and stood by until the yacht refloated. The life-boat then returned to her station arriving at 8.7 p.m.

SHIPS IN COLLISION

Eastbourne, Sussex. At 1.5 a.m. on 15th July, 1965, a collision was reported to have occurred ten miles south-by-east of Beachy Head. One of the vessels was sinking. At 1.20 the life-boat *Beryl Tollemache* was launched in a light northerly breeze and a smooth sea. Visibility was poor because of fog. Later the position of the casualty was given by the coastguards as ten and a half miles south-east of Beachy Head. The Greek steamer *Nymfea* had been in collision with the Liberian motor vessel *Francesca*, which was undamaged. The *Nymfea* was down by her stern. Several vessels proceeded to her assistance as well as the life-boat, which eventually landed 27 passengers and crew. The master and three of the crew remained on board to await a tug. The life-boat reached her station at 7.30 a.m.

Selsey, Sussex. During the morning of 23rd July, 1965, the wind increased and anxiety was felt for the safety of four small fishing boats which were about four miles offshore. At 10.30 a.m. the life-boat *Canadian Pacific* was launched in a south-westerly gale. The sea was very rough and the tide ebbing. The life-boat escorted the fishing boats to Selsey and returned to her station at noon. The fishermen expressed their thanks.

SEARCH IN BAY

Dungeness, Kent. At 3.10 p.m. on 25th July, 1965, the Lade coastguard reported that a small sailing yacht had capsized off St. Mary's Bay and that a yawl was circling about four miles north-east of Dungeness. At 3.25 the life-boat *Mabel E. Holland* was launched and made for the bay in a strong west-north-west wind, choppy sea and low tide. A helicopter was airborne and took part in the search, but found nothing. The life-boat also found no sign of a yacht in St. Mary's Bay and made for the yawl, which proved not to be in need of help. But at 4.45 the life-boat received a message from the coastguard that the yawl had picked up the crew of two from the catamaran *Sea Eagle II* of Folkestone, which was drifting four-and-a-half miles east-north-east of

Dungeness. The life-boat towed the catamaran to Dungeness, reaching her station at 7.35 p.m.

FIVE TAKEN OFF

Dover, Kent. At 3 p.m. on 25th July, 1965, a cabin cruiser off Cock Point was observed burning a red flare. At 3.31 the life-boat *Southern Africa* put to sea. There was a strong south-westerly wind, the sea was rough and it was low water. The small cabin cruiser *Plover* was found with a fouled propeller. The life-boat took off her crew of five, who had been on a fishing expedition, and towed the *Plover* to Dover, arriving at 6 p.m.

OWNER OVERBOARD

Great Yarmouth and Gorleston, Norfolk. At 11.56 p.m. on 29th July, 1965, two distress flares were reported to have been seen to the north-east and at three minutes after midnight on the 30th the life-boat *Louise Stephens* was launched. There was a strong south-westerly wind, a rough sea and the tide was ebbing. The life-boat made a search, firing parachute flares to illuminate the area and a sailing yacht burnt a red flare in reply. The life-boat found the yacht with the owner on board a quarter of a mile south-east of Scroby Elbow buoy. Her sails had blown away and her engine had broken down. Two members of the life-boat went aboard with a tow rope and in trying to make the rope fast the owner fell overboard. The life-boat rescued him and then towed the yacht to harbour, arriving at 2.20 a.m.

Hastings, Sussex. At 4.7 p.m. on 31st July, 1965, the coastguard reported that a dinghy, in company with a cabin cruiser, was flying a distress signal and firing flares. The life-boat *Fairlight* was launched at 4.20 in a moderate west-south-westerly breeze and slight sea. It was high water. The life-boat found the dinghy towing the cabin cruiser *Paddy B* which had engine trouble. This tow had been going on since 2 p.m. The life-boat took over the towing of the *Paddy B*, which had five occupants on board, and she returned to her station at 5.25 p.m.

CANOE CAPSIZED

Dover, Kent. At 1.5 p.m. on 25th July, 1965, the honorary secretary learned that a canoe with one man aboard was drifting towards the Admiralty pier. The life-boat *Southern Africa* proceeded at 1.20 in a strong south-westerly wind and a rough sea. The tide was ebbing. A helicopter was also airborne and found the canoe had capsized. The man was in the water. The helicopter rescued him and the life-boat returned to her station at 2 p.m.

BOAT ON FIRE

Selsey, Sussex. At 2.12 a.m. on 13th July, 1965, the coastguard told the honorary secretary that a boat was on fire four miles south of Thorney Island and that a helicopter had been sent. The life-boat *Canadian Pacific* was launched five minutes later in a gentle south-westerly breeze and a slight sea. It was an hour and a half after high water. At 2.27 the coastguard reported that the crew of two of the yacht *Sandetti* had been rescued by the helicopter and taken to a hospital at Chichester with burns. The vessel was still on fire two miles south of Wittering and there were two compressed air cylinders on board which were liable to explode. The life-boat patrolled the area to warn off any craft approaching the *Sandetti*. A minesweeper and a fire tug put out to take over the yacht and the life-boat was recalled, arriving at her station at 6.10 a.m. The *Sandetti* became a total wreck.

FIRST LAUNCH ON SERVICE

Wells, Norfolk. At 9.14 p.m. on 31st July, 1965, a yacht was seen to be in need of assistance 2 miles north-west of Blakeney Point. There was a moderate west-north-westerly breeze and a moderate

sea. It was high water. The life-boat *Ernest Tom Nethercoat* was launched for the first time on service at 9.30, and found the yacht *Eljida* of Hull with a crew of three. They required a pilot. The life-boat towed the yacht to Wells quay and returned to her station at 12.30 a.m. The owner of the yacht made a donation to the Institution's funds.

SOUTH-WEST ENGLAND

Sennen Cove, Cornwall. At 10.30 a.m. on 1st July, 1965, the motor boat *Wheal Geevor* was reported to have struck a rock three quarters of a mile west of Cape Cornwall. Her crew of seven were baling water. There was a light north-easterly breeze and a slight sea. The life-boat *Susan Ashley* was launched at 10.40, three hours after high water. At the request of the motor boat's skipper the life-boat escorted the *Wheal Geevor* to Newlyn, then returned to her station at 5.55 p.m.

ENGINE TROUBLE

Clovelly, Devon. At 7.15 p.m. on 14th July, 1965, the police reported that a boat had broken down one mile off shore from Higher Sharpnose, about eight miles south of Hartland Point. The life-boat *William Cantrell Ashley* was launched at 7.25 in a light westerly breeze and a ground swell. It was high water. At nine o'clock the life-boat arrived off Higher Sharpnose and found the motor yacht *Calypso* anchored. Two of her crew had rowed ashore in a dinghy to summon help but their dinghy had been damaged and the two men were unable to return to the yacht. Two members of the life-boat crew were put aboard the *Calypso* and succeeded in starting the engine. Accompanied by the life-boat the yacht proceeded to Clovelly, arriving at about 1.15 a.m.

ANNUAL GENERAL MEETING 1966

The next annual general meeting of the governors of the Institution will take place at the Central Hall, Westminster, on Wednesday, 20th April, 1966.

Plymouth, Devon. At 10.13 p.m. on 16th July, 1965, Breakwater Fort reported seeing a small boat flashing distress signals south of Mewstone. The life-boat *Thomas Forehead and Mary Rouse* put out at 10.29 in a light north-north-easterly breeze and a slight sea. It was one and a half hours after high water. The life-boat came up with the cabin cruiser *Wanderlust* about two miles south of Gara Point. There were three men on board who had been fishing off Stoke, but when starting their engine to return home their gearbox had failed and they found themselves drifting. The *Wanderlust* was taken in tow to Stonehouse Pool and the life-boat reached her station at 1.10 a.m.

DINGHY TAKEN ABOARD

At 4.25 p.m. on 22nd July, 1965, a dinghy was reported to have capsized off the Cawsand. At 4.33 the life-boat *Thomas Forehead and Mary Rouse* put out. There was a light south-westerly wind, the sea was choppy and the tide was ebbing. The life-boat found the local sailing dinghy *Undine* off Picclecombe in tow of a motor boat. The *Undine*, which had capsized and broken her mast, was taken aboard the life-boat, with the man who had been sailing the dinghy. The life-boat returned to her station at 5.45 p.m. The man in the dinghy made a donation to the funds of the Institution.

Torbay, Devon. At 5.35 p.m. on Friday, 23rd July 1965, the Brixham coastguard told the honorary secretary that a visitor had telephoned that two people were drifting out to sea in a small boat a mile off Orestone Rock. At 5.55 the life-boat *Princess Alexandra of Kent* put to sea. There was a fresh westerly wind, the sea was choppy and the tide was ebbing. The life-boat made a search and two miles north-east of Orestone Rock found the 12-foot outboard dinghy *Anita Maree* with a crew of two on a fishing trip from Paignton. She was drifting rapidly seawards and her crew were unable to re-start the outboard motor. The life-boat towed the *Anita Maree* to Brixham and returned to her station at 7.10 p.m.

EIGHT ABOARD

At 7.54 a.m. on 28th July, 1965, a small schooner was seen apparently drifting seawards from Hopes Nose with no sign of life on board. Observation was kept on the boat for another ten minutes and as she continued to drift the life-boat *Princess Alexandra of Kent* proceeded at 8.30. There was a strong west-southwesterly breeze and a moderate sea. The tide was flooding. The life-boat came up with the motor vessel *Boy Eric* of Lowestoft with eight people on board. Her engines had broken down and she was dragging her anchor. The *Boy Eric* was taken in tow to Brixham Harbour, arriving at 10.10 a.m.

GIRLS RESCUED

Ilfracombe, Devon. At 7.55 p.m. on 25th July, 1965, the police reported that two girls, missing from Lee Bay, were believed to be trying to walk to Ilfracombe around the rocks. A helicopter was airborne and at 8.10 the life-boat *Robert and Phemia Brown* was launched in a westerly gale, very rough sea and ebbing tide. The helicopter spotted the girls to the east of Lee Bay, but could not get near to them because of the cliffs. The life-boat was also unable to get near owing to the rocks and rough sea, but helped the coastguard cliff rescue party by giving advice by loud hailer and using her searchlight. The girls were rescued by the coastguard and the life-boat returned to her station at 10.45 p.m.

SIXTEEN SCOUTS RESCUED

Exmouth, Devon. At 7.35 p.m. on 25th July, 1965, the honorary secretary heard that Niton radio station had received a message from the motor fishing vessel *Bien* that she had engine trouble and was steering badly ten miles north-east of Torquay. The life-boat *Michael Stephens* put out at 7.55 in a light westerly breeze and a moderate sea. The tide was ebbing. Nothing could be found at the position given and because of interference the *Bien* could not be heard on the life-boat's radio telephone.

At 9.40 the life-boat saw a flare but on searching the position found nothing.

This happened several times, but the vessel was eventually found two miles south of Lyme Regis at 12.12 a.m. She was escorted towards Exmouth, but because of the *Bien*'s steering trouble the coxswain decided to take her in tow and the life-boat's bowman was placed aboard her to help. The casualty was eventually tied up to the dock at 0.3 a.m. The *Bien* owned by the Newport Sea Scouts had on board 16 sea scouts and three adults.

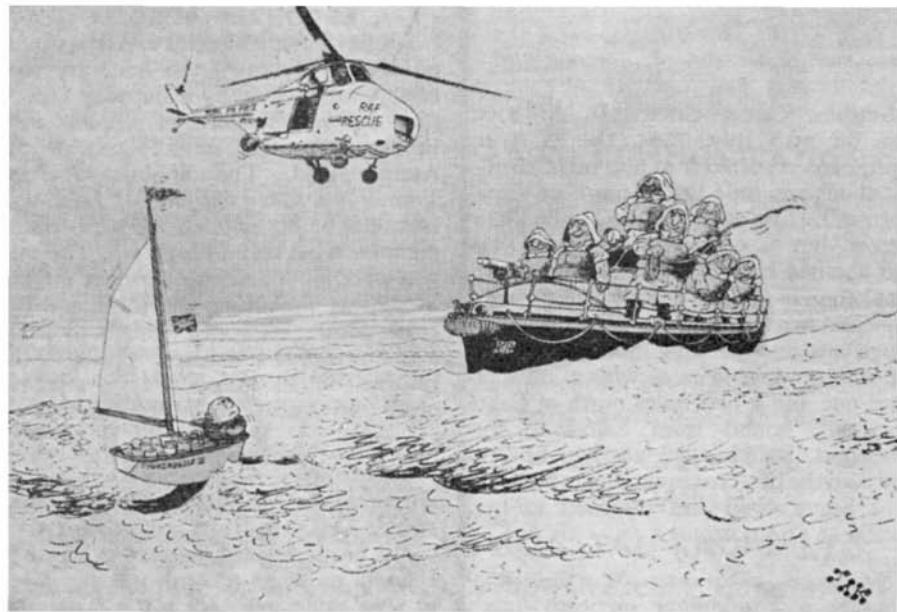
BODIES FOUND

At fifteen minutes past midnight on 25th July, 1965, the coastguard notified the honorary secretary that a 15 foot outboard motor boat, known as a "Cruisette", had left the River Teign at 10.30 a.m. the previous day with three men bound for a fishing expedition in the Sandy Bay area, and suggested that the life-boat should make a search at dawn. About 5.10 the coastguard reported that the boat had not returned and at 5.40 the life-boat *Michael Stephens* was launched.

She searched widely in a moderate north-westerly wind, moderate sea and ebbing tide. A helicopter also searched. The life-boat found the boat at 10.15 broken down and waterlogged five miles south of Beer Head and directed the helicopter to it. The helicopter picked up two bodies and transferred them to the life-boat which, with the helicopter, then searched for the third body. Nothing was found and the life-boat took the boat in tow, handed it over to another boat which had put out from Sidmouth, and landed the two bodies at Exmouth at 2.35 p.m.

At 11.25 a.m. on 29th July, 1965, a sailing dinghy with a crew of two was seen to capsize about a mile off Dawlish. At 11.45 the life-boat *Michael Stephens* was launched in a strong westerly wind, moderate sea and ebbing tide. She found that a boat which had put out from Dawlish had taken the dinghy in tow. The life-boat escorted them to Dawlish beach and returned to her station at 1.15 p.m.

Evening Standard, Aug. 30, 65



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Sennen Cove, Cornwall. At 8.55 a.m. on 25th July, 1965, the St. Just coastguard reported a motor yacht drifting about one mile to the north of Cape Cornwall. She was in no immediate danger, but at 9.35 the coastguard saw that she had hoisted a distress signal. At 9.44 the life-boat *Susan Ashley* was launched in a strong south-westerly wind, rough sea and flooding tide and found the motor yacht *Marea*, with a crew of four, one and a half miles north of Cape Cornwall, bound from Salcombe for Stourport. Both her engines had broken down, so the life-boat towed her to Newlyn in a heavy swell and returned to her station at 5.45 p.m.

Swanage, Dorset. At forty-five minutes past midnight on 29th July, 1965, a white flashing light was observed half a mile off Peverel Point. At 1.17 a.m. the life-boat *R.L.P.* was launched. There was a gale blowing from the west-south-

west, the sea was rough and the tide was ebbing. Two red flares were seen later and at 1.30 the life-boat found the 23 foot motor yacht *Sea Ventures III* of Lyminster, with a crew of five, a mile south-south-east of Peverel Ledge buoy. Her engine had broken down so the life-boat towed her to Swanage and returned to her station at 2.50 a.m.

WALES

Tenby, Pembrokeshire. The police reported at 10.55 p.m. on 4th July, 1965, that flares had been seen south-east of Caldy Island. The life-boat *Henry Comber Brown* was launched at 11.12 in a light northerly breeze. There was a slight sea and the tide was flooding. The life-boat proceeded to Bullum Bay where the coxswain contacted the coastguard on the island, and was told that the flares had been seen off the Spaniel Buoy. The life-boat subsequently found the motor fishing vessel *Suzie Jane* with her engine broken down. She was taken to Tenby and the life-boat reached her station at 12.45 a.m.

ESCORTED VESSELS

Angle, Pembrokeshire. At 7.45 p.m. on 28th July, 1965, the honorary secretary was notified by a shipping agency that the s.s. *Basildon* of London had broken down six miles south of St. Annes Head. The life-boat *Richard Vernon and Mary Garforth of Leeds* was launched at 8.7 in a strong west-south-westerly wind and a rough sea. The tide was ebbing. When the life-boat arrived a tug was already on the scene and the coxswain was requested to stand by while a tow line was connected. The life-boat returned to her station at 11.59 after escorting the vessels to Milford Haven.

RACE CALAMITY

Beaumaris, Anglesey; Rhyl, Flintshire; and Llandudno, Caernarvonshire. On 11th July, 1965, thirty-two speed boats were taking part in a race at Llandudno when a south westerly wind of near gale force sprang up, soon after the start. Several boats capsized and at 12.48 p.m. the Llandudno life-boat *The Lily Wainwright* was launched. There was a rough sea and the tide was ebbing. The

Rhyl life-boat *Anthony Robert Marshall* was launched at 1.20 and the Beaumaris life-boat *Field Marshal and Mrs. Smuts* an hour later. When the Llandudno life-boat reached two casualties she found their crews had been picked up by a boat. She then found two more speed boats capsized. Their crews had already been rescued, but the boat which had picked up the men had a rope fouling her propeller. The life-boat escorted this boat to the safety of Llandudno Bay, then returned to escort the remaining speed boats and search until all the speed boat crews were reported safe.

The Rhyl life-boat's services were not required for the speed boats, but she was asked to bring ashore a very sick passenger from the fishing vessel *Welsh Lady III*. Afterwards she searched with the Llandudno life-boat for any other casualties from the speed boat race. The Beaumaris life-boat also helped in the search together with a helicopter. She towed one speed boat ashore and stood by a cabin cruiser with engine trouble in the vicinity of Puffin Island until the engine was repaired.

The Rhyl life-boat reached her station at 6.10, the Llandudno life-boat at 6.15 and the Beaumaris life-boat at 8 p.m. A letter of thanks was received from the organisers of the power boat race.

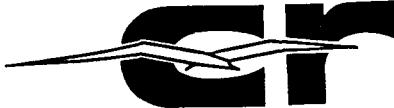
NORTH-WEST ENGLAND

Port St. Mary, Isle of Man. At 7.43 p.m. on 4th July, 1965, the coastguard told the honorary secretary that a small motor boat with two men on board was overdue and that further inquiries were being made. In the meantime the coxswain and crew were alerted, and when the coastguard later suggested that a search should be made the life-boat *Edward Z. Dresden*, on temporary duty at the station, left at 8.30 in a moderate north-north-westerly breeze and a choppy sea. It was two and a half hours before low water. By use of the Cregnish radio beacon the life-boat was directed to the position of the motor boat, which was stopped because of engine trouble about five miles south of the radio beacon. The motor boat was taken in tow to Port St. Mary which was reached at 11.50 p.m.

OLD LIFE-BOAT WEATHERED STORM

Lytham St. Anne's, Lancashire. At 2.45 p.m. on 11th July, 1965, a two masted yacht was seen off the Wall End buoy, apparently receiving a heavy battering from the seas. There was a west-by-south wind of near gale force and a rough sea. The tide was ebbing. The honorary secretary and the coxswain went to a vantage point, but, owing to the visibility, they could only see an object they could not identify in the position stated. They kept this object under observation and found it was the Nelson buoy. The honorary secretary conferred with the coastguard and it was decided to launch the life-boat *Sarah Townsend Porritt* as a precautionary measure. No trace of the reported yacht was found, but an Eventide class yacht bound from Barrow to Hesketh Bank was encountered. The life-boat, at this vessel's request, escorted her over the Ribble bar and returned to her station at 6.40 p.m.

It was later established that the first



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reported vessel was one of the Institution's old life-boats that had been converted and rigged as a yawl. This vessel was bound for Liverpool, where she arrived safely.

PILOT BALED OUT

Workington, Cumberland. At 1.48 p.m. on 22nd July, 1965, the Workington coastguard was told by the coastguard at Formby that the pilot of a Lightning aircraft had baled out twelve miles west of St. Bees Head. At 2.6 the life-boat *Manchester and Salford XXIX* was launched with the Bowman in command. There was a light south-westerly wind, the sea was smooth and the tide was flooding. The life-boat made for the position, but the aircraft's crew of two were picked up by a helicopter. The life-boat salvaged two dinghies and other gear from the wreckage of the aircraft and returned to her station at 8 p.m. The Barrow and Ramsey life-boats also launched to assist in the search.

SCOTLAND

Longhope, Orkneys. At 3.32 p.m. on 23rd July, 1965, the motor vessel *Ferndene* of Sunderland was reported to have developed a dangerous list. She was off the north coast of Stroma island and her crew of seven had inflated a life-raft in preparation for leaving their ship. As visibility was poor because of fog it was decided that the life-boat *T.G.B.* should proceed immediately, to avoid the possibility of having to search for a life-raft if the vessel foundered. The *T.G.B.* was launched at 3.56 in light easterly airs and a slight sea. It was three hours after low water. The life-boat reached the *Ferndene* at 4.44 and found her anchored at the island awaiting the tide. Her list had been corrected by flooding her ballast tanks, but her skipper asked the life-boat to stand by. At 6.5 the *Ferndene* got underway and was escorted by the life-boat across the Pentland Firth to the sheltered waters at Cantick Head. The life-boat reached her station at 7.3 p.m.

Peterhead, Aberdeenshire. At 12.05 p.m. on 25th July, 1965, a sailing dinghy, with two people on board, capsized in Peterhead Bay. At 12.20 the life-boat

Julia Park Barry of Glasgow was launched in a gentle north-westerly breeze and smooth sea. The tide was flooding. The life-boat found the two people hanging on to a rock. They were taken on board and landed at Peterhead at 12.40 p.m.

NO PETROL

Mallaig, Inverness-shire. At 2.40 p.m. on 26th July, 1965, the owner of a small dinghy informed the motor mechanic that two small boys had borrowed the boat and were long overdue. The maroons were fired and the life-boat *E.M.M. Gordon Cubbin* proceeded at 2.45 in a light south-easterly breeze and a choppy sea. It was high water. The life-boat searched the north-east shores of Loch Nevis and found the dinghy ashore in a bay. Shortly afterwards the boys appeared carrying a can of petrol. They had run out of petrol and, although they had oars, they did not have rowlocks and were blown ashore. The two boys were taken aboard the life-boat which returned to her station with the dinghy in tow, arriving at 4 p.m.

IRELAND

Galway Bay. At 11 p.m. on 18th July, 1965, a child was taken by currach from Inishere to Kilronan with serious arm injuries. After examining the child the doctor requested the use of the life-boat to take the child to hospital. As the tide was ebbing and no other boat was available, the life-boat *Mabel Marion Thompson* proceeded at 11.30 in a light easterly breeze and a calm sea. The child was landed at Rossaveel and taken to hospital and the life-boat returned to her station at 3.30 a.m.

On 30th July, 1965, at 9.40 a.m. the local doctor requested the use of the life-boat to take a man who had been seriously injured in a motor cycle accident to hospital. As no other boats were available, the life-boat *Mabel Marion Thompson* put out at 10 o'clock. There was a northerly breeze and a calm sea. The man was put ashore at Rossaveel in the boarding boat, which had been taken along, and the life-boat reached her station at 1.45 p.m.

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

- Anstruther, Fife** – 11th and 29th.
Appledore, North Devon – 2nd.
Barrow, Lancashire – 22nd.
Barry Dock, Glamorganshire – 29th.
Boulmer, Northumberland – 30th.
Bridlington, Yorkshire – 31st.
Clacton-on-Sea, Essex – 29th.
Dover, Kent – 11th and 25th.
Dun Laoghaire, Co. Dublin – 18th.
Exmouth, South Devon – 9th.
Falmouth, Cornwall – 4th.
Filey, Yorkshire – 16th.
Fowey, Cornwall – 1st and 3rd.
Hartlepool, Co. Durham – 29th.
Holyhead, Anglesey – 3rd.
Howth, Co. Dublin – 26th.
Iffracombe, North Devon – 11th.
Islay, Hebrides – 18th.
Llandudno, Caernarvonshire – 4th and 26th.
Montrose, Angus – 28th.
Port Erin, Isle of Man – 14th.
Portrush, Co. Antrim – 30th.
Pwllheli, Caernarvonshire – 29th.
Ramsey, Isle of Man – 22nd.
Ramsgate, Kent – 25th and 30th.
Rhyl, Flintshire – 26th.
St. Helier, Jersey – 5th, 8th, 18th and 27th.
St. Ives, Cornwall – 29th.
St. Mary's, Scilly Islands – 29th.
Selsey, Sussex – 13th and 25th.
Southend-on-Sea, Essex – 10th, 14th and 16th.
Stronsey, Orkneys – 20th.
Tenby, Pembrokeshire – 5th, 21st and 30th.
Troon, Ayrshire – 18th.
Valentia, Co. Kerry – 19th and 23rd.

Walmer, Kent – 13th and 19th.
Walton and Frinton, Essex – 25th.

Weymouth, Dorset – 9th, 16th and 25th.

Weston-super-Mare, Somerset – 3rd.

Wicklow – 18th.

Yarmouth, Isle of Wight – 19th.

AUGUST

NORTH-EASTERN DISTRICT

Whitby, Yorkshire. At 5.24 p.m. on 13th August, 1965, news came that the S.S. *Cardiganbrook* had radioed for a doctor to meet her off Whitby as a man had been injured. The steamer's estimated arrival time at Whitby was 6.20 and at six o'clock the life-boat *Mary Ann Hepworth* was launched with the honorary medical adviser on board. There was a moderate south-easterly breeze, a moderate sea and it was high water. The steamer was met and the doctor went aboard to examine the boatswain, who had fallen from a hatch. A suspected fracture of an arm as well as a dislocated shoulder were diagnosed. The injured man was strapped to a stretcher and taken aboard the life-boat which then radioed for an ambulance to meet her on her arrival at the harbour, which was reached at 6.35 p.m.

At 9.24 p.m. on 20th August, 1965, the coastguard reported that a young man had been cut off by the tide at Whitby Hight light and that the life-saving apparatus team were proceeding with cliff rescue gear. The honorary secretary alerted the life-boat coxswain and offered to launch the life-boat with a small boat should it be required. At 9.55 the coastguard reported that they could not carry out the rescue and asked for the small boat. The life-boat *Mary Ann Hepworth* was launched at 10.14 in a moderate south-south-westerly wind and a slight sea. A light was seen on the rocks at the base of 150-foot cliffs. The small boat manned by four of the life-boat crew went ashore and a fifteen-year-old boy and a coastguard

who had been lowered down the cliff to assist were taken out to the life-boat at 10.38. The life-boat reached her station at 11.5 p.m.

ANKLE SET ON PASSAGE

Humber, Yorkshire. At 11.18 a.m. on 19th August, 1965, a message from a doctor was received saying that a man on board the Russian S.S. *Smolensk* of Riga had broken a leg and required a doctor. The vessel was in Spurn anchorage and at 11.55 the life-boat *City of Bradford III* was launched with a doctor on board in a gentle south-westerly breeze and a smooth sea. It was one hour after high water. The doctor was put aboard the *Smolensk* and after attending the injured man, who had broken an ankle, returned to the life-boat. The doctor wanted the life-boat to land the man but the vessel's captain declined, saying that the vessel would be in Hull the next day.

The life-boat returned to her station at 1.35 p.m. At 7 o'clock the coxswain superintendent received a message from the doctor that the agents of the Russian vessel had informed him that the *Smolensk* would be at anchor for another seven days and requested the life-boat to bring the injured man ashore for hospital treatment. The doctor asked to be taken out the next morning and at 10.30 a.m. on the 20th the life-boat was launched with the doctor and a bone specialist on board.

The injured man was taken aboard at 11.20 and his ankle was set in plaster by the doctors on the passage to Spurn. The injured man was accompanied by a Russian interpreter and another crew member requiring dental treatment. The three Russians were taken to hospital by ambulance and the life-boat reached her station at noon.

SERVICE TO GREEK SHIP

At 1.15 a.m. on 24th August, 1965, a report was received that there was a sick man on board the Greek S.S. *Aegaion* of Piraeus. The life-boat *City of Bradford III* was launched at 1.32 in a

light westerly breeze and a slight sea. The tide was flooding. The *Aegaion* was at anchor near the Bull lightvessel. The sick man was transferred and brought ashore at Grimsby at 3.5. The life-boat returned to her station at 4.5 a.m.

At 5.25 p.m. on 30th August, 1965, the police at Withernsea reported that a small vessel was firing red flares one and a half miles east of Withernsea. There was a moderate to fresh westerly wind and a slight sea. The life-boat *City of Bradford III* launched shortly afterwards on a flooding tide and when abreast of Dimlington a red flare was seen about five miles east of the position. The life-boat altered course and a few minutes later a helicopter was seen coming from the direction of the flare. When the helicopter reached the life-boat one of its crew was lowered on board and told the coxswain that the boat was ahead of him with her engine broken down, and she had lost her anchor. The life-boat found the motor fishing vessel *Pandora* with a crew of three and took her in tow to Grimsby, arriving at 8.45. The life-boat reached her station at 9.45 p.m.

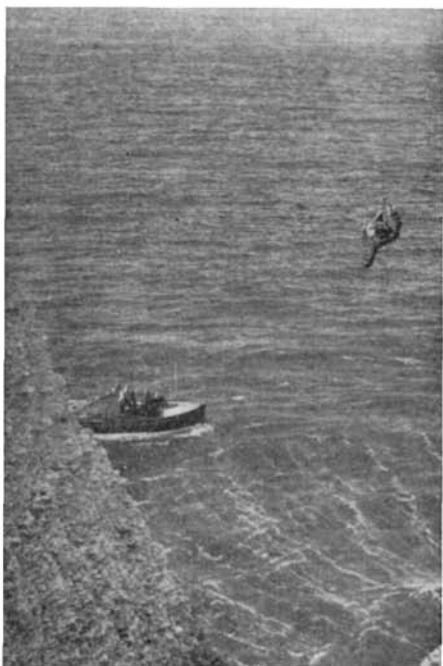
Cullercoats, Northumberland. At 11.15 a.m. on 29th August, 1965, St. Mary's lighthouse keeper told the coxswain that a small boat was in difficulties off the lighthouse. The life-boat *Sir James Knott* was launched at 11.20 in a west-north-westerly wind of near gale force and a moderate sea. It was almost low water. The life-boat found the outboard motor boat one mile north of Cullercoats with her engine broken down and three people on board. The engine was repaired and the life-boat escorted the boat to Priors Haven in the mouth of the river Tyne. When returning to the life-boat station, the coxswain saw a boat a considerable distance out to sea. As the weather conditions were bad he proceeded to the position and found that the cabin cruiser *Faith of South Shields* was making heavy weather into the wind. Her crew of five asked for a tow to Herde Sands. After this service the life-boat reached her station at 2.2 p.m.

Flamborough, Yorkshire. At 4.40 p.m. on 29th August, 1965, the coastguard asked the coxswain for a boat to help with the rescue of a man who had fallen over a cliff at Flamborough Head. There was a fresh north-westerly wind and a moderate sea. The tide was flooding. The coxswain put out in the fishing coble *Imperialist* after telling the second coxswain and asking him to follow with the life-boat as her equipment would no doubt be required. The life-boat *Friendly Forester* was launched at 4.50 and on reaching the Head a police constable who was on board swam to the shore to give first aid to the injured man. Shortly afterwards a helicopter arrived and the man was winched up to the cliff top. These operations were directed from the life-boat. When the injured man was safely at the top of the cliff the life-boat returned to her station, arriving at 7 p.m.

Redcar, Yorkshire. At 4.25 p.m. on 29th August, 1965, the coastguard, who had been keeping observation on a trimaran off Warrenby, notified the honorary secretary that the boat did not appear to be making headway in the west-north-westerly wind of near gale force and choppy sea. The trimaran was also in view from the life-boathouse and a small boat was seen trying to tow the trimaran ashore. As progress seemed almost negligible, the life-boat *Aquila Wren* was launched at 4.48, one hour and three-quarters before high water. Both boats were escorted safely into the river Tees and the life-boat reached her station at 5.35 p.m.

SOUTH-EASTERN DISTRICT

Walton and Frinton, Essex. At 3.45 p.m. on 1st August, 1965, the honorary secretary was told by the occupier of a house overlooking the Naze, Harwich and Harford water approaches that a man and a woman were marooned by the rising tide in the vicinity of Cormorant Creek. They were last seen to be up to their waists in water. The life-boat *Edian Courtauld* proceeded towards the Naze at 3.58 in a fresh westerly wind and a choppy sea.



By courtesy of] [The Yorkshire Evening Post
Life-boat stands by during helicopter rescue of man injured by falling over cliff while trying to save a boy.

A further message was received saying that the marooned couple were thought to be on a piece of salting between the old Tamarisk wall and the new sea defence wall. This information was passed to the coxswain and he closed the point, sending two members of his crew ashore in a dinghy which had been taken along for this purpose. The marooned couple were found, taken aboard the dinghy, and landed safely on the sea wall. The dinghy then returned to the life-boat, when a party of people were seen apparently cut off by the tide, so the dinghy again returned ashore. It was found that the people were bird watchers waiting for low water to cross back to the mainland. The dinghy went back to the life-boat which arrived at her station at 5.14 p.m.

FISHING BOAT SINKING

Ramsgate, Kent. At 4.45 p.m. on 1st August, 1965, the east pier watchman reported that a small fishing boat

near Quern Buoy was signalling for help. At 4.59 the life-boat *Michael and Lilly Davis* put out in a south-westerly wind of near gale force. At 5.9 she came alongside the fishing boat *Pride of Hythe* which was sinking in heavy seas. The coxswain put three men aboard to bale and took the boat in tow. At 5.30 life-boat reached Ramsgate harbour and the boat was beached. At 5.35 the life-boat set out again to go to the aid of the yacht *Sucu Sucu* which had engine failure and was being towed by a local boat. The life-boat escorted both vessels to Ramsgate harbour, arriving at 6.35 p.m.

SPEED BOAT OUT OF FUEL

Clacton-on-Sea, Essex. At 6.5 p.m. on 1st August, 1965, a speed boat was reported drifting out to sea off Lee-over-Sands. The people in it were waving their arms. There was a light southerly breeze and the sea was choppy. The life-boat *Sir Godfrey Baring* was launched at 6.20 p.m. and found the speed boat which had run out of fuel. Five people were aboard. The life-boat took the speed boat in tow until another speed boat arrived and took over the tow. The life-boat stood by until both boats beached and then returned to her station at 7.21 p.m.

Shoreham Harbour, Sussex. At 6.39 p.m. on 1st August, 1965, the coastguard reported that a cabin cruiser had stopped six miles south of the harbour and might have broken down. There was a west-south-westerly wind of near gale force, a moderate sea, and it was two hours before low water. The life-boat *Dorothy and Philip Constant* was launched at 6.53 and found the cabin cruiser *Bolivar* with her engine broken down four miles south-east of the harbour. The *Bolivar* had three people on board and was taken in tow to Shoreham, arriving at 8.50 p.m.

INJURED MAN

At 6.15 p.m. on 12th August, 1965, the coxswain was notified that the Port Medical Officer wished to board a German tanker which had an injured man on

board. The tanker was due off the harbour at 8 p.m. As it was low water it was decided to launch the life-boat *Dorothy and Philip Constant*. She proceeded at 7.40 with a doctor on board in a light easterly breeze and a slight sea. The life-boat went alongside the motor vessel *Detlef Mittman* and took off an injured seaman. She then returned to her station, arriving at 8.30 p.m., where an ambulance was waiting to take the man to hospital.

CATAMARAN CAPSIZED

At 4.25 p.m. on 14th August, 1965, the coastguard reported that a large catamaran had capsized about one mile off shore, east of the harbour. There was a moderate west-south-westerly breeze with a choppy sea. The life-boat *Dorothy and Philip Constant* was launched at 4.36 on an ebbing tide and went to the position given.

On hearing the maroons the owner of a fast motor boat, registered with the Inshore Rescue Scheme, had launched his boat. He came alongside the life-boat and the coxswain asked him to proceed and rescue the catamaran's crew of two who were clinging to their capsized boat. The motor boat took the survivors to Shoreham. The life-boat towed in the catamaran and arrived back at her station at 6.5 p.m.

Great Yarmouth and Gorleston, Norfolk. At 8 p.m. on 2nd August, 1965, the Gorleston coastguard reported that a motor cruiser had broken down in a fresh to strong southerly breeze and a moderate sea and was drifting out to sea off the north pier entrance to the harbour. The life-boat *Louise Stephens* launched at 8.5 and found the casualty, a Broads motor cruiser, aground. The six occupants had already waded ashore. The second coxswain took a line aboard the motor cruiser which was then towed into the harbour. The life-boat returned to her station at 9.45 p.m.

Newhaven, Sussex. At 1.45 a.m. on 2nd August, 1965, red flares were observed in Seaford Bay. The Newhaven life-boat *Kathleen Mary* was launched at 1.57 a.m. She found a small yacht in

difficulties with torn sails and outboard engine out of action. There were four people aboard. In moderate weather the life-boat took the yacht in tow and brought her into harbour. The life-boat returned to her station at 2.45 a.m.

YACHT ON ROCKS

Selsey, Sussex. At 3.22 p.m. on 8th August, 1965, the coastguard reported that a yacht was on Bognor Rocks and that further information would be coming from the Bognor Yacht Club. The life-boat crew were assembled. At 3.35 the club said there did not appear to be any immediate danger; however, as the rocks were dangerous the life-boat *Canadian Pacific* was launched at 3.43 to stand by. There were light south-westerly airs and the sea was smooth. It was half-an-hour before low water. The life-boat reached the position at 4.20 and stood by the yacht *El Stente* of Littlehampton with a man, his wife and two children aboard. Two hours later the yacht was still on the rocks and it was decided to tow her clear. Afterwards the life-boat returned to her station, arriving at 7.27 p.m.

RED FLARES

At 10.52 a.m. on 10th August, 1965, the coastguard reported that a 45-foot boat towing a yacht had fired three or four red flares 250 yards off Elma Beach. The life-boat *Canadian Pacific* launched at 11 a.m. in a light north-easterly breeze and a slight sea. It was one hour before high water. A helicopter was also sent and hovered over the vessels until the life-boat arrived at noon. The 45-foot boat had broken down and both vessels, the ex-motor fishing vessel *Spectre* and the yacht *Nola*, were taken in tow to Littlehampton which was reached at 1 p.m. The life-boat then returned to her station, arriving at 3.26 p.m.

LAUNCHED AGAIN

At 3.58 p.m. on 10th August, 1965, the coastguard told the wife of the motor mechanic that a cargo ship was on the rocks five miles east of Selsey Bill. The motor mechanic was on his way home

from the previous launch and was met by his wife with the message.

There was a light north-easterly breeze and a smooth sea. It was an hour and a half before high water. The life-boat *Canadian Pacific* was launched at 4.10 and found the motor vessel *Ariel* aground on the rocks known as Outer Owers with her radio out of order. The master requested the life-boat to stand by until his ship refloated. The *Ariel* refloated at 9.30 and the life-boat returned to her station at 10.33 p.m.

Dungeness, Kent. At 8 p.m. on 12th August, 1965, a speed boat was reported in distress off Dungeness Point with her engine broken down. The life-boat *Mabel E. Holland* was launched on the flooding tide at 8.53 in a moderate east-north-easterly wind and a choppy sea. She found the speed boat *Dee Jay* with a crew of two who were taken aboard. The speed boat was then towed to Folkestone and the life-boat returned to her station at 12.50 a.m.

SURVIVORS TO HOSPITAL

Bembridge, Isle of Wight. At 3.10 p.m. on 14th August, 1965, the coastguard reported that the Nab pilot cutter had rescued four people from a yacht which had overturned. The life-boat was required as some of the survivors were suffering from shock and exposure. There was a fresh south-westerly breeze and a choppy sea. The life-boat *Jesse Lumb* was launched at 3.16 on an ebbing tide and took the yacht in tow. Two of her crew had reboarded her. The other occupants, two girls, were taken on board the life-boat and on reaching Bembridge at 4.40 p.m. were conveyed to hospital by ambulance.

Walton and Frinton, Essex. At 6.10 p.m. on 15th August, 1965, the coastguard told the life-boat coxswain that a yacht was aground on Cork Sands. She was in no immediate danger, but it was later decided to launch the life-boat and at 8.33 the *Edian Courtauld* put to sea. There was a light southerly wind, the sea was choppy and the tide was

ebbing. The life-boat found the auxiliary yacht *Campaigner*, of Maldon, at anchor with a crew of three. On the advice of the coxswain the yachtmen altered the position of the anchor. The life-boat stood by until the yacht refloated at 11.40 and then returned to the station at forty-two minutes after midnight.

"RADIO LONDON" CAPTAIN ILL

At 9.55 a.m. on 20th August, 1965, it was learnt that a message had been received from the Harwich agents of the M.V. *Galaxy*, the transmitting station known as Radio London, saying the captain of the *Galaxy* was ill with suspected appendicitis. As no other boat was available the life-boat *Edian Courtauld* was launched with a doctor at 10.37. The sea was slight, there was a light westerly breeze and the tide was flooding. The doctor boarded the motor vessel and examined the sick man who was then taken to Walton by the life-boat and transferred to a waiting ambulance at 11.55 a.m.

OWNER MADE DONATION

Sheringham, Norfolk. The life-boat *The Manchester Unity of Odd Fellows* was returning to her station from a publicity launch to Blakeney on Sunday the 15th August, 1965, when at 12.10 the small sailing boat *Tablet* was seen adrift and waterlogged. There was a light south-westerly breeze and a slight sea. There was no one on board and the boat was taken in tow. A little later an outboard motor boat was seen in difficulties with two men and two women on board near Blakeney Point. Her engine had broken down. The two women were taken aboard the life-boat, while the two men beached their boat, *Red Barrel*. The life-boat reached her station at six o'clock when it was learnt from the owner of the *Tablet* that his boat with four young men on board had been abandoned when it became waterlogged at 9.40 on the 14th August. Her owner made a donation to RNLI funds.

Selsey, Sussex. At 7 a.m. on 21st August, 1965, a yacht was seen burning flares off Hayling. At 7.22 the life-boat *Canadian Pacific* was launched. A gale was blowing from the south-west, the sea was very rough and the tide was ebbing. The life-boat made a search and found the sailing yacht *Danae*, of Fecamps, with a crew of four who were having difficulty with the sails. A helicopter was with her. The *Danae*'s engine was not giving enough power for steerage way so the life-boat towed her to Portsmouth and returned to her station at 1.20 p.m.

Ramsgate, Kent. At 7.50 p.m. on 21st August, 1965, a local yacht club told the honorary secretary that three yachts were missing in a race. One was thought to be dismasted five miles inside the North Goodwin lightvessel. The life-boat *Michael and Lily Davis* put out at 8.5 in a moderate south-westerly breeze and a rough sea. It was high water. The life-boat found the yacht *Sweet Reason* dismasted near Broadstairs with a crew of four on board. The yacht was taken in tow and as the other two yachts had been accounted for, the life-boat returned to her station, arriving at 9.55 p.m.

YACHT TOWED IN

Eastbourne, Sussex. At 3.6 p.m. on 21st August, 1965, a yacht was seen burning flares south of the life-boat house. The life-boat *Beryl Tollemache* was launched at 3.20 in a south-westerly gale and a very rough sea. The tide was flooding. She found the schooner *Garland* of Cowes, with a crew of two, broken down seven and a half miles east by south of Beachy Head. The schooner was taken in tow to Newhaven and the life-boat reached her station at 9.30 p.m.

Bembridge, Isle of Wight. At 6.52 p.m. on 24th August, 1965, it was learnt that the Nab pilot cutter was trying to tow a dismasted yacht. The assistance of the life-boat was requested. There was a fresh west-south-westerly breeze, a choppy sea and the tide was flooding. The life-boat *Jesse Lumb* was launched at

7.5 and fifteen minutes later the coxswain reported that the pilot cutter was closing the shore for the life-boat to take the yacht in tow. The crew of the yacht *Mark Twain* of Gosport, a man and two boys, were aboard the cutter and were transferred to the life-boat which then took the *Mark Twain* in tow to St. Helen's quay. The life-boat reached her station at 9.30 p.m.

Aldeburgh, Suffolk. At 7.49 a.m. on 25th August, 1965, the honorary secretary was told by the coastguard that a German ship had reported the auxiliary yacht *Tarbaby* was in distress fifteen miles north-east of the Sunk lightvessel. At 8.20 the life-boat *The Alfred and Patience Gottwald* was launched. A gale was blowing from the west-north-west, the sea was rough and the tide was flooding. After a search the life-boat found the yacht broken down eight miles east-south-east of the Shipwash lightvessel. The crew of two and their two children were rescued and the *Tarbaby* towed to Harwich. The life-boat returned to Aldeburgh at 7.55 p.m. The owner of the *Tarbaby* made a gift to the life-boat crew.

OVERDUE

Southend-on-Sea, Essex. At 2.47 a.m. on 26th August, 1965, the 28-foot fishing cruiser *Gay Buccaneer* was reported overdue on a passage from Southend to Wallasey Bay. Further inquiries were made and as there was no trace of the *Gay Buccaneer* the life-boat *Greater London II* (Civil Service No. 30) was launched at 3.15 in a moderate to fresh north-westerly breeze and corresponding sea. It was two hours after high water.

The life-boat went down the Maplin firing parachute flares at intervals and after entering the Whittaker Channel found the *Gay Buccaneer*, with a crew of two, high and dry one mile west of the Whittaker beacon. A tow line was connected and when there was sufficient water she was pulled clear, taken in tow to Wallasey Bay and moored alongside pontoon at Creeksea. The *Gay Buccaneer*'s engine had broken down. The life-boat reached her station at 1.30 p.m.

Dover, Kent. At 12.43 a.m. on 28th August, 1965, the Folkestone coastguard reported that the master of the tug *Cruiser* of Liverpool was very ill and required a doctor. The life-boat *Southern Africa* put out at 1.17 with a doctor on board in a moderate south-south-westerly breeze and a choppy sea. It was half an hour after high water. The life-boat came up with the tug three miles east of the North Goodwin light-vessel. Her master was transferred to the life-boat which landed him at Dover at 7 a.m. He was conveyed to hospital by ambulance.

Yarmouth, Isle of Wight. At 5 p.m. on 29th August, 1965, the acting second coxswain heard a distress message being passed to Niton radio station from the yacht *Dream of Holland* saying that a capsized dinghy with two people clinging to her was drifting towards the Shingle Bank near the Needles. The life-boat *The Earl and Countess Howe* set out at 5.10 in a strong south-westerly wind and a moderate to rough sea. The tide was ebbing. The life-boat found the sailing

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By courtesy of

[*Eastern Daily Press*]

Rescued from Scroby sandbank after a dramatic midnight search in a gale by Gorleston life-boat, Mr. Harry Dickie (right) prepares to step ashore.

dinghy *Imp* about a mile and half north of the Needles lighthouse. Her crew could not be seen and a search was carried out with the co-operation of a helicopter but nothing was found. The life-boat returned to her station with the *Imp* in tow, arriving at 8.20 p.m.

COMBINED OPERATION

Great Yarmouth and Gorleston, Norfolk. At 4.45 p.m. on 29th August, 1965, the coastguard reported that a speed boat was in difficulties on Scroby Sands. At 4.48 the IRB launched in a moderate gusting to fresh west-by-south breeze and smooth sea. The tide was ebbing. At 4.50 the life-boat *Louise Stephens* launched in support. The IRB came up with the speed boat *Sabre* whose crew of three were trying to wade to safety with their dog. They were taken on board the inshore rescue boat, with their dog, and the speed boat was taken in tow to the

life-boat where the tow was handed over. One of the speed boat's crew had a hand injury and was transferred to the life-boat. The IRB returned to her station at 6.16 p.m. The life-boat returned at 6.20 p.m.

Bembridge, Isle of Wight. At 4.27 a.m. on 30th August, 1965, the Norwegian motor vessel *Helene* was reported to have a motor yacht in tow, and to have asked to be relieved of the tow at the Nab. The coastguard was not successful in finding a suitable boat to take over the towage, so at 5.33 it was decided to launch the life-boat *Jesse Lumb*. The life-boat set out in light westerly airs and a slight sea and took over the towing of the motor vessel *Josephine* off the Nab tower. She arrived off the Camber, Portsmouth, at 6.59 when the yacht's engines, which had broken down, were restarted and she cast off the towing line. The life-boat returned to her station at 7.20 a.m.

Newhaven, Sussex. At 12.14 p.m. on 29th August, 1965, a trawler was seen burning flares a quarter of a mile south of the Martello tower. There was a moderate south-westerly breeze with a corresponding sea. The tide was flooding. The life-boat *Kathleen Mary* launched at 12.20 and took the trawler *Barbie Ann* in tow to Newhaven arriving back at her station at 1.35 p.m.

CHANNEL ISLANDS

St. Peter Port, Guernsey. At 1 a.m. on 25th August, 1965, the signal station told the honorary secretary that a red flare had been seen off the east coast of Herm Island and at 1.11 the life-boat *Euphrosyne Kendal* put to sea. There was a strong north-westerly wind, the sea was rough and the tide flooding. The life-boat made a search and found the yacht *Monie*, bound from Salcombe to Guernsey, a quarter of a mile south-east of Roustel beacon with a crew of five. Her jibsheet had fouled her propeller and she was lying at anchor in a dangerous position. The life-boat towed the *Monie* to harbour and returned to her station at 2.17 a.m.

SOUTH-WESTERN DISTRICT

Torbay, South Devon. At 8.40 p.m. on 1st August, 1965, the police at Paignton told the second coxswain of the life-boat that a boy had fallen over the cliff at Three Beaches. The life-boat *Princess Alexandra of Kent* slipped her moorings at ten o'clock, taking with her a small boat. There was a light south-south-westerly breeze and a slight sea. It was high water. After firing parachute flares the coxswain sent in the small boat. It was found that the police and ambulance men had already strapped the boy to a stretcher. He was unconscious and had a suspected fracture of his skull. He was taken out to the life-boat and landed at Paignton harbour, where an ambulance conveyed him to hospital.

St. Mary's, Scilly Islands. At 10 p.m. on 2nd August, 1965, the motor yacht *Queen of the Isles* reported that a yacht was sinking three miles east of Menawethan. Fifteen minutes later the life-

boat *Cunard*, on temporary duty at the station, was launched in a moderate south-westerly breeze and a rough sea. It was high water. The *Queen of the Isles* stayed with the sinking yacht *Sea Ranger* until the life-boat arrived, then the *Sea Ranger* was taken in tow. Her owner and two members of the life-boat crew were on board. The life-boat reached St. Mary's at 12.30 a.m. The *Sea Ranger* had left St. Ives the previous evening on passage to Scilly, but because of head winds her owner found she could not make the Islands before dark and decided to wait until morning. In the early hours he found the yacht was making water but he was able to keep the water under control by baling.

TWO LIFE-BOAT MEN INJURED

Falmouth, Cornwall. At 11.53 p.m. on 7th August, 1965, the coastguard reported that a speed boat with three people on board was missing. The boat had last been seen twelve miles south of Falmouth. At 12.40 a.m. on the 8th August the life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, slipped her moorings in light northerly airs and a calm sea. The tide was flooding. A faint red light was seen near the 2 D buoy and two parachute flares were used to light up the position. During the firing of the second flare two members of the life-boat crew were slightly injured. The speed boat was sighted and the life-boat went alongside and rescued three boys. With the speed boat in tow the life-boat returned to Falmouth, arranging for an ambulance to meet her so that the injured life-boat crew members could be taken to hospital for treatment. The life-boat reached her moorings at 2.30 a.m.

Plymouth, South Devon. At 7.30 p.m. on 12th August, 1965, the police at Plympton reported that a man at Wembury Point had seen a small yacht capsized off Gara Point. At 7.47 the life-boat *Lloyds*, on temporary duty at the station, proceeded in a fresh south-easterly breeze. It was half-an-hour after high water. She found the yacht *Popsy* of Plymouth with no one aboard and carried out a search for her crew of three until it was learnt

that they had been rescued by a motor launch. The life-boat returned to her station with the *Popsy* in tow arriving at 9.50 p.m. The owner of the yacht made a donation to RNLI funds and a gift to the life-boat crew.

Falmouth, Cornwall. At 8.18 p.m. on 12th August, 1965, the police said that a small yacht, *Tamar*, required assistance off Swanpool Beach. Her engine had broken down. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, left her moorings at 8.30. The weather was good with a light easterly breeze and a moderate sea. At 8.59 the life-boat took the yacht in tow with two people on board, and returned to her moorings at 10.30 p.m.

Fowey, Cornwall. At 10.13 p.m. on 15th August, 1965, news came that a man and a boy were cut off by the tide on the west side of Lansallos beach. The life-saving apparatus team were on their way and the assistance of the life-boat was requested. At 10.20 the life-boat *Deneys Reitz* put out in a light northerly breeze and a choppy sea, taking the boarding boat. It was almost two hours after high water. The man and his nine-year-old son were taken off the rocks by using the boarding boat and were transferred to the life-boat, which landed them at Polruan in Fowey harbour at 11.59 p.m.

Ilfracombe, North Devon. At 12.30 p.m. on 20th August, 1965, a speed boat was observed broken down with three men on board off Morte Point. Distress flares had been fired and at 12.52 the life-boat *Robert and Phemia Brown* was launched in a moderate west-north-westerly wind and a choppy sea. The tide was ebbing. A helicopter was also called and rescued two men, then the boat with her owner on board was towed by the life-boat to Ilfracombe, arriving at 2.10 p.m. The owner made a gift to the life-boat crew.

CLIFF FATALITY

Weymouth, Dorset. At 1.45 p.m. on 29th August, 1965, the coastguard at Wyke Regis told the honorary secretary that a girl had fallen over the cliffs at White Nothe and appeared to be seriously

injured. There was a moderate west-north-westerly breeze, a slight sea, and it was low water. The life-boat *Frank Spiller Locke* put out with a doctor on board and a small rowing boat in tow. When she arrived off White Nothe the doctor and two members of the life-boat crew went ashore. The girl was found to be dead. Her body was taken to the life-boat and landed at Weymouth at 4.5 p.m.

Salcombe, South Devon. At 8.50 p.m. on 29th August, 1965, it was learnt that the lighthouse keeper at Start Point had reported a small yacht was burning flares at Peartree Point. The life-boat *The Baltic Exchange* left her moorings at 8.59 in a gentle west-north-westerly breeze and a smooth sea. It was high water. At 9.32 a report was received that the yacht *Sirocco* of Cremyll had been taken in tow by a fishing boat. The life-boat escorted both boats to Salcombe, arriving at 11.20 p.m.

FISHING BOAT TOWED IN

At 7.35 p.m. on 31st August, 1965, the Prawle Point coastguard reported that the crew of two of a small boat half a mile south-west of Start Point were waving clothing and that the boat appeared to be drifting. At 7.46 the life-boat *The Baltic Exchange* put to sea. There was a light north-westerly wind, the sea was calm and the tide was flooding. The inshore fishing boat *Lady Ursula*, of Dartmouth, was found with engine trouble. The life-boat towed her to Salcombe and returned to her station at 10.45 p.m. One of the occupants of the *Lady Ursula* made a donation to RNLI funds.

Penlee, Cornwall. At 10 p.m. on 27th August, 1965, the honorary secretary told the coxswain that a vessel was making Mounts Bay with a sick stewardess on board who required medical treatment. Arrangements were made for the life-boat *Solomon Browne* to meet the vessel four miles south of Penzance at 5.30 a.m. on the 28th. The life-boat was launched at 4.50 and arrived alongside the motor vessel *Cavallo* of Hull. There was a light south-westerly breeze and a smooth sea.

The stewardess was transferred and landed at Newlyn at 6.30 a.m. and the life-boat returned to her station.

INJURED MAN ON TANKER

Penlee, Cornwall. At midnight on 28th August, 1965, the honorary secretary notified the coxswain that the tanker *Verconella* was making for Mounts Bay with a badly injured man on board. Arrangements were made for the life-boat *Solomon Browne* to meet the tanker at 7.30 a.m. on the 29th with a doctor. She launched and met the *Verconella* four miles south of Penzance. The injured man was transferred and landed at Newlyn at 9.50. The life-boat reached her station at 10.30 a.m.

WALES

New Quay, Cardiganshire. At 10.7 p.m. on 4th August, 1965, the coastguard told the honorary secretary that the Aberdovey IRB had launched and that

the Aberystwyth IRB was about to launch to search for several yachts which were missing and believed to be in trouble. The annual yacht race from Pwllheli to New Quay had started at 9 a.m. that day. The weather had deteriorated suddenly and the south-south-easterly wind had increased to gale force during the day and red flares had been sighted. The life-boat *St. Albans* was launched at 10.40 p.m. There was a choppy sea and the tide was flooding.

During the course of the night the life-boat, after a prolonged search, located two yachts and escorted one and towed the other to New Quay harbour. The following morning aircraft from R.N.A.S. Brawdy sighted a third yacht off Aberayron. The life-boat put to sea again and towed this yacht into harbour, arriving at 10.5 a.m. on the 5th August. A total of 10 people were aboard the three yachts. The life-boat remained at anchor in the harbour for the rest of the day as the New Quay regatta was in progress.



By courtesy of]

[Western Morning News

The Duke of Edinburgh chatting with the life-boat crew when he visited Plymouth on 22nd July.

Porthdinllaen, Caernarvonshire. At 4.33 p.m. on 5th August, 1965, the honorary secretary heard that a small boat had been reported in difficulties in a south-westerly gale and a rough sea, about one mile north-east of Trevor. The tide was ebbing. The life-boat *Charles Henry Ashley* was launched at 5.5 and found the dinghy with three people on board trying to make for Trevor with an outboard engine. The life-boat escorted the dinghy until her outboard engine failed and then towed her into Trevor. The life-boat returned to her station at 8 p.m. A gift was made to the life-boat crew and a donation to RNLI funds.

OFF WHISTLING SANDS

At 5.25 p.m. on 28th August, 1965, the coastguard reported a motor boat in difficulties off Whistling Sands. There was a moderate to fresh south-westerly breeze, a corresponding sea, and it was low water. The life-boat *Charles Henry Ashley* was launched at 5.43 and on reaching the position found the motor boat *Philante* with her engine broken down. There were two people on board. The *Philante* was towed to Nefyn, arriving at 8 o'clock. The life-boat reached her station at 8.45 p.m.

Rhyl, Flintshire. At 2.26 p.m. on 18th August, 1965, the Prestatyn police reported that two youths were in difficulties in a dinghy off Central beach, Prestatyn, and at 2.38 the life-boat *Anthony Robert Marshall* was launched in a strong south-westerly breeze, moderate sea and high tide. A helicopter co-operated in the search. The life-boat found the dinghy, empty, three-quarters of a miles north-east of Prestatyn. The youths had swum ashore. The life-boat towed the dinghy to Rhyl and returned to her station at 4.34 p.m.

On the 31st August, 1965, the life-boat *Lucy Lavers*, on temporary duty at the station, rescued the crew of two of the yacht *Taka-Maru* of Rhyl. A full account of this service will appear in the March number of THE LIFE-BOAT.

IRB's ALSO LAUNCHED

Barry Dock, Glamorganshire. At 6.45 p.m. on 10th August, 1965, news came that a café owner at Fontigary Bay had reported a number of children were trapped on the rocks on a rising tide. The life-boat *Rachel and Mary Evans* was launched at 7.7 just before high water. There was a light south-westerly breeze and a slight sea. The IRBs at Atlantic College were also launched. On reaching the position it was found that the children were not in danger although it was high water, and the life-boat stood by until they were safely ashore, returning to her station at 8.35 p.m.

BOYS STRANDED

At 7 p.m. on 27th August, 1965, the police reported a boy was stranded on Sully Island. The life-boat *Rachel and Mary Evans* was launched at 7.15 and took a small boat in tow. There was a light westerly breeze, a smooth sea and it was two and a half hours before high water. While at sea it was learnt that three boys were also stranded at St. Mary Well bay on top of a rock and the life-boat picked up all four boys and returned to the station, arriving at 9.29 p.m.

Barmouth, Merionethshire. At 12.22 p.m. on 13th August, 1965, two red flares were fired from a motor boat about one mile north of Llwyngwril. The life-boat *The Chieftain* was launched at 12.30 in a fresh to strong easterly wind and a choppy sea. The tide was ebbing. She found the local fishing boat *Violet Sinclair* with her engine broken down. A crew of four were aboard. The *Violet Sinclair* was taken in tow, arriving at Barmouth at 2.30 p.m. A gift was made to the life-boat crew by the owner.

MOTOR LAUNCH SANK

At 3.5 p.m. on 29th August, 1965, the honorary secretary learnt that a motor launch which had gone out across the bar in heavy weather to attempt to salvage a capsized sailing boat had sprung a leak. The sailing boat's crew of two had been

rescued. At 3.15 the life-boat *The Chieftain* was launched. There was a strong to gale force westerly wind and a very rough sea. It was one hour before low water. The life-boat found the motor launch *Kingfish* three miles west of Barmouth in a sinking condition. Her three occupants were taken on board. Shortly afterwards the *Kingfish* sank and the life-boat returned to her station at 4.30. Because of the state of the tide she could not be rehoused until 8.30 p.m. A helicopter was also airborne.

ENGINEER INJURED

St. David's, Pembrokeshire. At 10.55 a.m. on 19th August, 1965, news came that the motor vessel *Richmond Castle* had an injured man on board and had requested medical help. Her position at one o'clock would be eleven miles north-west of St. David's Head. The life-boat *Joseph Soar* (*Civil Service No. 34*) was launched with a doctor on board at 11.20, in a light westerly wind and a slight sea. The tide was flooding. The life-boat came up with the *Richmond Castle* at 12.30 and the doctor was put aboard, followed by the coxswain. The injured man, a junior engineer officer, had head injuries and was unconscious. He was lowered on a stretcher into the life-boat, which reached St. David's at 2 p.m. The man was then conveyed to hospital by helicopter.

TOO LIGHTLY CLAD

Pwllheli, Caernarvonshire. At 10.30 p.m. on 27th August, 1965, the coast-guard reported that a small fibreglass outboard motor dinghy had left the Warren caravan camp at 2 p.m. with four people on board to fish off the St. Tudwells islands and had not returned. The two young men and two girls aboard were only lightly clad and as the weather had deteriorated the life-boat *Katherine and Virgoe Buckland* was launched at 10.45.

The life-boat passed between the two islands and occasionally fired parachute flares to light up the area, but the boat was not seen. She then went on to Porth Ceriad and Cilan Head and to the approach of Porth Neigwl without suc-

cess. When returning the light of a parachute flare revealed some figures on the East Island. On approaching it was found they were the four missing people. They were taken aboard the life-boat, wrapped in blankets and given hot drinks. The life-boat returned to her station at 4 a.m.

The Mumbles, Glamorganshire. At 9.16 p.m. on 29th August, 1965, red rockets were seen, fired from a boat in Oxwich Bay. At 9.30 the life-boat *William Gammon - Manchester and District XXX* was launched in a moderate south-westerly wind and a moderate sea. It was high water. The life-boat found the ketch *Armarel* of Ramsgate and learnt that a dinghy with three members of the crew of the *Armarel* had left for the shore, but had drifted out to sea. The men had shouted that the dinghy was sinking.

The life-boat carried out a search together with the Swansea pilot cutter and the motor fishing vessel *Katie Ann*, but nothing was found. The life-boat then returned to the *Armarel* to try to persuade the owner's wife and her two children to come to Swansea, but she refused to leave the area until 4.55 a.m. when the life-boat returned to her station with the *Armarel* in tow, arriving at 6 a.m. The life-boat resumed the search with the IRB, the pilot cutter and a helicopter, but found nothing and finally reached her station at 11.30 a.m.

The relatives of one of the men who died gave donations to the RNLI instead of buying flowers to his memory.

Criccieth, Caernarvonshire. At 1.50 p.m. on 30th August, 1965, the police at Portmadoc told the honorary secretary that a sailing dinghy in difficulties at Portmadoc estuary was being swept out to sea on the ebb tide. The coastguard confirmed the report a few minutes later and said a helicopter was being sent. The life-boat *Robert Lindsay* was launched at 2.6 in a gentle south-westerly wind and a rough sea. The helicopter reached the dinghy first and winched up the two occupants. The life-boat on reaching the position took the dinghy in tow and reached her station at 4 p.m.



By courtesy of]

[Evening Gazette, Blackpool

A survivor of the *Dee Gypsy* being brought ashore.

NORTH-WESTERN DISTRICT

New Brighton, Cheshire. At 11.45 a.m. on 1st August, 1965, the police told the bowman of the life-boat that a fishing vessel was in difficulties in the Rock Channel. At 12.10 p.m. the life-boat *Norman B. Corlett* proceeded in a strong west-north-westerly breeze and very rough sea. It was high water. The life-boat found the fishing vessel, with the engines broken down, and took her crew of two on board. The fishing vessel was then towed to Alfred Dock. The life-boat left the dock at 1.20 and found a dinghy drifting with three men on board. The dinghy and men were taken back to New Brighton and landed at 1.55 p.m.

SUFFERING FROM EXPOSURE

Moelfre, Anglesey. At 3.20 p.m. on 1st August, 1965, the coastguard reported that a yacht had been dismasted two miles north-east of Moelfre Island and at 3.27

the life-boat *Watkin Williams* was launched with the second coxswain in command. The coxswain had put off earlier in the IRB to go to the help of a boat in Dulas Bay. The life-boat made for the yacht in a strong south-westerly wind, rough sea and ebbing tide. She rescued the yacht's crew of three, who were suffering from exposure, and towed her to Benllech. The life-boat then returned to her station, arriving at 5.5 p.m. The Inspector of Life-boats for the North-West accompanied the life-boat crew on this service.

New Brighton, Cheshire. At 6.35 p.m. on 24th August, 1965, the coastguard reported that a dinghy in the Rock Channel near R.4 buoy needed help and at 6.50 the life-boat *Norman B. Corlett* put to sea. A strong gale was blowing from the north-west, the sea was very rough and the tide ebbing. The life-boat found that the dinghy had beached off Harrison Drive and that her crew were safe, but the coastguard then asked if the life-boat would search the sea and make sure that no other boats needed help. The Hoylake life-boat had been launched to a yacht reported to be in distress in the river Dee, but the life-boat was damaged during the launching operations so the New Brighton life-boat made a search. The yacht was later stated to be at Mostyn so the New Brighton life-boat accompanied her to a safe position off Hoylake and then returned to New Brighton, arriving at 1.30 a.m. on the 25th.

IRB TRANSFERRED CREW

Blackpool, Lancashire. At 12.40 a.m. on 28th August, 1965, the police told the honorary secretary that a small yacht was firing distress flares approximately $\frac{1}{2}$ mile offshore near the South Pier. At one o'clock the IRB launched in a moderate south-westerly breeze and choppy sea. It was high water. The life-boat *Maria Noble* launched at 1.15 in support of the IRB, which came up with the yacht *Dee Gypsy* and transferred her two crew to the life-boat. The yacht was taken in tow by the life-boat. She returned to her station at 2.10 a.m. The IRB returned at 1.35 a.m.

ISLE OF MAN

Ramsey, Isle of Man. At 8.56 p.m. on 4th August, 1965, the coastguard told the honorary secretary that a small yacht appeared to be in trouble about two miles north-east of Ramsey. At 9.6 the yacht was reported to be making heavy weather and was only about sixty yards off the shore. The life-boat *Thomas Corbett* was launched on an ebbing tide at 9.22 and found the yacht in the position indicated. Despite a south-westerly gale force wind and a very rough sea the life-boat went close in shore and was able to get a line on board the yacht and to tow her into Ramsey harbour. There were three men on board. The life-boat returned to her station at 10.10 p.m.

SCOTLAND

Mallaig, Inverness-shire. At 1.25 a.m. on 2nd August, 1965, the police reported that a girl was missing on the island of Eigg. At 1.45 the life-boat *E. M. M. Gordon Cubbin* proceeded in a light north-easterly breeze and a slight sea. It was low water. The life-boat carried out a search along the shores of the island and surrounding sea area without success. Two helicopters assisted, also a mountain rescue team and a police dog team, who were taken to the island by the life-boat.

The life-boat anchored on completion of her search and passed messages between the helicopters and those searching ashore. The missing girl had fallen over a cliff and was eventually found by a helicopter. She was flown to a hospital at Fort William. The life-boat took the shore party back to Mallaig, arriving at 9.30 p.m.

EXHAUSTED BY ROWING

Whitehills, Banffshire. At 1.55 a.m. on 3rd August, 1965, the police reported that a flare had been seen off Banff. The life-boat *Helen Wycherley* launched at 2.15 in a moderate north-easterly breeze and a corresponding sea. The tide was flooding. After searching the area the life-boat found the small motor boat *Pearl*

with her engine broken down. Poor visibility had made it difficult to find the *Pearl*, and when located she was close in shore. Her sole occupant was exhausted through rowing and he was taken on board. The *Pearl* was then towed to Banff and the life-boat returned to her station at 5 a.m.

Fraserburgh, Aberdeenshire. At 6.30 a.m. on 6th August, 1965, a yawl was reported stopped between Rosehearty and Sandhaven, apparently broken down. Her crew were waving an oilskin. There was a westerly wind of near gale force and a rough sea. It was two hours before high water. The life-boat *Thomas McCunn*, on temporary duty at the station, was launched at 7.2 and found the fishing yawl *Dauntless Star* with two men on board. The yawl was taken in tow and the life-boat reached her station at 7.55 a.m.

APPRECIATION RECEIVED

Aith, Shetlands. At 2.40 p.m. on 14th August, 1965, the local doctor was told by the district nurse on the Island of Foula that a patient was seriously ill. Her removal to hospital was necessary and the assistance of the life-boat was requested. At 3.15 the life-boat *Lady Jane and Martha Ryland*, on temporary duty at the station, put out in a moderate to fresh south-easterly breeze and a rough sea. The tide was ebbing.

The approach to the small pier at Foula was difficult because of the wind, but the life-boat managed to go alongside at 7.35. The stretcher party arrived with the patient and she was taken aboard. The life-boat left at 7.55, arriving at Aith at 12.20 a.m., where the patient was transferred to an ambulance. The hospital authorities later reported the patient's condition was satisfactory and conveyed their appreciation of the careful manner in which the life-boat crew had carried out their service.

Mallaig, Inverness-shire. At 7 a.m. on 18th August, 1965, a yacht was reported ashore at Sgeir Cailleach. At 7.15 the life-boat *E. M. M. Gordon Cubbin* was launched with the second coxswain in

charge, in a south-westerly gale, choppy sea and flooding tide. She took her boarding boat with her and found the yacht *Ain Mara*, of Belfast, high and dry with a crew of four. Three members of the life-boat crew manned the boarding boat, boarded the yacht, which had been damaged on the waterline, and made temporary repairs. The life-boat stood by while the *Ain Mara* refloated at high water and towed her to Mallaig, arriving at 3.30 p.m. The yachtsmen expressed their thanks to the life-boat crew.

DINGHY IN DANGER

At 3.30 p.m. on 18th August, 1965, as soon as the life-boat *E. M. M. Gordon Cubbin* reached the pier from the previous service, a visitor reported to the motor mechanic that a dinghy was in difficulties in Loch Nevis. The life-boat went out at once and found the dinghy with a young

man on board about 50 yards from a steep cliff face on the lee shore. The dinghy's engine had broken down. The life-boat made a run alongside and a line was thrown aboard which was grabbed by the young man. The dinghy was taken in tow to Mallaig and the life-boat reached her station at 4.50 p.m.

Islay, Inner Hebrides. At 5.16 p.m. on 20th August, 1965, the honorary secretary received a ship's telephone call from the master of the motor vessel *Lochard*, who had seen flares being fired half a mile south-west of Chuirn Island light and had found a motor launch, *Happy Return*, high and dry on a reef on her beam ends, with two people on board. The *Lochard* was standing by. At 5.30 the life-boat *Francis W. Wotherspoon* of Paisley put out with the second coxswain in command. There was a strong south-easterly wind and a rough sea. It was two hours before high water.



By courtesy of]

Lord Saltoun, a vice-president of the RNLI, congratulates Mr. W. A. P. Cormack, honorary secretary of the Peterhead life-boat, on the occasion of the Centenary celebrations on 26th June

[People's Journal

The life-boat reached the position at 7.10 and found the launch being pounded with the rising tide. As the life-boat was about to close the casualty the launch slipped into deep water, into a position alongside the life-boat. The launch was making water in several places and was taken in tow to Port Askaig. The crew had been stranded since 10.30 a.m. and were extremely cold and hungry. The crew saw to their welfare and the life-boat reached her station at 7.45 p.m.

APPENDICITIS

Stronsay, Orkneys. At 4.50 p.m. on 20th August, 1965, the honorary secretary received a message from a doctor in Papa Westray that he had an acute appendicitis case requiring immediate hospital treatment. As no other vessel was available it was decided to send the life-boat to convey the patient to Kirkwall, and *The John Gellatly Hyndman* set out at 5.15 in a moderate to fresh south-westerly wind and a corresponding sea. It was high water. The life-boat arrived at Papa Westray at 7 p.m. and returned with the patient on board, reaching Kirkwall at 10 p.m. The patient was taken to hospital by ambulance and the life-boat reached her station at 12.10 a.m.

THICK FOG

Longhope, Orkneys. At 6.35 a.m. on 23rd August, 1965, a cargo vessel was reported ashore on the west side of Muckle Skerry. There were light northerly airs with a slight sea. A thick fog reduced visibility to about thirty yards. It was two hours before high water. The life-boat *T.G.B.* launched at 6.50 and made good speed as the tide was setting to the south-east, towards the Pentland Skerries. At 7.55 the life-boat reached the vessel, the East German m.v. *Kathe Niederkirchner* of Rostock, which was aground on the north-west side of Muckle Skerry. All the passengers and crew had gained the shore and were grouped on the small lighthouse jetty. Forty-eight of the survivors were taken on board the life-boat and landed at St. Margaret's Hope, Orkney, at 11.55 a.m. The captain and boatswain remained

behind at the lighthouse. The life-boat arrived back at her station at 1.8 p.m.

BROKEN ANCHOR CHAIN

Girvan, Ayrshire. At 10 p.m. on 28th August, 1965, the honorary secretary was told by a neighbour that a boat was showing distress signals to the north of Girvan. The life-boat *Rosa Woodd and Phyllis Lunn*, on temporary duty at the station, put out at 10.27 in a moderate west-south-westerly wind, a rough sea, and a flooding tide. She found the motor cruiser *Alert* with a broken anchor chain 500 yards north of the harbour, with a crew of six. The *Alert* was taken in tow and the life-boat reached her station at 11.15 p.m.

DECK CARGO OF TIMBER SHIFTED ON DANISH SHIP

Lerwick, Shetlands. At 10.7 a.m. on 31st August, 1965, the coastguard reported that a Danish vessel had developed a very heavy list and was in danger of sinking twelve miles east of Fetlar. The life-boat *Claude Cecil Staniforth* left her moorings at 10.23 in a strong north-north-easterly wind and a rough sea. It was an hour and a half after low water.

An aircraft also took off to search and reported at 11.50 that it had sighted the Danish ship eleven and a half miles from Baltasound light. The life-boat expected to reach the position at 2 p.m. At 1.20 a message was received that a Russian tug was accompanying the cargo vessel, *Brigitte Frellsen*, which she later took in tow. The life-boat reached the position and found three trawlers and the Norwegian life-boat *Haakon VII* in attendance. The vessel's deck cargo of timber had shifted and she was listing badly. At 7.45 the *Haakon VII* took off nine of the crew and the captain's wife and proceeded to Lerwick, leaving the captain and mate still on board. The Lerwick life-boat escorted the listing ship and tug to Lerwick harbour, which was reached at 4.32 a.m. on the 1st September.

IRELAND

Newcastle, Co. Down. H.M.S. *Plover*, visiting Newcastle, was due to sail early on the 5th August, 1965, for the Clyde. However, her commanding officer and forty ratings were stranded ashore as the liberty boat had grounded the previous evening. All attempts to refloat her at 4 a.m. failed and at 5.30 a.m. a request was made for the help of the life-boat. As the services of a private boat could not be obtained it was decided to launch the life-boat *William and Laura* at 8.45. There was a south-south-westerly wind of near gale force and a rough sea. She took the ratings back to their ship and reached her station at 10.30 a.m. The Royal Navy have reimbursed the RNLI for the cost of this launch.

Galway Bay. At 10.50 p.m. on 11th August, 1965, the local doctor asked for use of the life-boat to take an elderly man to the mainland for hospital treatment. As no other boat was available, the life-boat *Mabel Marion Thompson* left her station with the patient on board at 11.50, in a strong south-easterly wind and a rough sea. It was low water. The man was landed at Rossaveel and conveyed to hospital, and the life-boat returned to her station at 4.30 a.m.

WOMAN TO HOSPITAL

At 12.30 p.m. on 27th August, 1965, the local doctor requested the use of the life-boat to take a woman patient to Rossaveel on the mainland. As no

other suitable boat was available the life-boat *Mabel Marion Thompson* put out at 1.15 in a strong south-westerly wind and a choppy sea. It was one hour after low water. The patient and a nurse were landed at Rossaveel where an ambulance was waiting to take them to hospital, and the life-boat returned to her station at 4.45 p.m.

TWO RESCUED

Dun Laoghaire, Co. Dublin. At 5.12 p.m. on 18th August, 1965, the harbour office reported that a boat had capsized behind the west pier. The life-boat *Dunleary II* went out at 5.20 in a gentle westerly breeze and a choppy sea. The tide was ebbing. The life-boat found that a sailing dinghy had capsized. The two people aboard were rescued and the dinghy towed to the harbour. The life-boat reached her station at 5.45 p.m.

SEVEN CHILDREN ON BOARD

Ballycotton, Co. Cork. At 1.00 p.m. on 24th August, 1965, a 10-foot fibre-glass dinghy left Ballycotton for Garryvoe Strand with a man and seven children on board. The wind was then south-west force 3, but ten minutes later it veered to the north-west and became near gale force. The boat was seen to be taking heavy seas on board. The life-boat crew were assembled and the life-boat *Ethel Mary* put out on a flooding tide, reaching the dinghy half a mile north-east of the harbour and escorting her to the Strand. The life-boat reached her station at 2.20 p.m.

NOTICE

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

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

The next number of THE LIFE-BOAT will be published in MARCH, 1966.

Inshore Rescue Boats on Service

Launches on service from 1st July to 31st August, 1965, which resulted in the rescue of people in difficulties are described in chronological order below.

Tynemouth, Northumberland. At 5.25 p.m. on 2nd July, 1965, a small motor boat was seen to be in difficulties with engine trouble just inside the harbour mouth. At 5.32 the IRB launched in a gentle north-westerly breeze and slight sea. She found the motor boat had run out of petrol and had neither oars nor anchor on board. Her occupant was using part of the floorboard as a paddle. The IRB took the boat in tow to a safe mooring near the life-boat house and returned to her station at 5.55 p.m.

Tramore, Co. Waterford. At 9.45 p.m. on 4th July, 1965, it was learned that a fisherman was cut off by the flooding tide at Newtown Head. At 9.57 the IRB launched in a light westerly breeze and calm sea. The IRB took the fisherman on board and returned to her station, which was reached at 10.5 p.m.

Newquay, Cornwall. At 10.35 p.m. on 4th July, 1965, the honorary secretary was told that one of two men being pursued by the police had run into the sea at Crantock and was swimming towards West Pentere. At 10.40 the IRB launched in a moderate north-easterly breeze and corresponding sea and came up with the man, who was exhausted and clinging to the rocks at Viegga Cove. He was thrown a line and taken aboard the IRB, which returned to her station at 11.25 p.m.

St. Ives, Cornwall. At 3.15 p.m. on 7th July, 1965, a member of the IRB crew was told that a motor skiff carrying two people was in difficulties half a mile north of St. Ives Pier Head. At 3.15 the IRB launched in a northerly breeze and came up with the motor skiff *Rosslyn* whose engine had broken down. The crew were taken on board the IRB and with the skiff in tow she returned to her station at 3.50 p.m.

Walmer, Kent. At approximately 6.53 p.m. on 7th July, 1965, life-boatmen at the boathouse saw an overturned dinghy with her crew of two in the water a mile seawards off Deal pier. The IRB launched immediately, in a light north-westerly breeze and calm sea. She found the sailing dinghy had been righted, but was unmanageable with mainsail trouble and was being driven seawards on the flood tide towards the Goodwin Fork Buoy. The IRB took the dinghy in tow and returned to her station at 7.45 p.m.

Brighton, Sussex. At 4.7 p.m. on 8th July, 1965, the life-guard for the east section of the beach told the beach superintendent's office that a boy on a rubber mattress was drifting seawards off Black Rock swimming pool and signalling for help. At 4.10 the IRB launched in a



By courtesy of

[Newcastle Chronicle

Deer rescued by Tynemouth IRB. The service was reported on page 452 of our September issue.

north-westerly breeze and slight sea. The boy was taken to the IRB station, which was reached at 4.25, and transferred to the care of the St. John Ambulance first aid post.

Mudeford, Hampshire. At approximately 1.50 p.m. on 11th July, 1965, a boy saw a cabin cruiser capsized off Hengistbury Head. He ran to the nearest telephone at the Mudeford beach office, about half a mile away, and the IRB was launched immediately in a strong south-westerly breeze and rough sea. The tide was ebbing. The IRB came up with the cabin cruiser *Mouette II* and found the crew of two had started to swim to the shore. They were taken on board the IRB which returned to her station at 2.1 p.m. One of the crew of *Mouette II* was exhausted and suffering from shock and was taken to the home of one of the members of the IRB crew and given a hot bath and dry clothes. A letter of appreciation was sent to the boy for his action on this occasion.

Largs, Ayrshire. At 10.5 p.m. on 19th July, 1965, the police reported that a small dinghy with three persons on board was in difficulties a mile and a half south-west of the South Bay. At 10.17 the IRB launched in a strong easterly breeze and corresponding sea. The IRB came up with the dinghy and took her crew on board. They were landed at Cairnies quay and the IRB returned to the dinghy and towed her ashore. The IRB returned to her station at 11.25 p.m.

Walmer, Kent. At 4 p.m. on 20th July, 1965, the honorary secretary saw a catamaran capsized one mile offshore from the life-boathouse. At 4.10 p.m. the IRB launched in a southerly breeze and corresponding sea. The catamaran, whose crew of two were exhausted after struggling to right her, had drifted two miles. The IRB took the catamaran in tow and returned to her station at 5.20 p.m.

Newquay, Cornwall. At 12.20 on 21st July, 1965, the honorary secretary learnt that a man had fallen down the

cliffs between Treyarnon and Porthcothan. At 12.25 the IRB launched in light variable airs and slight sea. The man was taken on board the IRB and landed at Treyarnon where he was transferred to a waiting ambulance. The IRB returned to her station at 2 o'clock. A helicopter was airborne on this occasion.

Brighton, Sussex. At 3 p.m. on 24th July, 1965, whilst the station was being visited by the Station Officer, H.M. Coastguard, Newhaven, a catamaran was seen to be in difficulties off the Palace Pier. At 3.10 the IRB launched in a strong south-westerly breeze and corresponding sea. She came up with the dismasted catamaran *Thunderball*, which had two persons on board, and took it in tow. The IRB returned to her station at 3.35 p.m.

Worthing, Sussex. At approximately 3.15 p.m. on 25th July, 1965, the coastguard reported that a sailing dinghy had capsized one mile off Lancing. At 3.25 the IRB launched in a strong gusting to near gale force south-westerly wind and rough sea. The tide was flooding. The IRB came up with the dinghy and embarked the crew of two, returning to her station at 4.10 p.m. A helicopter was airborne on this occasion.

Southwold, Suffolk. At 1.50 p.m. on 25th July, 1965, the coastguard reported that a sailing dinghy had capsized one mile off Southwold. At 1.55 the IRB launched in a moderate gusting to fresh south-westerly breeze and came up with the sailing dinghy *Davento*, whose crew of two were embarked. The dinghy was then righted and towed to the beach where one member of her crew was landed. The remaining crew member was taken to the Southwold Sailing Club and the IRB returned to her station at 2.20 p.m.

Eastney, Hampshire. At 2.50 p.m. on 25th July, 1965, the honorary secretary learnt that a yacht had capsized three miles south-west of the station. At 3 o'clock the IRB launched in a moderate gusting to fresh south-westerly breeze



By courtesy of

[Syndication International]

Mr. Roy Mason, Minister of State (Shipping), prepared for a cruise in Blackpool's IRB. He went out one morning early, during the Labour Conference, and later spoke enthusiastically of the boat's efficiency.

and rough sea and came up with the sailing dinghy which had been righted and was under tow. No further assistance was required.

On returning to the shore the crew of the IRB were told another yacht had capsized. They went out and rendered assistance.

Returning to the shore for the second time the crew were told that a third yacht was in difficulties, three miles from the station. They came up with the yacht *Saturn*, one of whose crew was in the water. He was taken aboard the IRB which then assisted the second crew member, who was being towed along by the yacht. The yacht was soon overhauled by the IRB and her crew of two were safely returned to her. With the yacht in tow the IRB returned to her station at 3.48 p.m.

Bembridge, Isle of Wight. At 8 p.m. on 25th July, 1965, the coxswain told the honorary secretary that a yacht appeared to be in difficulties off Lane End shore. At 8.9 the IRB launched in a fresh south-westerly breeze and rough sea. It was high water. The IRB came up with the yacht and found one person on board. The yacht was taken in tow. The IRB returned to her station at 9.35 p.m.

Whitstable, Kent. At 12.37 p.m. on 28th July, 1965, the police told the honorary secretary that a small dinghy with one person on board was in difficulties two and a half miles north-east of the station. Three other youths who had rowed out to assist were unable to row back with the casualty. A small motor boat with one person on board had also put out to help, and had run out of petrol. At 12.42 the IRB launched in a fresh south-westerly breeze and choppy sea. The tide was flooding. The IRB embarked the five people and brought them to the beach. The three boats were then towed ashore and the IRB returned to her station at 1 p.m.

While the honorary secretary was completing his records of the above service his attention was drawn to a small yacht with three youths on board, in difficulties half a mile off shore. At 1.13 p.m. the IRB launched and took the three youths on board, and towed the small yacht to the beach. Then, while the honorary secretary was talking to the crew, two children put to sea in a punt and were soon in difficulties in the wind and sea conditions. The IRB took the two children, who were frightened, on board. The punt was taken ashore about half a mile further west along the beach, where the children were landed. The IRB returned to her station at 1.50 p.m.

Poole, Dorset. At approximately 7.45 p.m. on 28th July, 1965, the Instructor Petty Officer, Parkstone Sea Cadets, reported to the honorary secretary that a sailing craft with four cadets on board was in difficulties a quarter of a mile south of the station. The IRB launched immediately in a strong gusting to near gale

force south-westerly wind and rough sea. The tide was flooding. The sailing boat's mast had been brought down when the mainstay had broken. The IRB towed her to her moorings and four cadets were then landed at the life-boat station. The IRB returned to her station at 8.15 p.m.

Tynemouth, Northumberland. At 8.40 a.m. on 31st July, 1965, a small motor boat seen drifting rapidly out to sea with its engine out of action. At 8.48 a.m. the IRB launched in a moderate west by south breeze and smooth sea and came up with the motor boat *Ossie*, with two persons on board, a mile and a half east of the station. The boat was taken in tow to South Shields and the IRB returned to her station at 9.40 a.m.

Tynemouth, Northumberland. At approximately 2.40 p.m. on 31st July, 1965, the coastguard reported that a sailing dinghy had capsized in the estuary. The honorary secretary could see from his home that the dinghy's crew of three were in the water, unable to get the sails down or get aboard. At 2.49 the IRB launched in a moderate gusting to fresh south-westerly breeze and choppy sea. The tide was flooding. The sailing dinghy was caught by another squall and was driven on the North Pier Rocks. The IRB crew helped to get the boat off the rocks and towed her to South Shields beach. The IRB returned to her station at 3.15 p.m.

Walmer, Kent. At approximately 12.50 p.m. on 1st August, 1965, life-boat men at the boathouse saw a rowing boat with two people on board in difficulties in heavy seas about two miles east of the station. The rowing boat's crew of two were signalling for assistance. The IRB launched at once in a moderate gusting to strong south-westerly breeze and choppy sea. She took the boat in tow and returned to her station at 2 p.m.

Moelfre, Anglesey. At 1.20 p.m. on 1st August, 1965, a motor boat whose engine had broken down was seen drifting out to sea. At 1.25 the IRB launched in a strong south-westerly breeze and rough sea. The tide was flooding. The IRB found

the motor boat *Madig* with a crew of three who were embarked. The motor boat was towed to the beach and the IRB returned to her station at 2.15 p.m.

Tynemouth, Northumberland. At 3.40 p.m. on 1st August, 1965, the sailing club's rescue boat was seen being blown out to sea. At 3.44 the IRB launched in a moderate gusting to fresh south-westerly breeze and choppy sea. She took the boat in tow to the beach, where the IRB crew were told that there were still three sailing dinghies at sea. The IRB went out again, met the dinghies off Cullercoats and escorted them to Tynemouth. On returning to the station the crew were told that another dinghy was in difficulties off South Shields pier. The IRB found the dinghy with her crew of two trying to keep her clear of the rocks. With great difficulty the dinghy was towed clear and taken to Tynemouth Haven. The IRB returned to her station at 5.35 p.m.

Moelfre, Anglesey. At approximately 3.35 p.m. on 2nd August, 1965, members of the life-boat crew saw a distress signal 5 miles east-south-east of the boathouse. At 3.35 the IRB launched in a strong south-westerly breeze and a rough sea. The tide was ebbing. The IRB found a rowing boat which was sinking with five people on board. The boat was towed to Moelfre and the IRB returned to her station at 4.50 p.m. The rescued persons made a donation to RNLI funds.

Broughty Ferry, Angus. At approximately 6.35 p.m. on 4th August, 1965, the coxswain saw a yacht with two people on board capsize one mile south-west of the station. Her crew tried twice to right her, but were unsuccessful. At 6.40 the IRB launched in a moderate south-westerly breeze with squalls. The sea was moderate and the tide ebbing. The IRB found the crew of the yacht *Shali-Mar* still in the water. They were taken on board the IRB and the yacht lashed alongside. The IRB then proceeded to the Royal Tay Yacht Club and after landing the yacht's crew returned to her station, which was reached at 7 p.m. The owner of the *Shali-Mar* made a donation to RNLI funds.

THE LIFE-BOAT FLEET

148 life-boats

48 inshore rescue boats

LIVES RESCUED 86,372

from the Institution's foundation in 1824 to 31st August, 1965

Mablethorpe, Lincolnshire. At 1.12 p.m. on 5th August, 1965, the coastguard told the honorary secretary that a motor boat had broken down, towing a capsized skiff alongside, two miles south of the station. At 1.14 the IRB launched in a moderate south-westerly breeze and choppy sea. She found the motor boat *Sea Elf* with two people on board and towed her to the beach. The report of the skiff proved to be unfounded and the IRB returned to her station at 1.36 p.m.

Moelfre, Anglesey. At 5.40 p.m. on 6th August, 1965, the coastguard reported that a rowing boat with six people on board was being blown out to sea. At 5.45 the IRB launched in a near south-westerly gale and rough sea. The tide was flooding. The rowing boat was taken in tow, and the IRB returned to her station at 6.20 p.m.

Aberystwyth, Cardiganshire. At 12.42 p.m. on 8th August, 1965, the police told the honorary secretary that a youth had fallen over the cliffs between Aberystwyth and Clarach. At 12.50 the IRB launched in a light breeze and calm sea. It was low water. The IRB brought the casualty to Aberystwyth where he was transferred to a waiting ambulance and taken to hospital. The IRB returned to her station at 1.10 p.m.

Wells, Norfolk. At 4.43 p.m. on 8th August, 1965, while the IRB was on exercise in a moderate easterly breeze and ebbing tide, the mechanic saw a dinghy capsize in the rough seas on the bar. The dinghy's crew of two were in the water. The IRB took them aboard and returned to her station with the dinghy in tow. The exercise and rescue were completed at 6.10 p.m.

Tramore, Co. Waterford. At 6.10 p.m. on 8th August, 1965, a member of the IRB crew was notified that a speed boat was overdue. The IRB was at once launched, in a gentle easterly breeze and calm sea. While searching for the speed boat the IRB met the Tramore sea rescue launch. One of the crew of three on the rescue launch was transferred to the IRB to help with the engine and one crew member from the IRB was put aboard the launch. Both boats then searched the area and at about 7 o'clock the speed boat, with two people on board, was found under Brownstown Head. The rescue launch took one person on board whilst the IRB embarked the second and took the speed boat in tow. The IRB returned to her station at 8.15 p.m.

Walmer, Kent. At 6.25 p.m. on 8th August, 1965, the coastguard told the honorary secretary that a shore boat, which had been alerted to go to the assistance of a small boat with two people on board – the outboard engine had broken down – had proceeded in the wrong direction. At 6.35 the IRB launched in light south-westerly airs and a smooth to choppy sea. The tide was flooding. The IRB took aboard the two people from the small boat who were exhausted after using the oars as paddles. The only rowlock in the boat was broken. With the small boat in tow the IRB returned to her station at 8 p.m.

Newquay, Cornwall. At approximately 12.13 p.m. on 12th August, 1965, the honorary secretary learnt that a small craft had broken down about three-quarters of a mile north of the station and that one of her crew had jumped over the side. At 12.36 the IRB launched in a fresh south-south-easterly breeze and

moderate sea. It was low water. The IRB found a catamaran with two people on board drifting towards Cribba reef. A line was passed to the catamaran and it was towed to the harbour mouth and beached. The crew member who had jumped over the side had swum safely ashore. The IRB returned to her station at 1.14 p.m.

Newquay, Cornwall. At 12.11 p.m. on 13th August, 1965, while the IRB was co-operating with the Padstow life-boat on Newquay life-boat day, the crew saw a dinghy in difficulties drifting towards the Towan Headland and Cribba reef. There was a strong south-east by easterly breeze gusting to near gale force and moderate sea. It was low water. The IRB towed the dinghy and crew of two to Newquay harbour, returning to her station at 12.31 p.m.

Blackpool, Lancashire. At 6.10 p.m. on 13th August, 1965, the police notified the honorary secretary that a boy was in difficulties in a small canoe south of central pier. The IRB was at once launched in a moderate east-south-easterly breeze and choppy sea. She came up with the canoe and found the boy did not have enough strength to paddle against the wind and the tide. The IRB brought the boy and the canoe ashore and returned to her station at 6.45 p.m.

Mablethorpe, Lincolnshire. At 11.10 a.m. on 15th August, 1965, a bather was reported in difficulties half a mile south of the station. At 11.13 the IRB launched in a slight sea and took the bather on board, returning with him to her station at 11.28 a.m. He was transferred to a waiting ambulance.

Kinghorn, Fife. At approximately 8 p.m. on 19th August, 1965, a yacht was seen to capsize half a mile south-west of the station. At 8.2 the IRB launched in a gentle westerly breeze and corresponding sea. She came up with the yacht and took the crew of four on board. After landing them the IRB returned to the yacht and towed it ashore, returning to her station at 8.35 p.m.

Mablethorpe, Lincolnshire. At 3.3 p.m. on 20th August, 1965, a member of the public told the honorary secretary that a boy had fallen off a drifting air bed, 600 yards north of the station. At 3.5 the IRB launched in a gentle westerly breeze and slightly choppy sea. She took the boy on board and landed him on the beach, returning to her station at 3.10 p.m.

St. Ives, Cornwall. At 2.43 p.m. on 21st August, 1965, the coastguard reported that a man had fallen off, or had been washed off, the rocks at Clodgy Point. At 2.45 the IRB launched in a fresh west-north-westerly breeze and rough sea. The tide was ebbing. She found the man had managed to scramble on to a ledge and was just able to hold on there. A member of the IRB's crew jumped on to the rocks to help the man board the IRB, which then sped back to her station, where the man was transferred to a waiting ambulance. The service was completed at 3.15 p.m.

Southend-on-Sea, Essex. At 2.8 p.m. on 26th August, 1965, a yacht was reported to have capsized off Westcliffe swimming pool. At 2.9 the IRB launched in a gentle to moderate south-westerly breeze and rough sea. She came up with the yacht and took the crew of two on board, then, with the yacht in tow, returned to her station which was reached at 2.50 p.m.

Redcar, Yorkshire. At 4.44 p.m. on 28th August, 1965, a sailing dinghy was reported to have capsized off Majuba. The IRB was launched immediately in a south-westerly breeze and calm sea. She found the dinghy with one person on board and towed it to the beach. A beach patrolman who had swum out to assist in this service got into difficulties and was brought ashore in the IRB. She returned to her station at 5 p.m.

St. Ives, Cornwall. At 2.45 p.m. on 29th August, 1965, while the IRB was on patrol off Porthmeor beach during a surf life-saving competition, her crew were told that a swimmer was in difficulties between Crowner Rock and Clodgy

Point. The swimmer was found clinging to a surf board in an exhausted condition and was taken on board the IRB. After landing him on Porthmeor beach to be helped by surf club members the IRB returned to her station, which was reached at 3 p.m.

Tynemouth, Northumberland. At approximately 4.17 p.m. on 30th August, 1965, while the honorary secretary was watching a dinghy race, a sailing dinghy was capsized by a squall and her two occupants thrown into the water. The sailing club rescue boat was engaged with another casualty and as there were no other boats available the IRB was launched at 4.20 in a moderate to fresh westerly breeze and smooth sea. Her crew righted the dinghy, which was then

beached. Four more sailing dinghies had by then capsized in various parts of the estuary and the IRB assisted two of these.

The third dinghy was escorted until the crew regained control and the fourth was escorted until the club rescue boat could take her in tow. The IRB returned to her station at 5.18 p.m.

Brighton, Sussex. At 4.38 p.m. on 30th August, 1965, the pier master reported that a small fishing vessel about 2 miles out was signalling for assistance. At 4.45 the IRB launched in a moderate westerly breeze and corresponding sea. She found the m.f.v. *Shelia* with a crew of two in trouble because the engine had broken down and an oar had been lost. The *Shelia* was taken in tow and the IRB returned to her station at 5.5 p.m.



By courtesy of

[D. M. Smith, Berwick-upon-Tweed]

North Sunderland life-boat arrives back in harbour after a fruitless 12-hour search for a missing man.

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

- Aith, Shetlands** – 27th.
Angle, Pembrokeshire – 12th and 16th.
Appledore, Devon – 12th and 28th.
Ballycotton, Co. Cork – 26th.
Barmouth, Merionethshire – 15th.
Barry Dock, Glamorganshire – 24th.
Bembridge, Isle of Wight – 12th, 20th, 21st and 31st.
Berwick-upon-Tweed, Northumberland – 12th.
Boulmer, Northumberland – 5th and 25th.
Clacton-on-Sea, Essex – 21st.
Clogher Head, Co. Louth – 27th.
Clovelly, Devon – 25th.
Coverack, Cornwall – 17th.
Dover, Kent – 16th, 23rd and 28th.
Dun Laoghaire, Co. Dublin – 9th, 19th and 28th.
Exmouth, Devon – 12th.
Falmouth, Cornwall – 6th.
Fleetwood, Lancashire – 29th.
Fowey, Cornwall – 17th and 29th.
Galway Bay – 27th.
Girvan, Ayrshire – 28th.
Great Yarmouth and Gorleston, Norfolk – 13th and 18th.
Gourdon, Kincardineshire – 11th.
Hartlepool, Durham – 28th and 30th.
Holyhead, Anglesey – 3rd.
Howth, Co. Dublin – 22nd.
Hoylake, Cheshire – 24th.
Humber, Yorkshire – 31st.
Ilfracombe, Devon – 29th.
Islay, Inner Hebrides – 5th and 21st.
Kirkcudbright – 7th.
Llandudno, Caernarvonshire – 27th and 28th.
Lowestoft, Suffolk – 18th and 28th.
New Brighton, Cheshire – 8th, 22nd and 29th.
Newhaven, Sussex – 14th and 26th.
New Quay, Cardiganshire – 6th and 29th.
North Sunderland, Northumberland – 11th and 18th.
Peel, Isle of Man – 14th.
Penlee, Cornwall – 13th.
Plymouth, Devon – 1st.
Port Erin, Isle of Man – 21st.
Portrush, Co. Antrim – 16th.
Ramsey, Isle of Man – 27th.
Rhyl, Flintshire – 6th, 20th and 28th.
Rosslare Harbour, Co. Wexford – 21st.
St. Helier, Jersey – 15th.
St. Ives, Cornwall – 9th.
St. Mary's, Scilly Islands – 11th.
Salcombe, Devon – 12th, 13th and 28th (twice).
Seaham, Durham – 12th.
Selsey, Sussex – 2nd and 24th (twice).
Shoreham Harbour, Sussex – 24th.
Skegness, Lincolnshire – 2nd.
Stromness, Orkneys – 16th (twice).
Stronsay, Orkneys – 15th.
Tenby, Pembrokeshire – 7th, 12th and 16th.
Torbay, Devon – 28th.
Troon, Ayrshire – 25th.
Tynemouth, Northumberland – 14th.
Walton and Frinton, Essex – 14th.
Weston-super-Mare, Somerset – 10th.
Wick, Caithness-shire – 6th.
Wicklow – 22nd.
Yarmouth, Isle of Wight – 15th.

Note – Only reports of services for July and August are included in this issue of THE LIFE-BOAT. The increasing number of calls made on life-boats, and the addition of IRB services to the records printed here, have made it difficult to gather all the reports in time for publication. Reports for September were not to hand when we closed for press. They will appear in the March 1965 issue, together with October and November services. Future issues will contain reports covering three months, as before, and the margin of time gained by omitting the September services from this issue will make it possible for future issues to appear much earlier in their month of publication.

The following services were received too late for inclusion in the classified sections:

Aberdovey, Merionethshire. At 2.50 p.m. on 12th August, 1965, the coastguard notified the honorary secretary that four bathers had been swept off the beach near Borth. At 2.55 the IRB launched in a moderate to fresh south-easterly breeze and moderate sea. The tide was ebbing. The IRB searched the area but without success. On returning to the shore the crew were told that two youths were missing and had last been seen clinging to a rubber tyre.

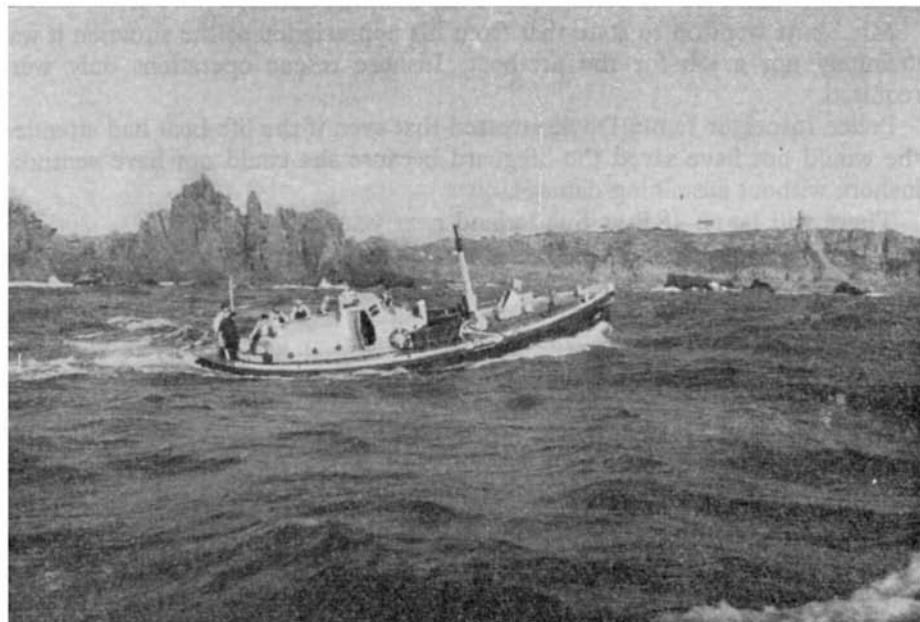
JOINED BY
ABERYSTWYTH IRB

The Aberdovey IRB was joined by the Aberystwyth IRB, a shore boat from Borth, and an Outward Bound Sea School boat. They searched the area until 5 o'clock, when the search was abandoned. While the Aberdovey IRB

was returning to her station a small sloop, the *Luandia*, with two persons on board was seen to be in difficulties on the bar. A line was taken aboard the *Luandia* and a member of the IRB's crew went aboard. The sloop was towed clear and returned to her moorings at Aberdovey. The IRB returned to her station at 5.35 p.m.

BOY SERIOUSLY ILL

Barra Island, Outer Hebrides. At 5.10 p.m. on 28th August, 1965, the local doctor requested the use of the life-boat to take a six-year-old boy who was seriously ill to hospital at South Uist. The life-boat *R. A. Colby Cubbin No. 3* left her moorings at 5.50 in a moderate north-westerly wind and a corresponding sea. The tide was flooding. The boy was landed at South Uist and the life-boat returned to her station at 11.30 p.m.



By courtesy of

[Senett & Spears, Jersey

Jersey life-boat at sea off the rocky coast.

Royal Humane Society Testimonial

The Royal Humane Society has awarded a testimonial on parchment to Mr. William Dryden, motor mechanic of the Whitby life-boat, for his rescue on 5th May, 1965, of a three year old girl who had fallen into the lower harbour. Mr. Dryden jumped into the water and pulled her out, though he went under himself.

This is the second time Mr. Dryden has received a testimonial from the Royal Humane Society. His first was also for rescuing a child from the lower harbour – an 11 year old boy.

Mr. Dryden holds an RNLI bronze medal and three certificates for gallantry.

SUNDERLAND TRAGEDY

Criticisms of the absence of the Sunderland life-boat when a lifeguard was drowned in tragic circumstances near the Cat and Dog steps at Roker last August were refuted at the inquest on the lifeguard, Mr. John Ramsay. He had gone out to rescue a bather in difficulties, but was overcome by the rough seas and lost his life.

"I must emphasise the Sunderland life-boat did not fail to launch," said Mr. Cyril Shutt, officer-in-charge of H.M. Coastguards, Sunderland, giving evidence. "My main object in telephoning them in the first place was to let them know that help was on its way from the pilot cutter."

Mr. Shutt went on to state that from his appreciation of the situation it was definitely not a job for the life-boat. Inshore rescue operations only were required.

Police Inspector James Doyle stressed that even if the life-boat had attended she would not have saved the lifeguard because she could not have ventured inshore without sustaining damage.

There will be an IRB at Sunderland next year.

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