

# THE LIFE-BOAT

THE JOURNAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

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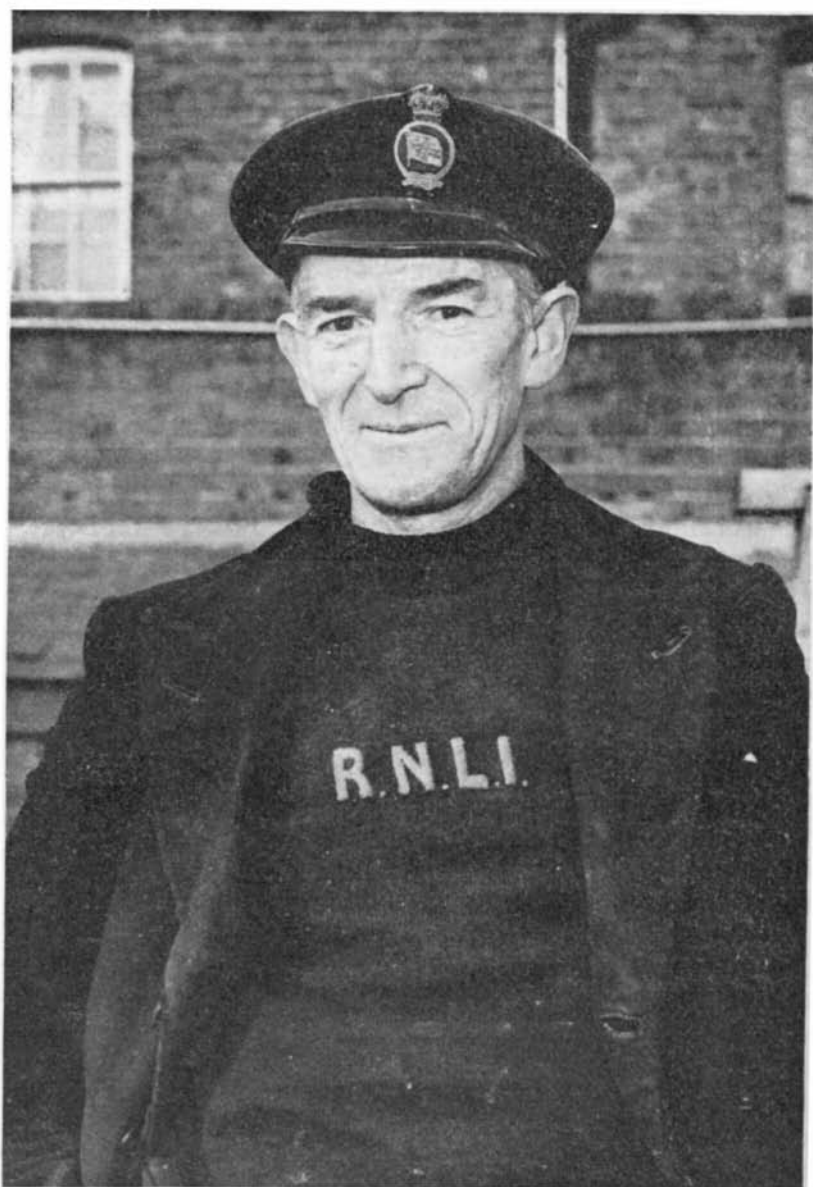
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# Portrait of a Coxswain



COXSWAIN ROBERT BUCHAN of the Humber is the superintendent coxswain of the only full-time life-boat crew in Britain or Ireland. He was appointed coxswain in 1959 having served for seven years as a member of the crew. During six of those years he was second coxswain. Since he became a member of the crew the Humber life-boat has been launched 165 times and saved 41 lives.

## NOTES OF THE QUARTER

In 1965 the life-boat service had by far its busiest year since the Institution was founded in 1824. There were 1,038 launches by life-boats on service and 462 by inshore rescue boats. Life-boats saved the lives of 562 people and IRBs 265.

An all-time record for launches had been set up in 1964, yet there was an increase of something like 28·3 per cent on this figure last year. Some impression of how the work of the life-boat service has grown in the last few years can be gained from the following table:

	<i>Launches by RNLI rescue craft</i>	<i>Lives saved by these craft</i>
1962	833	422
1963	863	364
1964	1,168	525
1965	1,500	777

### NEW IRB STATIONS

The value of the Institution's inshore boats as a means of saving life has been proved beyond question by the achievements of last year when the lives of no fewer than 215 people were saved. In 1966 another 26 IRB stations are to be established. Of the sites provisionally chosen 18 are in England, 5 are in Wales, one is in Scotland, one is in Ireland, and one is in the Isle of Man.

The English sites selected are:

Amble, Bridlington, Burnham-on-Crouch, Bude, Clacton-on-Sea, Exmouth, Filey, Fleetwood, Littlehampton, Littlestone-on-Sea, Margate, Morecambe, Rye Harbour, Scarborough, Sunderland, Weston-super-Mare, Whitby, and West Kirby.

The Welsh sites are:

Aberavon Beach (Port Talbot), Borth, Conway, New Quay (Cardiganshire), and Flint.

The Scottish station will be at Kippford, the Irish station at Dun Laoghaire and the Isle of Man station at Port St. Mary.

### ROUND TABLE SUPPORT

The inshore rescue boat seems to have made a particular appeal to members of Round Tables in different parts of the country, and the RNLI is deeply indebted to them for the provision of a number of new IRBs. The Barrow-in-Furness IRB was provided by the Barrow Round Table. Norwich Round Table provided the Happisburgh IRB and Hemel Hempstead the Eastney IRB. The new IRB to be stationed at Rye Harbour is the gift of the Beaconsfield Round Table. In addition, the boat shelter at Mudeford was provided by a special gift from members of the Christchurch Round Table.



*By courtesy of]*

*[Arthur W. Dick*

Captain the Hon. V. M. Wyndham-Quin, R.N., Chairman of the RNLI, seen on the occasion of his visit to Flamborough in December. The retiring coxswain of the Flamborough life-boat, Dick Cowling, is on the left of the picture. Albert Duke, the new coxswain, is on the right

## NEW LIFE-BOAT STATION

The RNLI has decided to build a new life-boat station at Trevoze Head in Cornwall at an approximate cost of £114,600. The work is expected to be completed in about two years.

When the new station becomes operational it will replace the existing Padstow station, where conditions on the bar now seriously interfere with the operational efficiency of the life-boat.

The new station will consist of a boathouse and slipway built on the foreshore at the foot of the cliffs, which at that point are about 100 feet high. The life-boat will be launched down a 240-foot slipway. A new road, a quarter of-a-mile long, will be constructed from the Coastguard station to the top of the cliff.

Wave records have been taken over a period of two years on the site. These show that it ought to be possible to launch the life-boat in any conditions, although in certain circumstances re-housing may not always be possible immediately.

It is known that there was a life-boat station at Padstow before 1825. Since the RNLI took over the station in 1856 Padstow life-boats have had a magnificent record, having been launched on service 361 times and having saved 478 lives. From 1899 to 1962 the Padstow station regularly had two life-boats.

## INSHORE RESCUE SCHEME EXTENSION

The inshore rescue scheme, which is operated jointly by the RNLI and H.M. Coastguard, is to be extended in 1966 from the Scottish border to the River Clyde on the west and the Firth of Forth on the east. This scheme was begun experimentally in 1962 on the south coast of England between Selsey Bill and Swanage, including the Isle of Wight. All coastguard stations concerned keep a list of private boat owners who have agreed to co-operate in the scheme and whose boats are considered suitable and generally available. The list includes the telephone numbers of the owners and particulars of the type of boat they own. The coastguard can, therefore, contact such people without delay. The RNLI undertakes to pay monetary awards for rescues, or attempted rescues, to those participating in the scheme. The scale is that applying to members of life-boat crews on service. The Institution will also reimburse the cost of fuel and pay for the replacement of any gear lost or damaged.

## IRISH STATION RENAMED

The Cloughey life-boat station in County Down has been re-named Cloughey/Portavogie. The reason for this is that with the development of the harbour at Portavogie it has become possible to keep a life-boat at permanent moorings in the harbour, and in consequence the 35-foot 6-inch Liverpool boat has been replaced by a 41-foot boat. The Cloughey station has a fine record. It was established in 1885, and since then life-boats from the station have launched on service 152 times and saved 311 lives.

# Awards for "Calculated Courage"

The thanks of the Institution inscribed on vellum have been awarded to seven men who put out in the Portrush life-boat to search for survivors from a Norwegian frigate on 1st November, 1965.

At 9.16 that morning Mr. W. R. Knox, the honorary secretary of the Portrush station, received an anticipatory message from the Senior Naval Officer, Northern Ireland, through H.M. Coastguard, Bangor, stating that five men had been lost overboard from the Norwegian Frigate *Bergen*. The position given was 20 miles north-west of Portrush.

A north-westerly wind of storm force (force 10) was blowing. There were frequent squalls causing poor visibility. It was two hours before high water and conditions at the harbour entrance were described as "appalling".

## ALL VOLUNTEERED

Mr. Knox discussed the situation with the coxswain, Robert McMullan. The coxswain decided to make an attempt to take the life-boat out of the harbour, and the crew were assembled. They were told of the conditions at the harbour mouth, and they all volunteered to put out. Mr. Noble Ruddock, the District Engineer (Ireland), was on duty in the area and volunteered to join the crew.

The life-boat *Lady Scott* (Civil Service No. 4), which is one of the 46-foot 9-inch Watson life-boats, was launched at 10.17. When she reached the harbour mouth a

high breaking sea struck her on the beam, and eye-witnesses said that it threw the life-boat bodily broadside for a considerable distance. Coxswain McMullan turned the life-boat to meet the second sea head on and this broke overall. People who were watching said that she appeared to leave the water and drop bodily into the trough of the sea. This happened several times before the boat reached deeper water.

After rather more than two hours the life-boat reached a position 5 miles north-east of Inishowen Head, and the coxswain began a search of the area, reducing speed to ease the pounding. The search continued without success until darkness fell. Conditions were too bad for the life-boat to return to Portrush and Coxswain McMullan decided to make for Greencastle.

The life-boat reached Greencastle at 6.28 in the evening and was refuelled and made ready for sea. The next morning she returned to Portrush, where she was rehoused at 9.28.

### **LIFE-BOAT DAMAGED BUT SEAWORTHY**

By then it had been found that her bilge keel, stern-head fitting and ventilators had all been damaged, but the life-boat was still in a state of immediate seaworthiness. The radio telephone equipment had been swamped by a heavy sea but communications were maintained throughout the service.

In his report, the District Inspector, Mr. G. R. Walton, expressed the view that the coxswain and crew "showed calculated courage in unanimously deciding to launch" and that they acted in the finest tradition of the Institution.

The seven men to whom the thanks of the Institution have been accorded are Robert McMullan, Coxswain; James Stewart, Second Coxswain; William H. Lee, Bowman; Gilbert Chambers, Motor Mechanic; Frederick Ernest Williams, Assistant Mechanic; T. O'Neill, Life-boatman; and Noble George Ruddock, District Engineer (Ireland).

## ***Rescue During Convalescence***

Mr. and Mrs. E. C. Bawtree of Porthleven have received a letter of thanks signed by the Chairman of the Committee of Management, Captain the Hon. V. M. Wyndham-Quin, R.N., for rescuing two boys who had been cut off by the tide at Gillan Creek, near Helston, on 16th October, 1965.

At about 7.20 that evening the housekeeper at Lantinning Farm was working in the kitchen when she heard shouting outside. She went into the garden, which overlooks a beach, and heard a child crying for help from the opposite side of the creek. She immediately returned indoors and told two guests, Mr. and Mrs. Bawtree, what she had heard. Mr. Bawtree was convalescing at the time after osteo-myelitis, which had resulted in severe toxæmia.

### **FLOOD TIDE CAUGHT DINGHY**

He and his wife went to their car, which was parked overlooking the creek, and switched on the headlights in the hope of being able to see what had happened. They could not see anybody in trouble, but Mr. Bawtree decided to pull across the creek

in his 10-foot pram dinghy, which was moored off the beach. He and his wife ran down to their boat and started to pull across. Conditions were calm, but the dinghy was caught in the flood tide and carried upstream.

As the dinghy was carried towards the narrows Mrs. Bawtree saw something floating in the water and then recognized it as a boy's check shirt. She and her husband grabbed hold and found that a small boy was floating face downwards and being kept afloat by the air in his shirt.

### THOUGHT BOY WAS DEAD

With some difficulty they pulled him into the boat and at first thought he was dead. Mrs. Bawtree called out to discover whether there was anyone else in trouble, and they heard another child answer. Mr. Bawtree rowed towards the rocks where he found an older boy.

They took this boy aboard too and Mr. Bawtree rowed back across the creek. As they were approaching the shore they noticed signs of life in the first boy who had been picked up, and as soon as the boat touched bottom Mrs. Bawtree jumped out and waded ashore, carrying the boy to the beach. There, with the help of some other people, she gave mouth-to-mouth resuscitation.

A motor boat then reached the scene, and the unconscious boy was taken back to the farm by boat. Both boys were looked after by Miss Isabel Waters, the housekeeper at the farm, until the ambulance arrived to take them to hospital. They both recovered and were discharged the next day.

## Medal for Rescue from Fishing Vessel

Coxswain Gordon Elliott of Padstow has been awarded the Institution's silver medal for gallantry for the rescue of two men from the fishing vessel *Deo Gratias* on 23rd November, 1965. The thanks of the Institution inscribed on vellum have been accorded to the other six members of the crew.

A report that the *Deo Gratias* was firing red flares was received by the honorary secretary, Mr. A. G. Trembath, from the coastguard at 3.50 in the afternoon. The position was given as one mile north-west-by-north of Kellan Head. At 4.8 the life-boat *Joseph Hiram Chadwick*, which is one of the 52-foot Barnett class, slipped her moorings.

### FORCE 11

There was a westerly gale, gusting at times to violent storm (force 11). The sea was very rough and visibility poor. It was an hour and a half before high water.

Conditions on the bar were bad and Coxswain Elliott made for Newland Island before altering course to try to reach the fishing vessel.

The Southern Rescue Co-ordination Centre at Mountbatten had diverted a Shackleton aircraft, which had been on a routine training flight, to the area. The aircraft arrived off Kellan Head at 4.40. In the light of flares dropped by the aircraft Coxswain

Elliott sighted the *Deo Gratias* well to seaward of the position which had been reported, and he altered course accordingly.

### MIZZEN CARRIED AWAY

The fishing vessel was riding head to wind with her mizzen set, but this carried away during a heavy squall and the fishing vessel broached, sheering about violently and drifting rapidly downwind.

The life-boat reached her about 5.10. The two men aboard the fishing vessel said they had lost their rudder, were making water and wanted to abandon ship. A line was fired from the life-boat in an attempt to pass the tow-line, but this failed. A second unsuccessful attempt was made, and by then the fishing vessel was settling rapidly by the stern.

Coxswain Elliott realized that there was no time to make a further attempt to get a line aboard. He warned the two mechanics that they must respond to his orders promptly and stationed the rest of his crew forward.

### LIFE-BOAT CRASHED THROUGH BULWARK

He then waited for a lull and put the bow of the life-boat against the fishing vessel's starboard quarter. The two men were hauled aboard, and before he could go astern a heavy sea rolled the fishing vessel under the bow of the life-boat. The life-boat crashed through her bulwark on to the deck.

By 6.5 the life-boat crew were able to send a radio message that they had taken the two men off the fishing vessel and were making for Padstow. The fishing vessel was reported to be adrift and a danger to navigation.

Conditions continued to grow worse and the coxswain decided to go outside Newland Island and close the Gulland Rocks before turning into Stepper Point. The life-boat crossed the bar at 7.10 and was secured at Padstow quay ten minutes later. The two rescued men, who were suffering from shock, were met by relations and driven to their homes. The life-boat was then re-fuelled and returned to her moorings at 8 o'clock.

The six members of the crew to whom the Institution's thanks on vellum have been accorded are Ernest Murt, D.S.M., Acting Second Coxswain; Arthur Permewan, Acting Bowman; William George Pinch, Motor Mechanic; Horace Edward Murt, Assistant Mechanic; Philip May, Emergency Mechanic; Arthur May, Life-boatman.

### NOTICE

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

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

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



# *Rescue of man cut off by tide*

Letters of commendation signed by the Chairman of the Committee of Management, Captain the Hon. V. M. Wyndham-Quin, R.N., have been sent to Mr. John Parsons of Luton and Master Michael Dunn of Highbridge for rescuing a man who was cut off by the tide at Burnham-on-Sea, Somerset, on 28th August, 1965.

At 8 o'clock that evening a policeman was told that a man had been seen clinging to an iron post on the wall of the marine lake. The man was up to his waist in water, with waves breaking over him, and in danger of being swept into deep water.

The policeman went to call out the Burnham Surf Life-Saving Club and at the same time two 15 year-old boys, Michael Dunn and Raymond Farthing, ran to the breakwater where the local Council keeps a 12-foot fibre glass dinghy. The dinghy's attendant, Mr. John Parsons, had gone off duty and the outboard motor and oars had been locked away.

Mr. Parsons returned shortly afterwards with the intention of doing some fishing, but when he saw the man on the wall in danger he went to fetch the engine and gear for the dinghy. With the help of three people he rigged the dinghy and got it to the water edge and then asked Michael Dunn to accompany him.

A fresh breeze was blowing from the north-west and there was a choppy sea. The tide was making at about 3 knots. The man and the boy launched the dinghy with some difficulty through the breakers. As he approached the man on the wall Mr. Parsons cut the engine and rowed towards him.

The man on the wall was dressed in heavy fishing gear, and as he grabbed the side of the dinghy he nearly capsized it. Mr. Parsons had to hold the iron post to steady the boat and Michael Dunn helped the man in over the bows.

## **Royal Humane Society Award**

The Royal Humane Society awarded a testimonial on parchment, combined with a resuscitation certificate, to Police Sergeant Stephen Ferguson of the County Borough of Hastings Police, and a resuscitation certificate to Motor Mechanic John Martin of the Hastings life-boat, for their rescue of a youth during the night of the 16/17th August, 1965.

Police Sergeant S. Ferguson and Motor Mechanic J. H. Martin had gone out in the Hastings IRB to search for a dinghy, which they found about 200 yards south-west of Hastings pier at 12.54 a.m. The dinghy was empty, but splashing was observed in the water some distance away and the IRB reached this spot as a youth was seen disappearing beneath the surface. Sergeant Ferguson dived fully clothed into the sea and got the casualty, who was apparently drowned, into the IRB and immediately started mouth-to-mouth resuscitation.

The IRB arrived back at her station at 1 a.m. The patient was landed and Mechanic Martin took over the mouth-to-mouth resuscitation whilst Sergeant Ferguson gave cardiac massage. The youth regained consciousness as a result of this treatment and was removed to hospital.

# VISITORS

Visits by French, Dutch and Spanish delegations, on behalf of their respective life-boat societies, took place in November and January.

The Netherlands delegation, headed by the Director of the North and South Holland life-boat societies, Lieut.-Commander C. L. van der Zweep, R.N.N., accompanied by the Inspector, Mr. Klijn, and the Inspector of the Royal South Holland Life-boat Society, Mr. B. R. de Jong, arrived on the 5th November 1965 for a three-day visit. They joined the first of the 70-foot life-boats at Oban for passage to the Clyde. A call was made at Campbeltown on the way. Later the delegation visited Yarrow's yard and were shown over the second 70-foot life-boat under construction. The Netherlands delegation also visited the Head Office of the R.N.L.I.

Captain Y. Durand-Gasselin, Chief Inspector of the French Central Life-boat Society, arrived in London on 9th January, 1966 for a week. On the 10th he visited Littlehampton, where he was met by Mr. R. A. Oakley, M.B.E., M.R.I.N.A., the Institution's Naval Architect, and inspected life-boats under construction at the yard of William Osborne.

The 44-foot steel boat to American (U.S.C.G.) design was also inspected at Littlehampton, and afterwards a call was made at the Newhaven life-boat station. The next day Hastings life-boat station was visited.

On the 13th January, a visit was made to Yarrow's yard on the Clyde to inspect the 70-foot life-boat under construction. While in the area Captain Y. Durand-Gasselin saw the inshore rescue boat station at Helensburgh. The following day he took part in sea trials of the first 70-foot life-boat.

The Spanish delegation arrived on the 17th January for a five-day visit. Senor Juan M. Paster, Secretary General of the Spanish Life-boat Society, was accompanied by Lieut.-Commander Luis Monereo. After visiting Head Office and the Depot at Boreham Wood the deputation travelled by night train to Penzance.

On the 18th January, St. Ives, Sennen Cove, and Falmouth life-boat stations were visited, and on the 19th, Lizard/Cadgwith, and Coverack.

On the 20th Mr. Oakley accompanied the delegation to William Osborne's yard at Littlehampton, where they inspected the life-boats under construction. Later that day they visited Selsey life-boat station, and on the following day saw the stations at Shoreham, Newhaven, and Hastings.

## THE LIFE-BOAT FLEET

147 life-boats

24 inshore rescue boats

## LIVES RESCUED 86,602

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

# 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 'Latenac' treatment.



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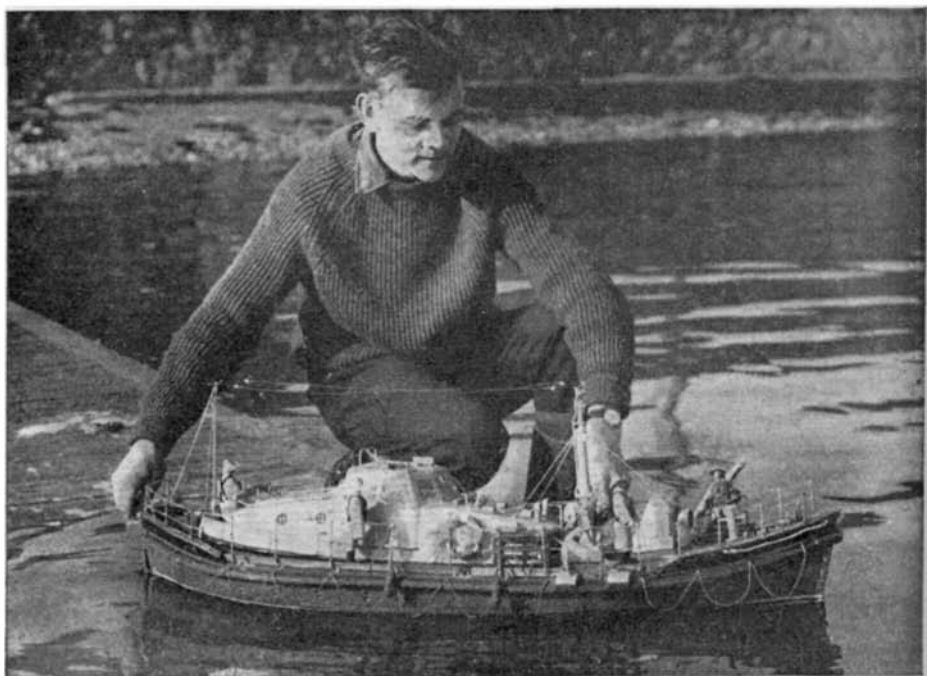
# Three Knot Marvel

By Bernard Loftus

The launching ceremony and trial run of a four-foot scale model of the Howth life-boat took place recently at Baldoyle. The builder, twenty years old Derick Riley of "Alverno", Strand Road, Baldoyle, Dublin, is a science student at University College Dublin.

Derick decided to build the scale model three years ago when he was present at the naming of the Howth life-boat, but it was not until July of last year that he started, when he had access to the original blueprints of the 47-foot Watson type boat.

He spent most of his holidays working on the model, which is built on a scale of one inch to the foot. She is 47 inches long with a beam of 13 inches and a draught of  $4\frac{1}{2}$  inches. With fuel and equipment on board she weighs 36 lbs. The rudder control



*By courtesy of]*

*[B. Loftus, Dublin*

Derick Riley and his model of the Howth life-boat

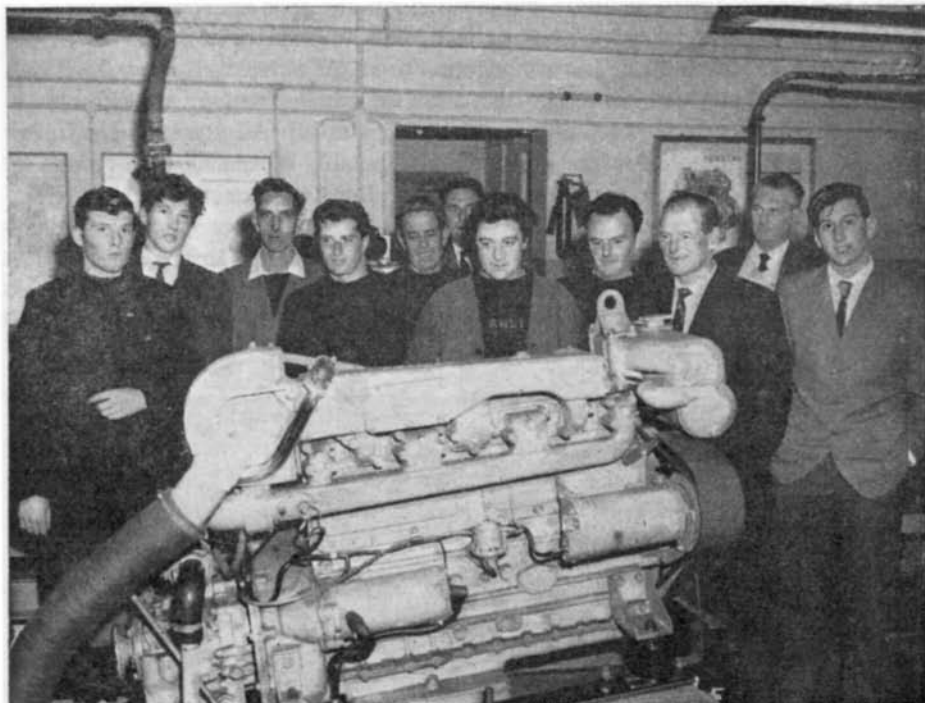
is power assisted by an electric motor. She has twin screws driven by an 8 c.c. water-cooled diesel engine giving her a maximum speed of just over three knots.

Most of the fittings on the model were made by Derick himself. The super-structure is of plywood with glass-fibre in places to mould curved parts.

The exhaust, as in the original life-boat, has two outlets. One under the waterline to discard oil, the other, for smoke, from the mast-head. To make it even more realistic

the model has a crew of miniature life-boat men. The total cost of materials used in the construction was about £25.

Derick has appeared on Irish television with his model and has entered it for a display at Helys of Dame Street, Dublin during a model fortnight. Later on, Derick hopes to fit a radio control unit into the model and give displays to raise funds for the Howth life-boat.



*By courtesy of]*

*[Perkins Engines Ltd.*

Members of Cromer No. 2 life-boat crew inspect a marine diesel engine during a visit to the Peterborough headquarters of the Perkins Engine Group

## **STAFF RETIREMENTS**

Members of the Institution's staff who retired in 1965 after more than fifteen years' service were:

Mr. V. G. Parsons, 40 years. Assistant Superintendent of Depot.

Mr. J. A. Ashford, 44 years. Senior Clerk at Depot.

Mrs. N. A. Rooke, M.B.E., 42 years. Office Registrar.

## **NEW YEAR HONOURS**

Rear Admiral Sir Edmund Irving, C.B., F.R.S.A., a member of the Committee of Management, has been made a K.B.E. in the New Year Honours list.

Mr. W. R. Edwards, honorary secretary of the Ramsey, Isle of Man, life-boat station, has been awarded the M.B.E.

# OBITUARIES

COMMANDER LORD SEMPILL, R.N.V.R.

A Vice-President of the Institution since 1954 Lord Sempill, who died on 30th December, 1956, had served on the Committee of Management from 1927 until he became Vice-President and had served on the boat and construction, and general purposes and publicity committees. His long and valuable devotion to the RNLI will be remembered with gratitude, but aviation was the great interest of his life.

After serving an engineering apprenticeship with Rolls Royce he joined the Royal Flying Corps in August 1914. In 1919 he retired from the Service – by then the Royal Air Force – and devoted himself to the cause of British aviation. A pioneer with courage and enthusiasm, he competed in the King's Cup Air Race from 1924 to 1930 and was the author of several aviation books, notably *Wanderings Along a Future Commercial Air Route*. He was President of the Royal Aeronautical Society from 1927 to 1930.

He also made his mark in industry, pioneering new ideas and urging the need for technological progress at a time when the urgency of this, for Britain, was not appreciated.

EX-COXSWAIN JOHN WATTERS

Ex-coxswain John Watters died on 2nd September, 1965, aged 66. He had been coxswain of Fowey life-boat for more than 25 years and was awarded the RNLI's bronze medal for gallantry in 1947 for a difficult and perilous rescue in heavy seas and darkness. He had taken out the life-boat when the call came, though he had been injured by a fall. The service is reported in full on page 46 of THE LIFE-BOAT for September, 1947

## RICHARD DIMBLEBY

Richard Dimbleby who died on the 22nd December, 1965 at the age of 52 was an active supporter and friend of the life-boat service. To a man, such as he was, of great personal courage and deep sincerity and with a passionate interest in people the life-boat service made a particular appeal. Among a number of life-boat stations at which he was personally known were Southend-on-Sea, where he was dragged through the water by breeches buoy, and Walmer, from where the life-boat took him out over the Goodwin Sands in thoroughly disagreeable conditions. Shortly after his visit to Walmer he was invited to make an appeal on behalf of the life-boat service. He readily agreed and in characteristic fashion he took the greatest care in the preparation of the appeal. The appeal was broadcast by the B.B.C. in the Home Service on 21st February, 1954. Among those who responded were a bedridden invalid in her 94th year, two elderly African missionaries, an infant school in Scotland, and children in Worcestershire in a class whose average age was seven.

Television is such an intimate medium that millions of people felt the loss of Richard Dimbleby as a personal affliction. To those who had the privilege of knowing him the loss is one which can never be made good.

## Admiral of the Fleet Sir Henry Oliver

In the December 1965 issue an obituary notice appeared of the late Admiral of the Fleet Sir Henry F. Oliver, G.C.B., K.C.M.G., M.V.O., which was necessarily brief because of pressure on space. It would, indeed, be difficult to do justice to his remarkable career in the service of the Royal Navy in less than a volume.

Sir Henry Oliver entered the Royal Navy as long ago as 1878. Within 35 years he had risen to the rank of Rear-Admiral, and in the first year of the First World War he became Chief of Admiralty War Staff. He became a member of the Board of Admiralty and Deputy Chief of Naval Staff in 1917 and in the next year commanded the First Battle Cruiser Squadron. He was promoted Admiral of the Fleet in 1928 and was placed on the retired list five years later, but in the Second World War he was restored to the active list.

The achievement for which Sir Henry was probably best known was a feat of navigation to which there are few parallels. In 1901 he brought the Channel Squadron from the West Coast of Scotland to the Scilly Isles through thick fog, which never let up, the whole operation being carried out with a precision which could not have been bettered with all the aids to navigation available today.



*By courtesy of]*

*[Lensmen Ltd., Dublin*

Part of the dramatic display arranged by Noel E. Gleeson Ltd., in their car showrooms in Dublin, in January 1966. Emphasis was on the sale of souvenirs and in the first four days sales amounted to nearly £15. The display was to last for several weeks

# First Vellum Award for IRB Rescue

For the first time ever the thanks of the Institution inscribed on vellum have been accorded for a service by an inshore rescue boat. The service was carried out by the Eastney IRB on 31st October, 1965, when six men were saved from a fishing launch. The IRB station has been accorded a collective vellum, and vellum service certificates are being issued to the three members of the crew, Dr. I. T. McLachlan, Mr. R. Cook Radmore and Mr. S. Thayers.

At 4.32 in the afternoon the Needles Coastguard told Dr. McLachlan, who is the honorary secretary of the IRB station and was acting duty coxswain at the time, that six men in a fishing vessel anchored about 400 yards south of Hayling Island fun fair were reported to be waving for help.

The assembly signal was made one minute later, and two minutes after that the Eastney IRB put out at full speed.

The wind was blowing from the south-west, and there was a rough sea, especially on Langstone bar. Visibility was poor and darkness was falling. It was one hour after high water.

The IRB reached the 28-foot fishing launch *Silver Spray* at 4.46. At the second attempt she came alongside the port quarter of the launch and took off four men. She then returned across the bar, where the confused sea made entry into the harbour difficult and hazardous. At 5.5 the four men were landed at Eastney Coastguard station and two minutes later the IRB put out again. She took off the two remaining men in darkness and finally reached Eastney at 5.40.

## 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 September to November, 1965, inclusive:

**Abersoch, Caernarvonshire** – September 29th.

**Aberystwyth, Cardiganshire** – September 26th.

**Bangor, Co. Down** – October 7th.

**Barrow, Lancashire** – October 9th.

**Bembridge, Isle of Wight** – September 1st, 4th, 8th.

**Bournemouth, Hampshire** – October 7th.

**Brighton, Sussex** – September 27th.

**Broughty Ferry, Angus** – October 3rd, 5th, 6th, November 11th, 18th.

**Cullercoats, Northumberland** – September 18th.

**Eastney, Hampshire** – September 3rd, 8th, 25th (twice), 26th, October 3rd, 8th, 24th, 30th (twice).

**Gt. Yarmouth & Gorleston, Norfolk** – September 17th, October 17th.

**Harwich, Essex** – September 2nd, 9th, October 10th, 31st.

**Hastings, Sussex** – September 21st.

**Llandudno, Caernarvonshire** – September 16th, 23rd.

**Mablethorpe, Lincolnshire** – September 19th.

**Moelfre, Anglesey** – September 1st (twice), 3rd, 22nd, October 5th.

**Mudford, Hampshire** – September 3rd, 4th, 20th, 27th, November 2nd, 14th.



**Newquay, Cornwall** – September 10th, 20th.  
**Poole, Dorset** – September 27th, 30th.  
**Porthcawl, Glamorganshire** – September 6th.  
**Pwllheli, Caernarvonshire** – September 1st, 3rd.  
**St. Ives, Cornwall** – September 8th, 13th, 15th, 25th.  
**Southend-on-Sea, Essex** – September 18th, November 1st.  
**Southwold, Suffolk** – September 12th.  
**The Mumbles, Glamorganshire** – September 1st, 11th, October 3rd.  
**Torbay, Devon** – September 10th.  
**Tynemouth, Northumberland** – October 10th, 30th.  
**Walmer, Kent** – September 5th, 9th.  
**Whitstable, Kent** – September 10th, 25th, 29th, November 5th.  
**Worthing, Sussex** – September 9th.  
**Yarmouth, Isle of Wight** – November 9th.

**“We have to go out -  
we don’t have to come back.”**

“Some years ago, when a life-boat was about to be launched in the teeth of a gale, someone said to the coxswain: ‘You can’t go out in a sea like that—you’ll never come back.’ The coxswain replied, ‘We have to go out—we don’t have to come back.’”

So began a B.B.C. television feature *They have to go out . . .*, which was shown to Scottish viewers on Sunday 14th November, 1965. The words were spoken by the Rev. James Wood, who gave the commentary throughout the half-hour programme. Many filmed sequences showing life-boats being launched and at sea were used. The Aberdeen life-boat was prominent and its coxswain, Mr. Leo Clegg, was interviewed in the studio by the Rev. James Wood.

The late Tom Sinclair, who was coxswain of the Aberdeen life-boat from 1924 to 1949, was recalled by the Rev. James Wood, and this part of the programme was illustrated by photographs of the late coxswain's certificates and medals.

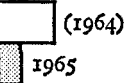
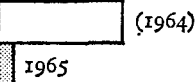
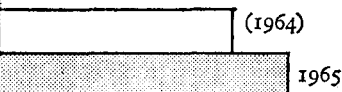


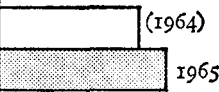
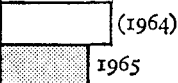
Occasions when life-boatmen have failed to come back were recalled, the Broughty Ferry and Fraserburgh tragedies being mentioned.

# Diploma de Voto de Gracias

The Spanish Life-boat Society has presented a certificate—their *Diploma de Voto de Gracias*—to the coxswains and crews of the Sennen Cove and Penlee life-boats as a token of deep appreciation for their efforts to locate the crew of the Spanish ship *Juan Ferrer*, which was lost at Lamorna Cove in the early hours of the 23rd October, 1963. The Penlee life-boat found the captain clinging to some wreckage. A full report of the service was given on page 29 of the March 1964 issue of THE LIFE-BOAT.

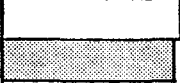





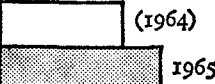
Copies of the certificate have been framed for display in the respective boat-houses.

## NATURE OF SERVICES BY INSHORE RESCUE BOATS

CLASS	1964		1965		% of total services				
	No.	% of total	No.	% of total	0	10	20	30	40
Fishing boats — all types	15	6.3	11	2.4					
Motor vessels, motor boats, etc.	31	13	8	1.7					
Sailing yachts, sailing dinghies, sailing boats, motor cruisers and motor yachts	63	26.5	159	34.3					
Aircraft	—	—	1	.2					
Small boats, canoes, rubber dinghies, etc.	63	26.5	153	33.2					
Landing sick persons, help to bathers, people on cliffs, rocks, or cut off by tide	37	15.5	84	18.2					
Miscellaneous: rockets and flares, etc.	29	12.2	46	10					
	238	100	462	100	0	10	20	30	40
					of total services				

*Note:* In 1964 there were 27 inshore rescue boats in service and in 1965, 48.

# NATURE OF SERVICES BY LIFE-BOATS

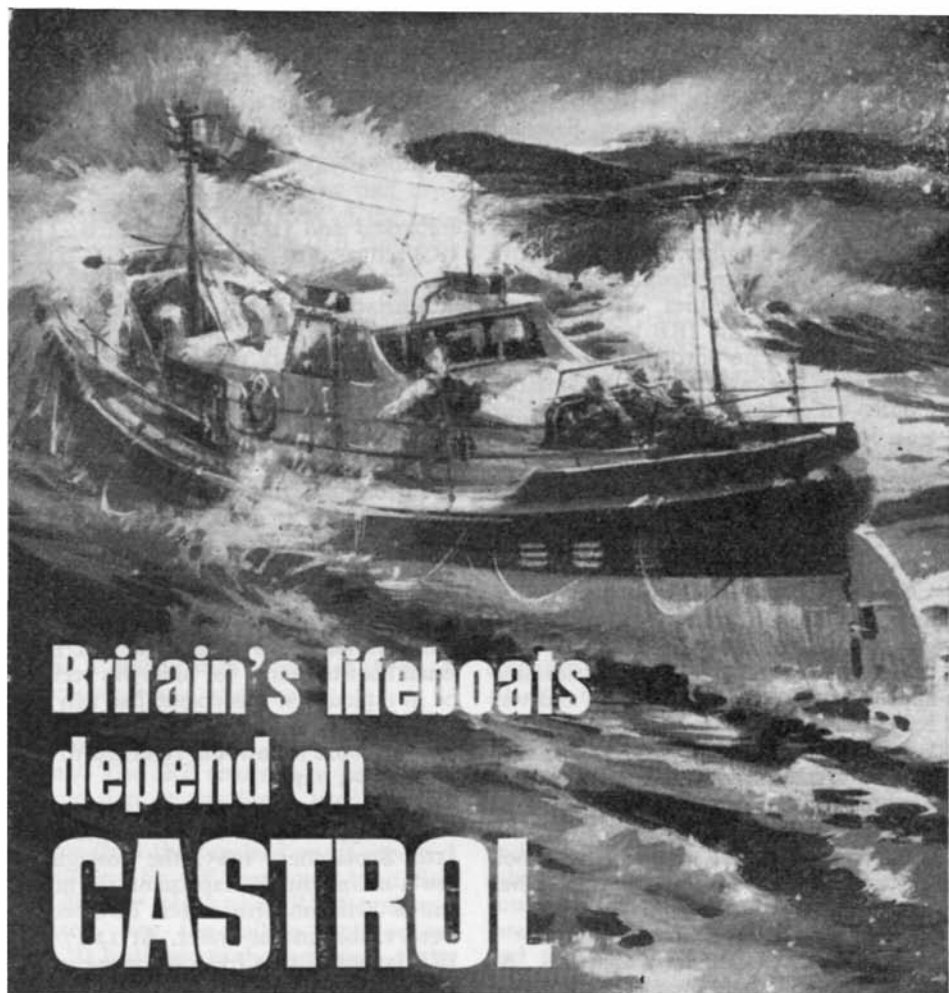
CLASS	1964		1965		% of total services			
	No.	% of total	No.	% of total	0	10	20	30
Fishing boats - all types	179	19.6	196	18.9	 (1964) 1965			
Motor vessels, steamers, barges, motor boats, etc.	119	12.6	105	10.1	 (1964) 1965			
Sailing yachts, sailing dinghies, sailing boats, motor cruisers, and motor yachts	232	25	238	22.9	 (1964) 1965			
Aircraft	19	2	17	1.6	 (1964) 1965			
Small boats, canoes, rubber dinghies, etc.	113	12.1	140	13.5	 (1964) 1965			
Landing sick persons, and taking out doctors, help to bathers, people on cliffs, rocks, or cut off by tide	149	16.1	165	15.9	 (1964) 1965			
Miscellaneous; rockets and flares, lightvessel reliefs, etc.	119	12.6	177	17.1	 (1964) 1965			
	930	100	1038	100	0      10      20      30 % of total services			

# RECORD OF RESCUES IN 1965

1965 month	Number of times life-boats called out on service	Lives saved by life-boats	Craft saved by life-boats	Number of times IRB's called out on service	Lives saved by IRB's	Craft saved by IRB's	Lives saved by shore- boats in cases recognised by the Institution
	1965	1965	1965	1965	1965	1965	1965
January ..	63	30	3	3	—	1	9
February ..	38	4	3	1	—	—	—
March ..	54	36	2	2	—	—	11
April ..	90	77	24	17	18	3	24
May ..	72	95	17	24	15	7	51
June ..	98	44	19	65	36	13	59
July ..	104	57	16	107	44	19	32
August ..	179	91	36	141	56	21	80
September ..	102	57	18	59	19	9	26
October ..	76	23	9	26	23	3	19
November ..	104	29	5	9	4	3	9
December ..	58	19	5	8	—	—	2
	1,038	562	157	462	215	79	322

## SUMMARY OF SERVICES IN 1965

Number of times life-boats called out on service .. ..	1,038
Number of times inshore rescue boats called out on service .. ..	462
	<u>1,500</u>
Number of lives saved by life-boats .. ..	562
Number of lives saved by inshore rescue boats .. ..	215
Number of lives saved in shore-boat cases recognized by the Institution ..	322
	<u>1,099</u>



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***BRITAIN'S MOST SUCCESSFUL MOTOR OIL***



# Inshore Rescue Boats on Service

*Launches on service from 1st September to 30th November, 1965, which resulted in the rescue of people in difficulties are described in chronological order below.*

**Pwllheli, Caernarvonshire.** At 12.50 p.m. on 1st September, 1965, the coastguard notified the mechanic that a small boat was in difficulties off Carreg-y-Defaid. At 12.54 the IRB launched in a gentle to moderate northerly breeze and smooth sea. She came up with a dismasted dinghy which had one person on board with only one oar. The dinghy's occupant was unable to make any headway in the prevailing conditions and the dinghy was taken in tow. The IRB returned to her station at 1.27 a.m.

**Southwold, Suffolk.** At 11.35 a.m. on 2nd September, 1965, the coastguard notified the honorary secretary that a sailing dinghy had been dismasted approximately one mile offshore and was being blown out to sea. At 11.40 the IRB launched in a gentle to moderate north-north-easterly breeze and choppy sea. She found the yacht, which had three people aboard. Two of them were transferred to the IRB, which then took the yacht in tow. The IRB returned to her station at 12.23 p.m.

**Llandudno, Caernarvonshire.** At 7.29 p.m. on 5th September, 1965, the acting honorary secretary was told by the police that a yacht had capsized in the Conway estuary. At 7.40 the IRB launched in a moderate to fresh north-westerly breeze and moderate sea. On reaching the yacht, which had a crew of two, the IRB took one aboard and then the second crew member, who had been rescued by a shore boat from Conway, was transferred to the IRB. The two people rescued were landed at Deganwy and the IRB returned to her station at 8.40 p.m.

**Eastney, Hampshire.** At 2.23 p.m. on 5th September, 1965, the coastguard reported that a bather was in difficulties off Eastney beach. At 2.24 the IRB launched in a slight south-westerly breeze and slight sea. The bather was

embarked and taken to the beach. The IRB returned to her station at 2.59 p.m.

**Whitstable, Kent.** At approximately 2.15 p.m. on 8th September, 1965, the honorary secretary was told that a small dinghy with one person on board was in difficulties a half a mile off shore. At 2.20 the IRB launched in a strong south-westerly breeze and short steep seas. She found the man from the dinghy clinging to a boat at a mooring. He had jumped overboard to swim ashore when the dinghy's outboard engine would not start, as he could not make any progress by rowing. The IRB brought him ashore, then his father, who had put out in a small boat to search for him, was seen to be in difficulties. His engine had run out of fuel and he had lost an oar. The IRB took the boat in tow and returned to her station at 3 p.m.

**Torbay, Devon.** At 12.10 p.m. on 11th September, 1965, the coastguard saw a sailing dinghy capsize off the north end of Brixham Breakwater. Two people were visible in the water. At 12.17 the IRB launched in a fresh to strong west-north-westerly breeze and choppy sea. She found three people in the water. After taking them ashore the IRB towed in their dinghy and returned to her station at 1.5 p.m. The mother of the rescued made a donation to the Institution's funds.

**Great Yarmouth and Gorleston, Norfolk.** At 2.30 p.m. on 18th September, 1965, the IRB launched to go to the assistance of a person on board a pleasure cruiser which had grounded at Breydon Water the previous day. There was a fresh gusting to strong breeze blowing from the south-east and a rough sea. The tide was full. The IRB took the man on board and conveyed him to the ex-Cromer No. 2. life-boat, now owned by Mr. C. Peacock, who had put out in

support of the IRB service. The IRB returned to her station at 4.30 p.m.

**Mudford, Hampshire.** At 6.2 p.m. on 20th September, 1965, the coastguard reported that a dinghy had capsized about half a mile west of the harbour entrance. At 6.5 the IRB launched in a slight southerly breeze and a corresponding sea with heavy ground swell. She found two people clinging to the capsized dinghy. They were taken on board the IRB, which returned to her station at 6.25 p.m.

**North Sunderland, Northumberland.** At 12.2 p.m. on 21st September, 1965, the coastguard told the honorary secretary that a yacht had capsized in Newton Bay and that two people were believed to be on board. At 12.5 the IRB launched in a fresh gusting to strong south-westerly breeze and slight sea. She found a dinghy with a crew of three. A helicopter was in attendance.

The dinghy was taken in tow and her crew transferred to the M.F.V. *Children's Friend*. The IRB returned to her station at 1.20 p.m. It was found later that the M.F.V. *Flourish* had picked up five people from the capsized yacht reported in distress by the coastguard, and that the dinghy, which the IRB found and assisted, was the sailing club rescue boat. It had gone to the assistance of the yacht when it had been reported that her engine had failed.

**Tynemouth, Northumberland.** At 3.25 p.m. on 22nd September, 1965, the motor mechanic reported that a dinghy had capsized in the estuary and that her crew were having difficulty in baling her out. At 3.39 the mechanic reported that the dinghy had capsized again near the end of the North Pier and that her three crew were in the water and were unable to regain the boat to bale her out. At 3.44 the IRB went out and took aboard two of the dinghy's crew of three. The remaining crew member stayed on board the dinghy to bale her out whilst the IRB towed the boat towards the shore. During the tow a sailing dinghy took one of the dinghy's crew off the IRB and

landed her. The crew member on board the dinghy was unable to make any progress baling her out and so he was transferred to the IRB, which returned to her station at 4.30 p.m.

**Southend-on-Sea, Essex.** At 11.55 a.m. on 9th October, 1965, the coastguard notified the coxswain that a sailing dinghy had capsized one and a half miles east of the station. At 12 o'clock the IRB launched at high water in a strong east-south-easterly breeze and a rough sea. She found the dinghy with two people on board. They were embarked and with the dinghy in tow the IRB returned to her station, which was reached at 12.30 p.m.

**Tramore, Co. Waterford.** At 4.25 p.m. on 9th October, 1965, the honorary secretary was told by the police that cries for help had been heard coming from the sea half a mile east of the station. At 4.30 the IRB launched on a flooding tide in a moderate easterly breeze and a choppy sea. She found three bathers, and three youths who had climbed down the cliffs to help them. One of the bathers had got into difficulties when swimming and had been brought ashore by the two other bathers. The exhausted bather could only be taken off the beach by boat, so the IRB was taken close inshore and the bather put aboard. The crew then waded out with the IRB until she was clear of the rocks and the engine could be started. She returned to her station at 4.45 p.m. where an ambulance and doctor were waiting.

**Aberdovey, Merionethshire.** At 9.15 p.m. on 9th October, 1965, the police reported that three wildfowlers were stranded on the south bank of the estuary. At 9.30 the IRB launched on an ebbing tide in a south easterly gale and a rough sea. She went to the south side of the estuary and took aboard a man who gave the position of the stranded wildfowlers. On reaching the spot he helped the crew to get the three wildfowlers and their dog on board. They were taken ashore to a waiting ambulance. The crew decided in view of the weather conditions to leave

the IRB on the south side of the estuary. They returned to Aberdovey by car. The IRB was returned to her station the next day.

**Barrow, Lancashire.** At 3.53 p.m. on 17th October, 1965, a member of the crew told the motor mechanic that a sailing dinghy was in difficulties with a broken mast three quarters of a mile south by east of the station. At 4 o'clock the IRB launched in a moderate west-south-westerly breeze and a choppy sea. She found the sailing dinghy *Taurus*, with two people on board. The dinghy had been holed when the mast had broken. She was taken in tow to Roa Island, then the IRB returned to her station, which was reached at 4.30 p.m.

**Atlantic College, Glamorganshire.** At 2.30 p.m. on 28th October, 1965, while the two IRB's (Nos. 33 and 38) were on exercise, with four sailing dinghies and the Atlantic College boat *Aphrodite*, the breeze freshened. The tide had just started flooding and became turbulent, causing a dinghy to get into difficulties. *Aphrodite* went to the dinghy's assistance, but while trying to take her in tow the engine stalled and could not be started. The *Aphrodite* was anchored and later towed ashore by IRB No. 38.

The remaining dinghies were by now in difficulties and drifting capsized to the east, only being upright for short periods. IRB No. 33 went to one dinghy, but a sudden breaking wave flooded and stalled the engine. IRB No. 38 went to two dinghies and took off their crews after the dinghies had been anchored. When their crews had been taken ashore she returned to IRB No. 33 and took off her crew of three. It was decided not to bring No. 33 ashore, so she was anchored for the night. No. 38 returned to her station at 4.40 p.m.

**Eastney, Hampshire.** On 31st October, 1965, the Eastney IRB rescued six men from a fishing launch. A full account

of this service, for which special awards were made, appears on page 16.

**Whitstable, Kent.** At 11.32 a.m. on 6th November, 1965, a member of the public told the honorary secretary that a small sailing dinghy had capsized half a mile to a mile off shore, and that after the two people aboard her had managed to right her the dinghy capsized again and lost her mast. At 11.37 the IRB launched in a strong north-easterly breeze and moderate sea. The dinghy's crew were taken on board the IRB and the dinghy was righted. One of the crew was returned to the dinghy, which was taken in tow. The second crew member, who was exhausted, remained in the IRB. She returned to her station at 12.10 p.m.

**Eastney, Hampshire.** At 4.15 p.m. on 6th November, 1965, a fisherman told the honorary secretary that a wildfowler was waving for assistance on South Binness Island. After receiving confirmation of the report from the Fishery Officer the IRB was launched at 4.30 on a flooding tide in a moderate gusting to fresh easterly breeze and slight sea. The IRB searched South Binness Island but found no trace of the wildfowler. Eventually the wildfowler's punt was found in a water-logged condition moored to drainpipes on Nap Island. Footprints leading to South Binness Rythe were also found. After searching Long Island the IRB went to North Binness Island and found two canoes with a boy on board each of them. The youngsters were unable to make any headway towards Storehouse Quay in the strong wind, so they were taken on board the IRB. With the two canoes alongside she returned to her station, which was reached at 6.30 p.m. It was later established that the wildfowler usually kept his punt moored to the drainpipes and made his way ashore in a dinghy, and on this occasion the signals for assistance came from the boys in the canoes, not from the wildfowler.



# Life-boat services round the Coasts

## LAUNCHES AND LIVES SAVED

1st September to 30th November: Launches 282, lives saved 109

## September

### NORTH-EAST ENGLAND

**Boulmer, Northumberland.** At 8.20 a.m. on 25th September, 1965, the coastguard informed the coxswain that some of the local fishing cobsles were still at sea in deteriorating weather conditions and might need assistance to return to the harbour over the bar. At 8.50 the life-boat *Robert and Dorothy Hardcastle* launched on an ebbing tide in a moderate south-easterly breeze and slight sea. She came up with the fishing cobble *Violet Stephenson* of Boulmer about one and a half miles north of Boulmer. The cobble made several attempts to enter the harbour, but was unable to enter in safety. The life-boat then escorted her to Craster. After standing by until the *Violet Stephenson* and a Craster boat had safely entered the harbour the life-boat returned to her station at 12.40 p.m.

### FOULED PROPELLER

**Bridlington, Yorkshire.** At 7.25 p.m. on 17th September, 1965, the honorary secretary was informed by the coastguard that a local fishing boat was towing a trawler and the help of the life-boat was being requested. At 7.37 the life-boat *Tillie Morrison, Sheffield II* was launched and came up with the trawler *Yolande Annie*, of Grimsby, in tow of the motor fishing vessel *Our Catherine*, two miles south of Flamborough Head. A gale was blowing from the south-south-east, the sea was rough and the tide was flooding. The trawler had fouled her propeller. The life-boat escorted both vessels to the harbour and fired parachute flares to illuminate the harbour entrance. *Our Catherine* and *Yolande Annie* entered the

harbour safely at 8.40 and the life-boat remained there on account of the weather and was rehoused at 8.30 a.m. on the 18th.

**Filey, Yorkshire.** At 10 a.m. on 3rd September, 1965, the honorary secretary, concerned for the safety of two fishing cobsles which were at sea in deteriorating weather conditions, consulted with the coastguard. It was decided to launch the life-boat *Isa and Penryn Milsted* and she set out at 10.10 in a strong north-westerly wind with a rough sea. It was high water. She soon found the two cobsles, *Guiding Star* and *Sea Witch*, and escorted them safely to harbour, which was reached at 1 p.m.

**Hartlepool, Co. Durham.** At 4.30 p.m. on 12th September, 1965, the coastguard informed the coxswain that a yacht had capsized two miles north of Hartlepool. There was a light north-easterly breeze with a calm sea. The life-boat *Princess Royal (Civil Service No. 7)* was launched at 4.40 on a flood tide and soon came up with the yacht, which had been righted and was proceeding in company with another yacht. Their crews drew the coxswain's attention to a speedboat whose engine had failed. The life-boat took the speedboat in tow to Hartlepool, arriving at 5.10 p.m.

### SKIN DIVER RESCUED

**Flamborough, Yorkshire.** At 5.30 p.m. on 26th September, 1965, the coxswain was told by the coastguard that a skin diver was in difficulties a quarter of a mile south of the station. The life-boat crew were asked to stand by, and shortly afterwards the coastguard requested the life-boat to launch. The life-boat *Friendly Forester* launched at 6 o'clock in a gentle,

gusting to moderate south-easterly breeze and moderate sea. It was one hour before high water. The skin diver was found clinging to the cliff face. He was being pounded by the heavy sea swell.

The life-boat dropped anchor about eighty yards from the cliff and came astern on the cable to the cliffs. When the life-boat was twenty feet away from the cliff a wave broke over the man and he lost his grip and fell into the sea. Fortunately he was able to hold on to a line thrown to him and he was taken on board the life-boat. It was found that his leg had been injured by the heavy seas, which had pounded him whilst clinging to the cliff face. The life-boat returned to her station at 6.35 p.m.

**Humber, Yorkshire.** At 3.30 p.m. on 21st September, 1965, the honorary medical adviser informed the coxswain superintendent that the Lebanese S.S. *Areti* off Spurn Point had a sick seaman on board who required medical attention. There was a moderate south-westerly breeze and it was one hour after high water. The life-boat *City of Bradford III* launched at 3.45 with the honorary medical adviser on board.

After the sick man had been examined he was transferred to the life-boat and landed at Spurn, where an ambulance was waiting to take him to hospital. The life-boat arrived back at her station at 5.25 p.m.

On Wednesday 29th September, the life-boat again launched to the S.S. *Areti* with the honorary medical adviser on board, following a report that another member of her crew was sick. There was a light south-westerly breeze with a slight sea. The sick man was transferred to the life-boat and landed at Spurn where an ambulance was waiting. The life-boat arrived back at her station at 8.15 p.m.

#### LIFE-BOAT STOOD BY

At 10.52 a.m. on 25th September, 1965, the coxswain superintendent was notified by the coastguard that a small boat had broken down one and a half miles north-east of the Outer Binks buoy. There was a near gale from the south-east with a rough

sea. It was one hour before low water. The life-boat *City of Bradford III* was launched at 11.7 and after a search found the yacht *Dowssabell* of Scarborough which had been taken in tow by the m.f.v. *Reef Bank* of Grimsby. In view of the existing weather conditions the life-boat stood by the vessels until they had entered the river Humber and then returned to her station, arriving at 2.15 p.m.

#### SOUTH-EAST ENGLAND

**Bembridge, Isle of Wight.** At 4.6 p.m. on 8th September, 1965, a yacht and a motor boat were reported in distress between Bembridge Harbour and St. Helens. There was a strong south-westerly breeze with a rough sea. The tide had just started to flood. The IRB was launched immediately, but on coming up with the vessels realized that she would not be able to tow them to safety. A flare was fired from the IRB and on seeing this the life-boat *Jesse Lumb* was launched and she rescued the two occupants of the casualties and towed the vessels to safety, arriving back at her station at 4.40 p.m.

#### DANISH SHIP HELPED

At 7.33 p.m. on 8th September, 1965, the coastguard reported that a coaster with a deck cargo two and a half miles south-south-west of Ventnor appeared to have broken down, so at 7.45 the life-boat *Jesse Lumb* was launched. She made a search in a strong westerly wind, rough sea and flooding tide and came up with the Danish motor vessel *Northwind* three miles east-south-east of Woody Bay. The vessel had engine trouble and an electrical fault and asked for a pilot. The life-boat radioed for a pilot to be sent out, escorted the *Northwind* to a safe anchorage in St. Helens Roads, and returned to her station at 10.40 p.m.

**Clacton-on-Sea, Essex.** At 9.38 p.m. on 2nd October, 1965, the honorary secretary was notified that a yacht was in difficulties 200 yards east of Clacton Pier. At 9.55 the life-boat *Sir Godfrey Baring* launched in a slight southerly

breeze and slight sea. The tide was ebbing. The life-boat found the motor cruiser *Seabird* with two people on board. The cruiser was making water and was taken in tow to Brightlingsea. At 12 minutes past midnight on the 3rd the crew were informed that another cabin cruiser was in difficulties 200 yards east of Clacton Pier and had asked the life-boat to stand by. The life-boat found the cabin cruiser *Smuggler II* with four people on board. The *Smuggler II* was leaking and was taken in tow to Brightlingsea after her crew had been landed at Clacton. The life-boat returned to her station at 6.15 a.m.

**Dungeness, Kent.** At 10.5 a.m. on 24th September, 1965, the yacht *Corinne* was reported aground at Camber. One of her crew of three had been seen to swim ashore. There was a moderate south-south-westerly breeze with a choppy sea. It was almost high water. The life-boat *Mabel E. Holland* launched at 10.14 and soon came up with the yacht. Owing to the state of the tide it was not possible to tow the *Corinne* off and as her crew were in no immediate danger the coxswain stood by until the tide had ebbed sufficiently for them to walk ashore. The life-boat arrived back at her station at 1.15 p.m.

**Hastings, Sussex.** Thirty minutes after midnight on 8th September, 1965, a red flare was sighted two miles south of the Fairlight coastguard lookout. There was a strong south-westerly breeze with a moderate sea and an ebbing tide. The life-boat *Fairlight* went out seventeen minutes later and on reaching the position given found the yacht *Bronwin* in difficulties. The yacht was taken in tow to the lee of Dungeness, but as the wind increased and backed to the south the coxswain decided to continue the tow to Dover. At Dover the life-boat crew had a meal before returning to their station, which was reached at 3.3 p.m.

**Margate, Kent.** At 10.10 p.m. on 8th September, 1965, red flares were seen one mile east of the north-east Spit buoy. The life-boat *North Foreland*

(*Civil Service No. 11*) launched at 10.34 in a strong gale from the west with a very rough sea. The tide was flooding. She went to the position and found a French trawler, with the Dutch m.v. *Colga* in attendance. The life-boat stood by while the *Colga* put a towline on board the trawler, and escorted both vessels until they reached sheltered waters off North Foreland. The life-boat then returned to her station, arriving at 2.15 a.m. and was moored in the harbour until the weather moderated. She was rehoused at 2.30 p.m. on the 10th.

**Newhaven, Sussex.** At 6.28 p.m. on 6th September, 1965, the coastguard reported that red flares had been seen off the Martello tower at Seaford. There was a moderate south-westerly breeze with a corresponding sea. The tide was flooding. The life-boat *Kathleen Mary* launched at 6.37 and found the yacht *Bronwin* whose engine had failed. Her sail had carried away. The yacht's crew of two were rescued and the life-boat returned to harbour with the yacht in tow, arriving back at her station at 7.50 p.m.

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### YACHT TOWED IN

At 6.50 p.m. on 28th September, 1965, the coastguard notified the honorary secretary that the life-boat was requested to take over from the Trinity House vessel *Ready* the towing of the yacht *Eronwin*. The life-boat *Kathleen Mary* was launched at 7.35 in a moderate south-westerly breeze. It was low water and the seas were moderate. The life-boat reached the two vessels and towed the yacht back to harbour. The life-boat was back at her station at 10.10 p.m.

**Ramsgate, Kent.** At 1.4 p.m. on 25th September, 1965, the east pier watchman reported that the motor yacht *Lady Jane* had broken down one mile east of the pier and was signalling for help. The life-boat *Michael and Lily Davis* proceeded at 1.14 in a fresh south-easterly breeze and very rough seas. It was two hours after high water. The life-boat took the *Lady Jane*, which had a crew of three, in tow to Ramsgate Harbour. Then the life-boat was asked to assist the motor-boat *Fury*

which had broken down three-quarters of a mile south-east of Ramsgate. Two people were aboard. The *Fury* was towed back to Ramsgate and the life-boat reached her station at 2.35 p.m. The owner of the *Lady Jane* made a donation to the R.N.L.I.

### MOTOR BOATS IN TROUBLE

At 11.55 a.m. on 26th September, 1965, the east pier watchman fired maroons when he saw the motor boat *Champion*, which was towing the motor boat *Stephens*, foul the east pier throwing two men overboard. The life-boat *Michael and Lily Davis* went out at 12.2 p.m. in a strong southerly breeze and in rough seas. It was at high water. The life-boat picked up the two men and took both boats in tow to the inner harbour. In the meantime two further boats were noticed with engine trouble. The life-boat went to the motor boat *Lady Jane* and the dinghy *Queen Mab* and took them back to harbour under tow. The life-boat reached her station at 1.10 p.m.



[By courtesy of]

[Evening Argus, Brighton]

Shoreham life-boat towing *Katcher I* into Shoreham harbour



[By courtesy of]

[Gordon Whiting, Liverpool]

Hoylake life-boat and an IRB seen recently when trials were taking place on the River Dee.

**Sheringham, Norfolk.** At 1.10 p.m. on 5th September, 1965, the motor cruiser *Sirius* was reported to have broken down four miles north-east of the life-boat station. The coastguard was informed and the motor cruiser was kept under observation. A light was flashed at 1.20 and the life-boat *The Manchester Unity of Odd Fellows* was launched ten minutes later. There was a light easterly breeze, a smooth sea and it was high water. The life-boat went alongside the *Sirius* and two members of the life-boat crew were put aboard her. The motor cruiser was then taken in tow to Blakeney harbour and the life-boat reached her station at 6.15 p.m.

**Shoreham Harbour, Sussex.** At 7.29 p.m. on 21st September, 1965, the coastguard reported that red flares had been seen in a position three miles south-west of Shoreham. The life-boat *Dorothy and Philip Constant* was launched at 7.38

in calm weather. It was two hours to high water. The life-boat was followed by a local boat *John V* and they joined in searching for the casualty. The *John V* found the cutter *Valerie*, which had run out of fuel, and began to tow her back to harbour. The life-boat, when contact was established, escorted both boats to the harbour which was reached at 10.20 p.m.

#### AGROUND AT BRIGHTON

At 6.9 a.m. on 27th September, 1965, the police at Brighton reported that a fishing vessel was aground 200 yards east of the Palace pier and that she was listing badly. The life-boat *Dorothy and Philip Constant* was launched at 6.35 in a fresh southerly breeze and a slight swell. It was one hour to low water. The life-boat found the French trawler *Katcher I* at 7 o'clock. The Brighton IRB was already alongside, and she helped two of the life-boat crew



Photograph by courtesy of the Evening Argus, Brighton

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to board the trawler. A line was made fast and the life-boat managed at 10.50 a.m. to re-float the trawler, which was then towed to Shoreham harbour. The life-boat reached her station at 3.45 p.m.

**Southend-on-Sea, Essex.** At 4.28 a.m. on 1st September, 1965, the coast-guard reported that red flares had been sighted off the S.W. Girdler buoy. There was a fresh north-westerly wind, a moderate sea, and it was one hour before high water. The life-boat *Greater London II* (Civil Service No. 30) was launched at 4.56 and found the yacht *Isabela* one mile west of Pansand. The wind had by now increased to gale force, with a very rough sea. The life-boat went alongside the *Isabela* and two members of the life-boat crew were put aboard as the yacht was making water. Temporary repairs had been made to the rudder and the crew of eight people asked the life-boat to escort them to Harty Ferry. The life-boat reached her station at 12.30 p.m.

## CABIN CRUISER AGROUND

**Southend-on-Sea, Essex.** At 6.40 p.m. on 8th September, 1965, a cabin cruiser was seen by the coastguard to be in difficulties off Warden Point. There was a full gale from the south-west with a rough sea. The life-boat *Greater London II* (Civil Service No. 30) was launched at 7.15 on a flooding tide. After a search with the aid of parachute flares and her searchlight she found the cabin cruiser *Vulfrano* aground on the Maplin Sand, south-east of Maplin Buoy. The two people aboard were rescued and with the *Vulfrano* in tow the life-boat returned to her station, arriving at 2.10 a.m. on the 9th.

## FLASHING LIGHT SEEN

**Southend-on-Sea, Essex.** At 12.40 p.m. on 26th September 1965, the coast-guard notified the honorary secretary that the coaster *Mary Birch* had reported at 11.30 a.m. seeing a small flashing

light north-west of Blacktail Spit close inshore. The life-boat *Greater London II* (Civil Service No. 30) was launched at 1.5 p.m. and proceeded in a strong south-westerly breeze and rough seas to the reported area. It was an hour and a half before high water. The life-boat came upon a cabin cruiser whose engine had broken down. There were four men aboard and the cruiser was taking water. Her crew were transferred to the life-boat, two life-boatmen taking their places while the cruiser was towed to moorings on Southend shore. The life-boat returned to her station at 3.45 p.m.

### HOPPER AND TUG COLLIDED

**Southend-on-Sea, Essex.** At 8.10 a.m. on 28th September, 1965, the coastguard reported that a collision had taken place near the South Oaze buoy and that there were people in the water. The life-boat *Greater London II* (Civil Service No. 30) launched at 8.28 in a light easterly breeze and a calm sea. There was dense fog and it was an hour and a half to low water. The life-boat found that the hopper *Sir Joseph Rawlinson* had capsized in nine fathoms of water after colliding with the tug *Danube 8*. Ten of the hopper's crew of nineteen had been rescued. The life-boat carried out a search for the other nine men without success. She was then informed that a fishing vessel had found a body and the life-boat picked it up and returned to her station, arriving at 5.45 p.m. The hopper eventually sank. Helicopters also took part in the search for survivors.

**Walton and Frinton, Essex.** At 1.45 p.m. on 9th September, 1965, the coastguard informed the honorary secretary that the motor vessel *Galaxy* (radio transmitting station "Radio London") had requested the services of the life-boat to take out a doctor to attend to the captain who was ill. The honorary medical adviser, who knew of the captain's illness from a previous service on the 20th August, was consulted and the life-boat *Edian Courtauld* put out at 2.31. There was a light westerly breeze and a slight sea. The tide was ebbing. The captain of the *Galaxy* was taken aboard the life-boat and landed, to be driven to hospital by ambulance. The

life-boat returned to her moorings at 3.36 p.m.

**Yarmouth, Isle of Wight.** At 4.38 p.m. on 26th September, 1965, a motor cruiser was seen firing flares in the North Channel near Shingle Bank. At 4.48 the life-boat *The Earl and Countess Howe* left her moorings with the second coxswain in command. There was a slight southerly breeze and smooth sea. The tide was ebbing. The life-boat found the motor cruiser *Salonique II*, with four people on board. The *Salonique II* had engine trouble and was taken in tow. The life-boat returned to her station at 6 p.m.

### CHANNEL ISLANDS

**St. Peter Port, Guernsey.** At 5.20 a.m. on 2nd September, 1965, the signal station received a message from a yachtman arriving in the harbour. He had seen red flares about three miles south of St. Martins Point. The life-boat *Euphrosyne Kendal* left her moorings at 5.40 in a strong north-easterly wind and a rough sea. It was low water. A Dakota aircraft was also engaged to search and her crew informed the life-boat that the yacht had been sighted eight miles south of St. Martins Point. The life-boat made for this position and found the yacht *Merlin* with a crew of four. Her mainsail had split, and she had engine trouble. The *Merlin* was taken in tow to St. Peter Port harbour, arriving at 9.22 a.m.

### SOUTH-WEST ENGLAND

**Coverack, Cornwall.** At 2 p.m. on 2nd September, 1965, the motor mechanic told the honorary secretary that the 12-foot dinghy *Paris Girl* had left Coverack at 10 a.m. intending to return by noon. There were two people on board and the boat had an outboard motor. In view of the increasing northerly wind the relatives of the crew of the dinghy had become anxious. At 2.35 p.m. the life-boat *William Taylor of Oldham* was launched in a rough sea. She found the dinghy near Porthallow with her engine broken down. The life-boat took the dinghy in tow to her station, arriving at 5.5 p.m.

**Falmouth, Cornwall.** At 12.8 p.m. on 8th September, 1965, the coastguard

reported that a sailing dinghy was in difficulties three miles off Porthbear Beach. There was a gale from the north-west with a rough sea. It was one hour after low water. The life-boat *Cecil and Lilian Philpot*, on temporary duty at the station, went out at 12.22 and after a further position was received from the coastguard by R/T the dinghy was found south-east of Porthmellin Head. The dinghy had capsized and her crew of two were in the water suffering from exhaustion and exposure. They were rescued and with the dinghy in tow the life-boat returned to her station, arriving at 2.44 p.m.

### CRIES FOR HELP

**Falmouth, Cornwall.** At 9.21 p.m. on 17th September, 1965, the coastguard told the coxswain that cries for help had been heard in the water off the Prince of Wales pier. There was a gale from the west-south-west with a rough sea. It was high water. The life-boat *Cecil and Lilian Philpot*, on temporary duty at the station, went out at 9.40. The coastguard set up a searchlight on the pier to illuminate the area.

The life-boat closed a yacht that was observed flashing a light and the coxswain learnt that two people had been seen boarding the tug *St. Mawes*. On coming up with the tug, which had no crew on board, the coxswain found two young people on her deck. Their rubber dinghy had capsized when they were returning to their yacht and they had swum to the tug. The youngsters were landed and conveyed to hospital by ambulance for a check-up. The life-boat arrived back at her station at 10.50 p.m.

**Penlee, Cornwall.** At 1.20 a.m. on 28th September, 1965, the coastguard reported that the tanker *London Harmony*, due in Mount's Bay about 9 o'clock, wished to land a sick man. There was a gentle north-easterly breeze with a smooth sea. It was high water. The life-boat *Solomon Browne* launched at 7.40 and after embarking a doctor and stretcher at Newlyn proceeded to Mount's Bay and came up with the *London Harmony* at 8.40. After the doctor had examined the sick man he was transferred

to the life-boat and landed at Newlyn, where he was taken to hospital by a waiting ambulance. The life-boat arrived back at her station at 10.10 a.m.

### CREW AND POODLES RESCUED

**Swanage, Dorset.** At 7.51 p.m. on 7th September, 1965, red flares had been reported to have been seen off Old Harry rocks. There was a moderate south-westerly breeze with a rough sea. It was one hour after high water. The life-boat *R.L.P.* launched at 8.9 and soon came up with the motor cruiser *Janet*, whose propeller had fouled a lobster pot line. The cruiser which had a crew of three and two poodles on board was taken in tow and placed on moorings at Swanage. The life-boat arrived back at her station at 9.45 p.m.

### YACHT CAPSIZED

**Swanage, Dorset.** At 5.45 p.m. on 17th September, 1965, a small yacht capsized in Swanage Bay opposite the Grand Hotel. At 5.59 the life-boat *R.L.P.* was launched. A gale was blowing from the west-south-west, the sea was rough and the tide was ebbing. The life-boat found a 14-foot *Albacore* sailing dinghy capsized with two men clinging to her one mile north of the life-boat station. The men were rescued and the dinghy towed to the life-boat slipway, arriving at 7 p.m.

**St. Ives, Cornwall.** At 5.47 p.m. on 13th September, 1965, the coastguard reported that a skin diver was missing from the fishing boat *Bonnie Lass*, of St. Ives. At 6.10 the life-boat *Edgar, George, Orlando and Eva Child* was launched with the life-boat honorary medical adviser on board. There was a light westerly wind, a moderate swell and the tide was flooding. The life-boat came up with the Admiralty survey vessel *Medusa* one and a half miles north of Stones buoy and learnt that she had rescued the skin diver. The doctor examined him and found that he was all right. The life-boat then took him on board and landed him at St. Ives at 7.25 p.m. The IRB was also launched and a helicopter took part in the search.



### BODY FOUND

**St. Ives, Cornwall.** At 5.11 p.m. on 15th September, 1965, a man was reported trapped on the rocks to the north of Portheras Cove and at 5.30 the life-boat *Edgar, George, Orlando and Eva Child* was launched with the honorary medical adviser on board. There was a light south-south-westerly breeze, the sea was slight and the tide was flooding. The life-boat made for the Cove and off Zennor Head came up with the St. Ives IRB which had also put out. The IRB had picked up the body of a man in a cave a little to the north of the Cove. The body was transferred to the life-boat and landed at St. Ives at 7.15 p.m.

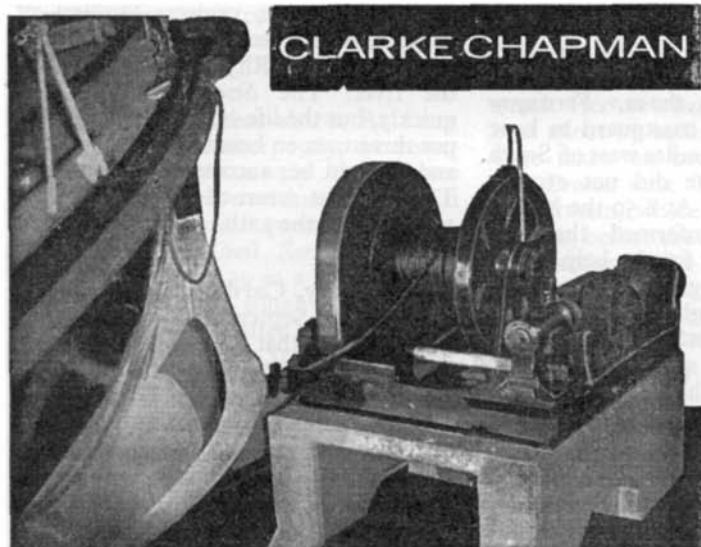
**Sennen Cove, Cornwall.** At 4.33 p.m. on 25th September, 1965, the coastguard notified the honorary secretary that the fishing boat *Spray* with two skin divers on board was in difficulties off Porthchapel beach. There was a light

southerly breeze with a moderate sea. The tide was flooding. The life-boat *Susan Ashley* launched at 4.45 and took the fishing boat *Spray* in tow to Newlyn, arriving back at her station at 7.20 p.m.

**Weymouth, Dorset.** At 5.24 p.m. on 8th September, 1965, the coastguard saw a yacht firing red flares three and a half miles south of Lulworth Cove. There was a westerly wind of gale force, and a rough sea. The life-boat *Frank Spiller Locke* put out at 5.40 on a flooding tide and found the yacht *Gladeye* in tow of the motor vessel *Black Ranger*. The life-boat escorted both vessels to Portland harbour and reached her station at 7.50 p.m.

### WALES

**St. David's, Pembrokeshire.** At 8.40 a.m. on 27th September, 1965, the coxswain received a message from Trinity House asking if he would take off a badly



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burnt man from the South Bishop lighthouse in his own boat. On reaching the boathouse the coxswain decided that as there was an exceptionally strong flood tide the man could be brought ashore quicker and more comfortably in the life-boat. So at 9.30 the life-boat *Joseph Soar* (Civil Service No. 34) was launched in a light south-westerly wind with a doctor on board. The man, a mechanic, had burns to the face, arm and chest. He was taken on board the life-boat with another mechanic who was due to leave the lighthouse. Both men were landed, the injured man being taken to hospital. The life-boat reached her station at 11 a.m.

**Moelfre, Anglesey.** At 11.20 p.m. on 3rd September, 1965, the life-boat *Watkin Williams* was launched in a north-westerly wind of gale force and a rough sea to go to the assistance of a motor vessel whose engine had broken down five miles north-west of Lynas point. The life-boat stood by until the engines of the m.v. *Anabisi* had been repaired, then returned to her station, arriving at 1.30 a.m.

**Holyhead, Anglesey.** At 4.15 a.m. on 22nd September, 1965, the m.v. *Farringay* was reported by the coastguard to have broken down twenty miles west of South Stack lighthouse. She did not require immediate assistance. At 8.50 the honorary secretary was informed that the *Farringay* was asking for the help of the life-boat. There was a gale from the south-south-west with a rough sea. The tide was flooding. The life-boat *St. Cybi* (Civil Service No. 9) launched at 9.5 and came up with the *Farringay*, which had been taken in tow by the m.v. *Firth Fisher*. At the request of the master of the *Farringay* the life-boat escorted both vessels to Moelfre, returning to her station at 7.18 p.m.

**Rhyl, Flintshire.** At 1.4 p.m. on 1st September, 1965, the coastguard told the honorary secretary that two flares had been burned by the m.f.v. *Stingray*. There was a fresh north-westerly breeze with a rough sea. It was almost high water. The life-boat *Lucy Lavers*, on temporary duty at the station, was immediately launched

and soon came up with the *Stingray*, which was in danger of capsizing. Her twelve passengers were taken on board the life-boat, which landed them and then escorted the fishing vessel into harbour.

A report was then received that two people were in the water off Rhos Point. The life-boat set out, only to discover that the supposed casualties were mooring buoys. On the way back to her station she escorted the m.f.v. *Sultan*, with a load of passengers, safely to harbour, arriving at 2.46 p.m.

### CABIN CRUISER SAVED

At 11.5 p.m. on 11th September, 1965, the coastguard reported that he had seen a cabin cruiser run ashore, but that she had refloated. She went ashore for a second time a little later and burnt a red flare, so at 11.20 the life-boat *Lucy Lavers*, on temporary duty at the station, was launched in a fresh north-westerly wind, moderate sea and a flooding tide. She found the cabin cruiser *Swallow* of Preston, with a crew of three, one and a quarter miles off Rhyl, half a mile east of the river. The *Swallow* was sinking quickly, but the life-boat took her in tow, put three men on board to pump her out, and brought her successfully to harbour. The life-boat returned to her station at 1.45 a.m. on the 12th.

**New Quay, Cardiganshire.** At 1.34 p.m. on 8th September, 1965, a report was received that a boat had capsized between New Quay and Aberaeron. It was known that a small lobster boat was still at sea, although there was a strong north-easterly breeze and a very rough sea. It was low water. The life-boat *St. Albans* launched at 1.55 and after a short search found the lobster boat. It was not, and had not been, in difficulties. Evidently the men hauling their lobster pots into the small vessel, combined with the bad visibility owing to heavy rain, had given the appearance of a capsized boat. The fishing boat was escorted back to harbour and the life-boat returned to her station at 3.9 p.m.

## SCOTLAND

**Barra Island, Outer Hebrides.** At 1 p.m. on 13th September, 1965, the Stornoway coastguard notified the honorary secretary that a fishing boat appeared to have been abandoned about three miles east of Ru Melvick, South Uist. At 1.20 the life-boat *R. A. Colby Cubbin No. 3* put to sea. There was a moderate north-westerly wind. The sea was moderate and the tide ebbing. The life-boat found the fishing boat *Guide On* thirteen miles east of Eriskay. There was no one on board. The life-boat towed the boat to Eriskay and returned to her station at 8 p.m.

**Fraserburgh, Aberdeenshire.** At 8.20 a.m. on 26th September, 1965, a report was received that the m.f.v. *Good Tidings* of Lerwick was leaking five miles east of Fraserburgh. At 8.35 the life-boat *Thomas McCunn*, on temporary duty at the station, launched in a wind that was gusting to gale force from the south-east, and a rough sea. The tide was flooding. The life-boat escorted the m.f.v. *Good Tidings* to the harbour and returned to her station at 11.50 a.m.

**Thurso, Caithness-shire.** At 12.15 p.m. on 4th September, 1965, the coastguard told the coxswain the lobster boat *St. Ninian* was overdue and a search by the life-boat was requested. The life-boat *Pentland (Civil Service No. 31)* was launched at 12.30 in a strong north-easterly breeze and rough seas. It was two and a half hours after low water. The life-boat found the *St. Ninian* near Holborn Head and escorted her back to harbour. The life-boat was at her station at 2.30 p.m.

### BODY SEEN

At 10.5 a.m. on 13th September, 1965, the honorary secretary was told by the coastguard that the motor patrol vessel *Annabel* had reported seeing a body in Dunnet Bay. The life-boat *Pentland (Civil Service No. 31)* was launched at 10.15 in a fresh north-westerly breeze and in rough seas. She recovered the body and was back at her station at 12.15 p.m.

**Troon, Ayrshire.** At 10.30 p.m. on 25th September, 1965, the coastguard at Portpatrick told the honorary secretary that a small cabin cruiser was in difficulties between Sannop and Bute. The life-boat *James and Barbara Aitken* proceeded at 10.45 in a south-easterly breeze. It was three hours to high water and there was a slight swell. The life-boat found the cabin cruiser *Rascal* drifting helplessly in a northerly direction with six people aboard. The cruiser was towed to moorings at Fairlie and the life-boat returned to her station at 6.30 a.m.

## IRELAND

**Galway Bay.** At 10.15 a.m. on 3rd September, 1965, Valentia Radio informed the honorary secretary that a fishing vessel was in distress half a mile south of North Aran lighthouse. There was a strong north-westerly breeze with a rough sea. The life-boat *Mabel Marion Thompson* went out at high water, at 10.45, and reached the fishing boat *Bun Brosna* at 11.45. While the *Bun Brosna's* crew of five were lobster fishing her engine had failed and the boat had struck a rock. Her crew had managed to keep the boat afloat by bailing. Shortly after they were taken on board the life-boat the *Bun Brosna* sank. The men were landed at Kilronan, where they were given dry clothing before the life-boat took them to the mainland. She then returned to her station, arriving at 7.30 p.m.

### GIRL WITH FRACTURE

At 2.30 p.m. on 4th September, 1965, the local doctor informed the honorary secretary that a young girl with a fractured arm needed to be conveyed to Inishmaan Island to catch the mail boat, which would take her to the mainland for hospital treatment. There was a gale force wind from the north-west with a choppy sea. It was low water. The life-boat *Mabel Marion Thompson*, being the only suitable boat available set out at 3.30 with the girl on board and on arriving at Inishmaan transferred her to the mail boat. The life-boat arrived back at her station at 5.45 p.m.

## MATERNITY CASE

At 6.40 a.m. on 23rd September, 1965, the local doctor informed the honorary secretary that he had a maternity patient to send to hospital and as he could not obtain another suitable boat he asked for the life-boat. At 7.30 the life-boat *Mary Stanford*, on temporary duty at the station, put out with the woman on board. There was a moderate north-easterly breeze and a calm sea. It was two hours before low water. The life-boat had to land the patient at Galway as the tide was too low at Rossaveel. After refuelling the life-boat returned to her station at 6 p.m.

*The following life-boats were also called out in September:*

**Aberdeen** - 4th.  
**Aldeburgh, Suffolk** - 1st and 9th.  
**Appledore, Devon** - 3rd.  
**Barmouth, Merionethshire** - 10th.  
**Beaumaris, Anglesey** - 16th and 29th.  
**Bembridge, Isle of Wight** - 17th and 25th.  
**Berwick-upon-Tweed, Northumberland** - 9th.  
**Bridlington, Yorkshire** - 1st and 11th.  
**Clacton-on-Sea, Essex** - 8th (twice).  
**Cromer, Norfolk** - 11th.  
**Fowey, Cornwall** - 3rd.  
**Galway Bay** - 22nd and 30th.  
**Hoylelake, Cheshire** - 25th.  
**Humber, Yorkshire** - 28th.  
**Llandudno, Caernarvonshire** - 16th.  
**Mallaig, Invernessshire** - 13th.  
**Minehead, Somerset** - 19th.  
**Newhaven, Sussex** - 25th.  
**Padstow, Cornwall** - 8th.  
**Plymouth, Devon** - 12th.  
**Pwllheli, Caernarvonshire** - 17th.  
**Ramsgate, Kent** - 8th.  
**St. Abbs, Berwickshire** - 10th.  
**St. Helier, Jersey** - 3rd.  
**St. Ives, Cornwall** - 8th.  
**St. Peter Port, Guernsey** - 1st.  
**Salcombe, Devon** - 12th and 19th.  
**Selsey, Sussex** - 8th.  
**Southend-on-Sea, Essex** - 17th.  
**Stromness, Orkneys** - 10th.  
**Sunderland, Co. Durham** - 26th.  
**Tenby, Pembrokeshire** - 18th.  
**Torbay, Devon** - 9th and 24th.  
**Valentia, Co. Kerry** - 3rd.

**Walmer, Kent** - 5th.

**Walton and Frinton, Essex** - 1st, 7th and 8th.

**Workington, Cumberland** - 14th.

**Yarmouth, Isle of Wight** - 2nd and 10th.

## OCTOBER

### NORTH-EAST ENGLAND

**Bridlington, Yorkshire.** At 4 p.m. on 1st October, 1965, the m.f.v. *Osprey* was reported to have stopped near Withernsea with engine failure. There was a moderate south-south-easterly breeze with a rough sea. The tide was flooding. The life-boat *Tillie Morrison, Sheffield II* was launched at 4.29 and found the *Osprey*, which had hoisted a sail but was making little progress against the tide. The *Osprey* was taken in tow and brought safely into harbour at 8.30, the life-boat arriving back at her station at 9 p.m.

**Flamborough, Yorkshire.** At 11.40 a.m. on 20th October, 1965, the coast-guard told the coxswain that the fishing coble *Moss Rose* was out in conditions likely to deteriorate. The life-boat *Friendly Forester* was launched in a strong south-easterly wind and a rough sea. It was three hours to high water. The life-boat went to a point five miles north-east of Flamborough Head where she found the coble. She escorted her back to the north landing, arriving at 3 p.m.

### COBLE ESCORTED

At 9.30 a.m. on 29th October, 1965, the coxswain informed the honorary secretary that a coble which was five miles away might be in need of assistance as weather conditions were deteriorating. The life-boat *Friendly Forester* was launched at 9.40 in a west-north-westerly gale and a rough sea. It was two hours after high water. She went to a position five miles north-east of Flamborough Head and found the coble *Moss Rose* struggling towards the harbour. The life-boat escorted her back to harbour.

**Humber, Yorkshire.** At 4.30 p.m. on 18th October, 1965, the coastguard informed the coxswain superintendent that the French trawler *St. Joachim* was proceeding to Spurn with an injured man on board. The help of the life-boat was asked for to get him to hospital and the life-boat *City of Bradford III* was launched at 9.40 in a fresh easterly breeze and moderate seas, with a doctor on board. It was two hours to high tide. The life-boat met the trawler at 11.15 and the doctor was put aboard. The injured man was later transferred to the life-boat and landed at Spurn. The life-boat returned to her station at 11.40 p.m.

### A LONG SEARCH

At 1.42 p.m. on 31st October, 1965, the fishing vessel *Fair Adventure* was reported by the coastguard to have requested an escort as all her navigational aids had ceased to function eight miles east of the *Sea Gem* oil rig. The life-boat *City of Bradford III* was launched at 2.46 in a south-westerly storm force wind and a very rough sea. It was low water.

The life-boat searched an area east of the oil rig, assisted by two other vessels. The *Fair Adventure* was eventually found forty-nine miles north-east of Spurn by a Shackleton aircraft of Coastal Command. The life-boat went to this position and at 12.45 a.m. found the fishing vessel being escorted by the cargo vessel *Owl*. The life-boat escorted both vessels until the Humber lightvessel was reached. The *Owl* then proceeded on passage while the life-boat continued to escort the *Fair Adventure* to Grimsby, arriving at 9.30 p.m. The coxswain decided in view of the weather conditions to remain overnight at Grimsby, and the life-boat returned to her station at 10 a.m. the next day.

**Runswick, Yorkshire.** At 12.18 p.m. on 3rd October, 1965, a sailing dinghy was seen to capsize off Kettleness Point and it was thought there might be children on board. There was a light south-south-westerly breeze with a slight sea and the tide was ebbing. The life-boat *The Elliott Gill* launched at 12.30

and on reaching the dinghy found that she had been righted. The dinghy's mainsail had been damaged and she returned to Runswick Bay sailing under her jib only, escorted by the life-boat. When the dinghy reached safety the life-boat returned to her station, arriving at 1.30 p.m.

**Skegness, Lincolnshire.** At 5.50 p.m. on 10th October, 1965, the coastguard reported that a message had been received from the Cromer coastguard that a vessel was in trouble two miles south-west of Lynn Well lightvessel. The life-boat *Charles Fred Grantham* was launched at 6.18 in a gentle north-easterly breeze and a slight swell. It was two and a half hours to high water. The life-boat reached the motor cruiser *Golden Spray*, which had three people on board, and took her in tow to Boston as her engine had broken down. The life-boat reached her station at 3 a.m.

### BOY FELL OVER CLIFFS

**Whitby, Yorkshire.** At 6.20 p.m. on 19th October, 1965, the honorary secretary was told that a boy had been reported as having fallen over the cliffs at Ravenscar. The life-boat *Mary Ann Hepworth* was launched at 6.40 in a moderate south-easterly breeze and a slight swell. It was low water. The life-boat reached the cliffs at 7.45 and used her searchlight to assist people ashore and a helicopter which had been sent to the position. The boy was winched aboard the helicopter and taken to hospital. The life-boat returned to her station at 9.10 p.m.

### SOUTH-EAST ENGLAND

**Caister, Norfolk.** At 7.55 a.m. on 29th October, 1965, the mechanic told the coxswain that a small fishing boat was burning red flares. The life-boat *The Royal Thames* was launched at 8.10 in a fresh westerly breeze and moderate seas, two hours after low water. She went to a position a quarter of a mile north of the South Caister buoy, where the fishing boat *Catherine Anne* of Yarmouth was found with her engine broken down. There were three men aboard. The life-

boat took the *Catherine Ann* in tow to Yarmouth harbour and reached her station at 10.30 a.m.

**Lowestoft, Suffolk.** At 9.30 a.m. on 30th October, 1965, the coastguard reported that the trawler *J.A.P.* of Lowestoft was aground on the sandbank off the harbour entrance and had sent a distress signal. The drifter *Wisemans* had gone to her assistance, but had also grounded. The life-boat *Frederick Edward Crick* proceeded at 9.55 in a south-westerly gale and a choppy sea. The tide was flooding. The life-boat stood by until both vessels refloats on the flood tide and escorted them to harbour, arriving at 11 a.m.

**Newhaven, Sussex.** At 7.10 p.m. on 2nd October, 1965, Shoreham coastguard told the motor mechanic that red flares had been sighted west of Newhaven harbour. The life-boat *Kathleen Mary* was launched at 7.25, two and a half hours after high water, in a moderate breeze and choppy seas. She found the motor boat *Helena* three miles south-west of Newhaven harbour. The *Helena* had a crew of two. Her engine had broken down and so the life-boat took her in tow back to harbour. The life-boat returned to her station at 8.25 p.m.

#### SHAFT COUPLING TROUBLE

At 11.17 p.m. on 2nd October, 1965, the motor vessel *Golden Crest* was seen to be asking for assistance. The life-boat *Kathleen Mary* was launched at 11.27 in a moderate south-westerly breeze and moderate seas. It was one hour after low water. The *Golden Crest* was towed back to harbour as her engine shaft coupling was defective, and the life-boat reached her station at 12.15 a.m.

#### EXPLOSION ON MOTOR VESSEL

At 10.23 a.m. on 6th October, 1965, the coastguard told the coxswain that the motor vessel *Frederick T. Everard* was reported to be in distress following an explosion on board. The life-boat *Kathleen Mary* was launched with a doctor on board at 11.22 in a light north-easterly breeze and moderate seas. It was two

hours after low water. She took the captain and three injured men from the motor vessel and landed them. The life-boat was back at her station at 12.25 p.m.

#### YACHT'S CREW SEASICK

At 4.3 p.m. on 9th October, 1965, the yacht *Selene* was reported in difficulties. The life-boat *Kathleen Mary* launched at 4.15 in a strong east-north-easterly breeze and a moderate sea, two hours before low water. She went to a point three miles south-west of Newhaven where she found the yacht with a crew of two men suffering from severe sea sickness. They were taken aboard and the life-boat towed the yacht to Newhaven, arriving at 8.15 p.m.

**Newhaven, Sussex.** At 1.20 a.m. on 29th October, 1965, the coastguard told the honorary secretary that red flares had been sighted two miles south of the Breakwater. The life-boat *Kathleen Mary* was launched at 1.33 in a strong westerly breeze and in a rough sea. The tide was flooding. The life-boat found the sailing barge *Will Everard* seven miles south of Newhaven and took the barge in tow, but as the vessel's rudder was jammed to starboard the coxswain decided that the assistance of a tug would be required on entering the harbour. The life-boat towed the barge to a position one mile south of Newhaven, then the tug *Meeching* took over the tow. The life-boat returned to her station at 5.15 a.m.

**Shoreham Harbour, Sussex.** At 7.40 a.m. on 30th October, 1965, the coastguard reported that a small fishing vessel had fired red flares from a position half a mile east of the harbour. The life-boat *Dorothy and Philip Constant* was launched at 7.53 in a fresh south-westerly breeze and a choppy sea. It was low water. She found the fishing vessel with her engine broken down, and her crew of three were taken on board. The life-boat then towed the fishing vessel to Shoreham Harbour, arriving at 8.35 a.m.

**Walton and Frinton, Essex.** At 4.54 p.m. on 28th October, 1965, a ship in the vicinity of Rough Towers reported

having seen a distress signal from the Towers. It was further reported that a private radio transmitting station had asked for assistance. The life-boat *Edian Courtauld* went out at 5.15 in a moderate south-westerly breeze and moderate seas. It was two hours to low water. The position of the distress call was determined as Sunk Head Towers and the life-boat altered course, arriving at Sunk Head Towers at 6.41. One member of the station staff of nine was taken aboard, in need of medical attention. He was landed at Walton Pier. The life-boat returned to her station at 9.15 p.m.

## CHANNEL ISLANDS

**St. Peter Port, Guernsey.** At 3.45 p.m. on 8th October, 1965, the States maintenance engineer notified the deputy harbourmaster that the States of Guernsey launch *St. Anne* had found it impossible to take three maintenance men off the Platte Fougere lighthouse. The deputy harbourmaster decided to send the life-boat out on standby. The life-boat *Euphrosyne Kendal* left at 4.03 in a north-easterly gale and rough seas. It was two hours before high water. The *Euphrosyne Kendal* went alongside the lighthouse and in difficult conditions the three men were taken aboard. The life-boat returned to her station at 5.30 p.m.

## SOUTH-WEST ENGLAND

**Clovelly, Devon.** At 2.15 a.m. on 11th October, 1965, the coastguard reported that a ship in distress had fired rockets north-west of Hartland Point. The life-boat *William Cantrell Ashley* was launched in a moderate easterly breeze and a moderate sea, one hour after low water. At 4 o'clock the life-boat went alongside the fishing smack *El Cid*, which was making water in her engine room despite the efforts of her crew. The casualty was taken in tow by the life-boat to Clovelly pool. The life-boat reached her station at 5.10 a.m.

## FISHING BOAT FOUNDERED

At 8 a.m. on 25th October, 1965, the coxswain's wife informed the honorary secretary that the fishing boat *Minnie* was

in difficulties in Clovelly harbour, having shipped seas while hauling in her nets. The life-boat *William Cantrell Ashley* launched at 8.20 in a fresh east-south-easterly breeze and a rough sea, two and a half hours after high water. She went to a point four hundred yards off Gallant Rock and found the two-man crew in the water as the boat had nearly sunk. The men were rescued, but an attempt to save the fishing boat was unsuccessful. The life-boat returned to Clovelly, arriving at 9.40 a.m. The owner of the *Minnie* made a contribution to the funds of the Institution to cover the cost of launching the life-boat.

**St. Mary's, Scilly Isles.** At 3 p.m. on 22nd October, 1965, a message was received via Land's End radio from the motor vessel *Constance Bowater* that she had a seriously ill seaman aboard and requested that he be taken off and sent to hospital. The life-boat *Guy and Clare Hunter* was launched at 3.40 in a fresh south-westerly breeze and rough seas. It was high water and foggy. She went to a rendezvous point two and a half miles south of Pennis Head. The sick man was transferred to the life-boat which took him to St. Mary's, returning to her station at 6 p.m.

## CLIFF CLIMBER FELL

**Swanage, Dorset.** At 1.1 p.m. on 26th October, 1965, the life-boat's assistance was requested as a youth had fallen down the cliff two hundred yards west of Anvil Point. The life-boat *R.L.P.* was launched at 1.9, with the second coxswain in command, in a light south-easterly breeze and a moderate sea. It was three hours after high water.

The life-boat went to the cliff where it was found that the youth, who was a member of a school cliff climbing party, had fallen forty feet on to a ledge fifteen to twenty feet above sea level. A coastguard, a policeman and two schoolmasters had been lowered by rope on to the ledge, and after giving first aid had strapped the youth into a Neil-Robertson stretcher.

The life-boat anchored at the foot of the cliff and the injured youth was lowered to her. She then returned to her station at

2.10 p.m., where a doctor examined the boy before he was conveyed to hospital. He had a broken ankle and wrist and various lacerations.

**Weymouth, Dorset.** At 2.45 a.m. on 17th October, 1965, the coastguard reported that cries for help had been heard near Ringstead beach, four miles east of Weymouth. The life-boat *Frank Spiller Locke* went out at 3 o'clock on an ebbing tide, in a gentle north-easterly breeze and moderate seas. Arriving at the position indicated she began her search and a man was sighted at 3.50 swimming in the water. The life-boat drew alongside and picked him up.

The man said a second man was still in the water and the life-boat searched for him. Naval assistance was requested in view of the size of area and the darkness. The dockyard tug *Agnes* was sent to join the search and after dawn a helicopter also helped. The helicopter located an upturned dinghy at 8.2 one hundred yards east of Portland harbour. There was no sign of the other man. The life-boat and helicopter continued their search until 8.30 when it was abandoned. The life-boat returned to her moorings at 9 a.m.

## NORTH-WEST ENGLAND

**Fleetwood, Lancashire.** At 5.12 a.m. on 3rd October, 1965, a motor yacht was reported in trouble one and a half miles north of Danger Patch. The life-boat *Ann Letitia Russell* was launched at 5.30 in a moderate breeze and a moderate sea, half an hour after high tide. She reached the vessel *Dawn Flight* at 6.10 and found the anchor cable had fouled the yacht's propeller. The life-boat took her in tow to Jubilee quay, Fleetwood, and returned to her station at 8.30 a.m.

**New Brighton, Cheshire.** At 6.25 a.m. on 19th October, 1965, the honorary secretary was told that a collision had occurred off Pluckington Bank buoy and that a coaster was sinking. The life-boat *Norman B. Corlett* went out at high water, 6.45, in a light south-easterly breeze and moderate seas. She found the motor vessel *Ballylesson* and

stood by until the damaged vessel was safely beached at King's Wall. The life-boat returned to her station at 8 a.m.

## SHIPS IN COLLISION

At 11.30 p.m. on 22nd October, 1965, the coastguard reported that two vessels had been in collision in fog between the Q.2 and the Bar Ship; one, the m.v. *Salaverry*, a passenger ship, was badly holed. The life-boat *Norman B. Corlett* set out in a moderate breeze and a moderate sea. It was one hour after high water. The life-boat reached the vessel and stood by as the ship *Vigalent* was giving assistance. The life-boat returned to her station at 5.15 a.m.

## MOTOR BROKE DOWN

At 4 p.m. on 27th October, 1965, the coxswain reported that three men in a small boat were in difficulties with their outboard motor broken down, near the Brazil buoy in the river Mersey. The life-boat *Norman B. Corlett* went out at 4.18 in a moderate south-westerly breeze and a moderate sea. It was two hours before low water. She reached the boat, which had secured a line from a dredger, at 4.28. The three men were taken on board the life-boat and their craft towed to New Brighton stage. The life-boat returned to her station at 5 p.m.

## WALES

**Beaumaris, Anglesey.** At 6.45 p.m. on 3rd October, 1965, the secretary of the Penmaenmawr Yacht Club reported that a number of their sailing dinghies had been caught in a sudden squall and had overturned. The sailing club rescue boat was unable to cope, so at 7.10 the life-boat *Field Marshal* and Mrs. *Smuts* launched in a moderate north-easterly breeze and choppy sea. The tide was ebbing. Visibility was poor. The life-boat joined the rescue boat and by using parachute flares and her searchlight all the sailing dinghies were soon accounted for. The life-boat returned to her station at 10 p.m. and was rehoused the following day at 6 a.m.



**Holyhead, Anglesey.** At 10.30 p.m. on 25th October, 1965, the coastguard reported that the Irish ship *River Avoca* required a doctor to attend and bring ashore a member of the crew suffering from severe and continuous stomach pains and vomiting. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 10.54 in a moderate southerly breeze and a slight swell. It was high water. She went to a point four and a half miles west of South Stack lighthouse, where the sick man was transferred by stretcher to the life-boat. He was landed at Pelham steps and taken to hospital by ambulance. The life-boat returned to her station at 12.9 a.m.

## IRELAND

**Dun Laoghaire, Co. Dublin.** At 5.45 p.m. on 6th October, 1965, a British Railways representative informed the honorary secretary that the mail boat *Hibernia* was fog bound in Scotsmen's Bay. She had been there since 6.30 a.m. and was running short of provisions for her passengers. There were light airs and a calm sea. Visibility was nil owing to thick fog. The tide was flooding. The life-boat *Dunleary II* proceeded at 6 p.m. with fresh provisions, and after these had been put on board the *Hibernia* she returned to her station arriving at 7.45 p.m.

## TWENTY-NINE HOURS AT SEA

**Cloughy, Co. Down.** At 8.25 a.m. on 6th October, 1965, the coastguard reported that the coaster *Normanby Hall* had asked for assistance as she was aground off South Rock. The life-boat *Constance Calverley* put to sea at 8.50 in dense fog, two hours before high water. An hour later the coxswain was given a position two miles north of the Strangford Bar buoy. The life-boat was alongside the *Normanby Hall* at 10.30.

Attempts were made during the day to get a line aboard the vessel as she continued to flood in both her fore and aft holds. An attempt to re-float her was made at 11 p.m. after the water level had reached 7 feet in her holds and after 90 tons of cargo had been jettisoned, but it

was abandoned as visibility was reduced to nil. The life-boat remained on watch through the night. In the morning the tanker *Oarsman*, in answer to a request transmitted by Holyhead R/T station, pulled the casualty clear and took her in tow to Belfast. The life-boat returned to her station at 2.15 p.m. the next day after 29 hours' duty at sea.

**Galway Bay.** At 1 p.m. on 24th October, 1965, the local doctor asked for the use of the life-boat to take a boy with a broken arm to the mainland for hospital treatment. No other suitable boat was available. The life-boat *Mary Stanford*, on temporary duty at the station, set out at 2.30 in a moderate south-easterly breeze and moderate swell, three hours before high water. She landed the boy at Rossaveel and returned to her station at 5.45 p.m.

**Valentia, Co. Kerry.** At 1.5 p.m. on 25th October, 1965, the Inspector for Irish Lights informed the honorary secretary that a carpenter on Skelligs Rock lighthouse required immediate medical attention. The life-boat *Rowland Watts* proceeded at 1.30 in a fresh south-easterly breeze and a slight swell. The tide was flooding. The life-boat reached the lighthouse at 3.40. The man was taken off and later landed at Valentia, the life-boat reaching her station at 5.40 p.m.

## SCOTLAND

**Cromarty, Ross and Cromarty.** At 9.4 a.m. on 28th October, 1965, a small fishing boat was reported in trouble off Dunrobin Castle, Golspie. The life-boat *Lilla Marras*, *Douglas* and *Will* proceeded at 9.22 in a violent south-westerly storm and a very rough sea. It was one and a half hours after low water. At 9.48 a message was received that the fishing boat had sunk off Golspie harbour and the life-boat was not required. She was recalled, but was later requested to escort eight fishing vessels to harbour. The life-boat returned to her station at 2.10 p.m.

## AGROUND IN FOG

**Dunbar, East Lothian.** At 2.54 p.m. on 6th October, 1965, the coastguard reported that the m.f.v. *Virgin IV* had run aground in fog on Long Craig rock, half a mile west of the harbour. The life-boat *Margaret* left her moorings at 3 o'clock in a light south-easterly breeze and calm sea, in dense fog. It was one and a half hours after high water.

The life-boat went alongside the *Virgin IV*, but the crew refused to leave their ship. Later a fishing boat arrived and took them aboard. The life-boat escorted the fishing boat to Dunbar, reaching her moorings at 4.20 p.m. Later that evening she went out again, at 10.18, as the crew of the *Virgin IV* had reboarded their vessel anticipating refloating on the rising tide. The life-boat reached the grounded vessel at 11 o'clock and a tow line was put aboard. The life-boat towed the *Virgin IV* off and took her to Dunbar, and was back at her moorings at eight minutes past midnight.

**Stornoway, Outer Hebrides.** At 9.10 p.m. on 1st October, 1965, the coastguard reported that a flare had been sighted about one mile to the south-west of Arnish light. There was a moderate north-easterly breeze with a choppy sea. The tide was flooding. The life-boat *The James and Margaret Boyd* went out at 9.40 and found a small motor boat with her engine broken down, dragging her anchor towards the steep rocky shore. A line was made fast and the life-boat towed the motor boat with her crew of two to Stornoway harbour, arriving at 10.55 p.m.

**Stromness, Orkneys.** At 5.45 p.m. on 19th October, 1965, the honorary secretary informed the coastguard that a man and his son had left Burray in a fifteen-foot speedboat which had been laid up for over a year. At 7.50 the life-boat *Archibald and Alexander M. Paterson* was launched in a moderate wind and moderate seas, as the speedboat was then long overdue. It was two hours to low water. The life-boat proceeded on a search course and sighted a dim flare five miles

west of Netherbutton. When the speedboat was reached the man and his son were taken aboard and the speedboat towed back to Stromness. The life-boat reached her station at 11.40 p.m.

## CHILD TO HOSPITAL

**Stronsay, Orkneys.** At 3.25 p.m. on 11th October, 1965, the secretary of the hospital board told the honorary secretary that there was a child on the Isle of Sanday in need of urgent hospital treatment. The life-boat *The John Gellatly Hyndman* proceeded at 3.45 in a light south-south-westerly breeze and a slight swell. It was two hours to low water. She arrived at Sanday at 4.20 and took the boy and a nurse on board, then proceeded to Kirkwall, arriving at 6.45. The boy was taken to hospital by ambulance. The nurse was taken back to Sanday and landed at 10.15. The life-boat reached her station at 11 p.m.

*The following life-boats were also called out in October:*

**Aberdeen** - 25th.  
**Appledore, Devon** - 7th.  
**Beaumaris, Anglesey** - 6th, 17th and 28th.  
**Bridlington, Yorkshire** - 10th.  
**Campbeltown, Argyllshire** - 7th.  
**Clacton-on-Sea, Essex** - 10th and 31st.  
**Donaghadee, Co. Down** - 7th.  
**Exmouth, Devon** - 25th.  
**Fleetwood, Lancashire** - 31st.  
**Hartlepool, Co. Durham** - 13th.  
**Holyhead, Anglesey** - 6th.  
**Ilfracombe, Devon** - 7th, 11th and 22nd.  
**Longhope, Orkneys** - 19th.  
**Mallaig, Inverness-shire** - 26th.  
**New Brighton, Cheshire** - 22nd and 23rd.  
**Peterhead, Aberdeenshire** - 25th.  
**Porthdinllaen, Caernarvonshire** - 6th.  
**Ramsgate, Kent** - 4th, 23rd and 30th.  
**Sennen Cove, Cornwall** - 9th.  
**Southend-on-Sea, Essex** - 18th.  
**Stornoway, Outer Hebrides** - 10th.

**Stromness, Orkneys** – 2nd (twice) and 3rd.

**Stronsay, Orkneys** – 3rd.

**Torbay, Devon** – 9th.

**Tynemouth, Northumberland** – 30th.

**Yarmouth, Isle of Wight** – 4th and 27th.

## NOVEMBER

### NORTH-EAST ENGLAND

**Amble, Northumberland.** At 8.50 a.m. on 1st November, 1965, the coast-guard warned the honorary secretary that two fishing cobles, which were overdue, might be in need of assistance. It was decided at 10.15 to send the life-boat *Millie Walton* and she went out at once in a strong south-westerly gale and a rough sea. It was one and a half hours after high water. The life-boat reached a point one and a half miles east-south-east of Coquet Island, and escorted the fishing coble *Provider* back to harbour. She was then called upon to stand by the fishing coble *Silver Coquet* and escorted her to the harbour. The life-boat reached her station at 11.20 a.m.

#### COBLES ESCORTED

At 10.3 a.m. on 16th November, 1965, the cobles *Provider* and *Silver Coquet* were reported to be still at sea in conditions that were rapidly deteriorating. The life-boat *Millie Walton* set out at 10.40 in a south-easterly gale and a very rough sea, one and a half hours after high water. She made a search and found the *Silver Coquet* three miles north-east of Coquet and escorted her back to harbour. As the *Provider* had meanwhile reached the harbour safely, the life-boat returned to her station, arriving at 1.40 p.m.

#### LIFE-BOAT TOWED BULLOCK

At 3.50 p.m. on 21st November, 1965, a farmer informed the coxswain that a bullock had fallen over the cliff at East Pickard Bay and asked for the life-boat's assistance. The life-boat *Richard Vernon*

and *Mary Garforth of Leeds* was launched at 4.30 in a moderate northerly breeze and in a slight swell. It was at high water. The bullock was found standing on the rocks below the cliff. A boarding boat put ashore and towed the animal to the life-boat which then towed it to West Angle Bay, three miles away. The bullock was returned to its owner and the life-boat was back at her station at 7.40 p.m.

**Bridlington, Yorkshire.** At 8.20 a.m. on 16th November, 1965, the coxswain informed the honorary secretary that the motor fishing vessels *Winifred* and *Lead Us* were still at sea and conditions for entering harbour were deteriorating. The honorary secretary made enquiries about the positions of the two vessels and was informed that one boat was east of Flamborough Head and the other well to the south, both boats hauling their lines. It was decided to launch the life-boat *Tillie Morrison, Sheffield II* at 9.5 and she went to the harbour in a south-easterly gale and a very rough sea to await the arrival of the *Winifred* and *Lead Us*. It was one hour before high water. Both boats were escorted safely to harbour. The life-boat remained afloat because of the weather conditions and was rehoused on 18th November.

#### VERY ROUGH SEA

At 6.45 a.m. on 29th November, 1965, three motor fishing vessels were reported to be still at sea in deteriorating weather. The life-boat *Tillie Morrison, Sheffield II* was launched at 7.5, an hour before high water, in a south-south-easterly gale and a very rough sea. She waited for two of the boats, the *Winifred* and *Lead Us*, and escorted them both safely into harbour. She then remained afloat until the third boat *Energy* was safe in harbour, returning to her station at 2.20 p.m.

**Flamborough, Yorkshire.** At 9.30 a.m. on 27th November, 1965, the coxswain told the honorary secretary that the fishing coble *Moss Rose* was at sea in weather that was likely to deteriorate and that he wished to go to the landing to investigate. The life-boat *Friendly Forester*

was launched at 11.45, one and a half hours before high water, in a strong northerly gale and very rough seas. She went to a position half a mile north-east of the landing, where she found the coble in heavy seas. The *Moss Rose* was escorted back to the north landing, where the life-boat helpers had to stand waist deep in the sea in order to beach the coble. The life-boat was back at her station at 1 p.m.

**Scarborough, Yorkshire.** At noon on 1st November, 1965, the weather was rapidly deteriorating and two open cobsles were still at sea, so the life-boat *James and Catherine MacFarlane*, on temporary duty at the station, was launched in a west-by-northerly storm and a rough sea, two hours after high water. The life-boat met the coble *Betty Sheader* just off the Castle and escorted her into the harbour, then went north and found the second coble *Hilda II* four miles north of the Castle. As the life-boat was escorting her the coble's engine broke down and she was taken in tow. The engine was later restarted and the *Hilda II* escorted to harbour. The life-boat returned to her station at 1.35 p.m.

#### **TOOK INJURED MAN OFF OIL RIG**

At 7.15 p.m. on 22nd November, 1965, the coastguard notified the honorary secretary that a man aboard the oil rig *Endeavour* needed medical attention for injuries. The life-boat *James and Catherine MacFarlane*, which was on temporary duty at the station, was launched at 7.50 in a strong northerly breeze and a rough sea. It was two hours to low water. The injured man was taken off the oil rig and brought back to Scarborough. The life-boat reached her station at 11.15 p.m.

**Whitby, Yorkshire.** At 8.50 a.m. on 13th November, 1965, conditions had become dangerous at the harbour bar and the fishing coble *William and Martha* was still at sea. The life-boat *Mary Ann Hepworth* was launched at 9 o'clock in a moderate east-south-east breeze and a rough sea. It was three hours to low water. The life-boat found the coble four miles north-west of the harbour and escorted it

into harbour. The life-boat returned to her station at 10.36 a.m.

#### **ESCORTED FISHING BOATS**

At 8.20 a.m. on 16th November, 1965, two small fishing cobsles were reported to be out in very bad weather conditions and the life-boat *Mary Ann Hepworth* was launched at 8.30 in a south-easterly gale and a rough sea. It was one hour to high water. The life-boat found the coble *William and Martha* and escorted her towards harbour, and while doing this came upon the other coble, *Venture*. The life-boat escorted both vessels into harbour and was back at her station at 9.50 a.m.

#### **LIFE-BOAT AT BAR**

At 1 p.m. on 18th November, 1965, the motor vessel *Ocean Venturer* was reported to be at sea in conditions which were deteriorating. The life-boat *Mary Ann Hepworth* was launched at 1.20 in a fresh easterly breeze and a heavy swell. It was one hour after high water. The life-boat stood by at the harbour bar while the *Ocean Venturer* made the difficult crossing and returned to harbour. The life-boat returned to her station at 3.15 p.m.

#### **CONDITIONS DETERIORATING**

At 8.50 a.m. on 22nd November, 1965, conditions on and near the harbour were rapidly deteriorating and two motor fishing vessels, still at sea, were due to return to harbour. The life-boat *Mary Ann Hepworth* was launched at 9 o'clock in a north-westerly gale and a very rough sea. It was low water. The life-boat stood by as the two fishing vessels *Ocean Venturer* and *Success* entered harbour, then stood by again as the vessel *Lead Us* negotiated the harbour bar. The life-boat returned to her station at 2.40 p.m.

#### **PROPELLER FOULED**

At 4.20 p.m. on 25th November, 1965, the coxswain told the honorary secretary that the motor vessel *Wakeful* had partially fouled her propeller and was returning to harbour from the fishing grounds. Conditions on the harbour bar were dangerous. The life-boat *Mary Ann*

*Hepworth* was launched at 4.35 in a northerly gale and rough seas. It was high water. The life-boat went to the harbour bar and stood by as the *Wakeful* returned. The motor vessels *Success* and *Provider* were still at sea so the life-boat remained at the bar until they too were safely back in harbour. The life-boat returned to her station at 6.30 p.m.

#### DETAILS TO COME

On 27th November, 1965, the life-boat *Mary Ann Hepworth* rescued the crew of the motor vessel *Fred Everard* of London. A full account of this service will appear in the June issue of THE LIFE-BOAT, which will also contain a full account of the service on the 29th November, when the *Mary Ann Hepworth* was launched to escort three local fishing vessels to harbour.

### SOUTH-EAST ENGLAND

**Great Yarmouth and Gorleston, Norfolk:** At 12 noon on 3rd November, 1965, the Superintendent of Trinity House, Great Yarmouth, asked for help in bringing off a sick man from the Cross Sands light vessel as the Trinity House tender was too far away to deal with the emergency. The life-boat *Louise Stephens* was launched at 12.42 in a strong north westerly breeze and a moderate sea. It was one hour before high water. The life-boat proceeded to the light vessel, where the man was taken aboard the life-boat, which reached her station at 4.15 p.m. A doctor and ambulance met the life-boat on her return.

**Bembridge, Isle of Wight.** At 6 a.m. on 20th November, 1965, a request was received from the Danish vessel *Zita* for a tow as her engines had broken down. The life-boat *Jesse Lumb* was launched at 6.45 in a gentle north-easterly breeze and rough seas. It was two hours to high water. The life-boat met the *Zita* off Ventnor and towed her to Portsmouth. The life-boat was back at her station at 5.30 p.m. The owner of the vessel made a gift to the life-boat crew.

**Clacton-on-Sea and Southend-on-Sea, Essex.** At 4.20 p.m. on 27th November, 1965, the Clacton coastguard told the honorary secretary of the Clacton-on-Sea life-boat station that red flares had been seen north-east of Mouse. The Clacton-on-Sea life-boat *Sir Godfrey Baring* was launched at 4.45 in a strong north-westerly gale force wind and a rough sea. The Southend-on-Sea life-boat *Greater London II* (Civil Service No. 30) was launched five minutes later. It was two hours after high water.

The life-boats went to the area given and found the barge *Rodent*, with a crew of two, aground one and a half miles north-north-east of the Barrow beacon on Barrow Sand. The life-boats stood by, one to leeward, one to windward, until the barge was refloated on the flooding tide. The Southend-on-Sea life-boat then went alongside and put a line aboard and towed the casualty to Southend-on-Sea. The Clacton-on-Sea life-boat stood by during this operation, returning to her station at 12.44 a.m. The Southend-on-Sea life-boat reached her station at 2.30 a.m. The owners of the barge made a gift to the crew of the Southend-on-Sea life-boat.

**Cromer, Norfolk.** By noon, on 27th November, 1965, the weather had deteriorated considerably and as five local fishing boats were still at sea it was decided to assemble the crew of the No. 2 life-boat. The life-boat *William Henry and Mary King* was launched at 1.15 p.m. to stand by the boats which were then making for Cromer. There was a moderate north westerly breeze and a very rough sea. It was four hours after high water. The first boat, *Charles Perkins*, was met about one mile south of Cromer and escorted safely ashore. The life-boat then proceeded south for about three miles where she came up with the fishing boat *George Robert* and escorted her to Overstrand. About a mile further south three more boats were found, and one of these, the *Young Fisherman*, had broken down and was in danger of driving ashore. A tow rope was passed and the *Young Fisherman* was taken in tow to Overstrand where she

was beached. The life-boat then escorted the *Black Beauty* and the *Lewis James* to Cromer and returned to her station at 3 p.m.

**Dover, Kent.** At 8.5 p.m. on 11th November, 1965, a yacht in Dover harbour was reported to be in danger of capsizing against a Trinity House pilot cutter which had it in tow. The life-boat *Southern Africa* left her moorings at 8.18 in an easterly gale and a rough sea. It was four hours before high water. She reached the two vessels and took over the tow of the yacht *Taia*, taking her to a safe anchorage. The life-boat was then called upon to stand by a second yacht, the *Standig*, which was being towed by the German motor vessel *Thule*. After the yacht reached harbour the life-boat returned to her station at 10.15 p.m.

#### POUNDING AGAINST PIER

**Dover, Kent.** At 7.20 a.m. on 29th November, 1965, the owner of the yacht *Sugar Creek* informed the life-boat mechanic that the yacht, from which he had just swum, had broken loose from her moorings in the inner harbour and was pounding herself against the Admiralty pier. There was still one person on board. The life-boat *Southern Africa* set out at 7.30 in a south-south-westerly gale and a rough sea. It was one hour before low water. The life-boat reached the *Sugar Creek*, saved the woman who was aboard, and towed the yacht, which had been badly damaged, to a safe place. The life-boat was back at her station at 8.35 a.m.

**Dungeness, Kent.** At 8.10 a.m. on 3rd November, 1965, a local fisherman told the honorary secretary that a fishing boat, half a mile south of Dungeness, was flying a distress signal. The life-boat *Mabel E. Holland* was launched at 8.28 a.m. in a gentle northerly breeze and a moderate sea. It was two hours after high water. The life-boat went to the position given and found the herring boat *Fisher Lads* with her net caught in both propellers. She was drifting out to sea. The life-boat towed the *Fisher Lads*

back to Dungeness and reached her station at 9.8 a.m.

#### YACHT LEAKING

At 5.55 a.m. on 15th November, 1965, the coastguard reported that a yacht with her engine broken down was in need of assistance and that a pilot cutter was standing by. The life-boat *Mabel E. Holland* was launched at 6.18 in a moderate northerly breeze and a choppy sea. It was one and a half hours to low water. The yacht *Diana* was found, leaking, with three people on board. The life-boat towed the yacht into Folkestone harbour and was back at her station at 11.45 a.m.

**Lowestoft, Suffolk.** At 6.50 a.m. on 10th November, 1965, the local trawler *Jamaica* was reported aground on the sandbank off Lowestoft harbour. She had sent out a 'Mayday' call. The life-boat *Frederick Edward Crick* went out at 7.5 in a fresh north-north-easterly breeze and a moderate sea. The tide was flooding. On reaching the trawler her skipper asked the coxswain to stand by until a tug arrived. However, as the tide was flooding, the coxswain suggested that he should try going full astern. In half an hour the trawler was clear of the sandbank. The coxswain, using the life-boat's echo sounder, was able to guide the *Jamaica* into deep water and safely into harbour. The life-boat reached her station at 8.25 a.m.

**Newhaven, Sussex.** At 4.43 p.m. on 27th November, 1965, flares were observed, fired from a small fishing boat which was drifting across Seaford Bay. Her anchor cable had parted and her engines had failed. The life-boat *Kathleen Mary* was launched at 4.55 in a north-westerly gale force wind and a rough sea, three hours after high water. She found the motor boat *Rosemary* with a crew of four in a position half a mile off the Buckle Inn, Seaford, and took her in tow to a safe berth in Newhaven harbour, where she arrived at 5.40 p.m.

**Ramsgate, Kent.** At 9.9 p.m. on 10th November, 1965, the coastguard at

Deal informed the honorary secretary that the Margate coastguard had observed a vessel burning flares two miles north-east of Foreness Point. The life-boat *Michael and Lily Davis* put out at 9.22 in a fresh east-north-easterly breeze and a rough sea. It was three hours before high water. The motor vessel *Reclaim* was found three-quarters of a mile off Foreness Point, with her engine broken down. She was being driven ashore. The life-boat took her in tow to Ramsgate harbour. During the journey the tow rope broke three times. The life-boat reached her station at 12.10 a.m.

#### TOWED MOTOR BOAT

At 11.54 a.m. on 25th November, 1965, the east pier watchman saw a motor boat in difficulties off Broadstairs. The life-boat *Michael and Lily*



By courtesy of]

[Joy Warren, Bembridge

Bembridge Coxswain, Peter Smith, was knocked unconscious when he was thrown against a stanchion while the life-boat, *Jesse Lumb* was battling against heavy seas on a service call to a yacht in distress.

*Davis* set out at 12.7 p.m. in a southerly gale force wind and a very rough sea. The tide was flooding. Five miles east-north-east of Ramsgate the life-boat found the motor boat *Cherie* with her engine broken down. Two people were aboard. The life-boat took her in tow to Margate, as conditions at Ramsgate were not suitable, and reached her station at 3.25 p.m.

**Southend-on-Sea, Essex.** At 5.11 a.m. on 1st November, 1965, the motor vessel *Clarity* was reported to be dragging her anchor and running aground half-a-mile west of No. 4 Sea Reach buoy. The life-boat *Greater London II* (Civil Service No. 30) was launched at 5.35 in a strong south-westerly gale and a very rough sea, one hour after high water. She went to the sandbank where the *Clarity* lay aground and it was arranged that the life-boat should return later to stand by at high water.

As the life-boat drew alongside Southend pier it was noticed that a Dutch vessel was within ten yards of the pier. The life-boat stood by with a tow rope until this vessel was safe and at 3 p.m. returned to assist the *Clarity* as she refloated on a full tide. The life-boat was back at her station at 5 p.m.

#### SOUTH-WEST ENGLAND

**The Lizard-Cadgwith, Cornwall.** At 12.32 a.m. on 25th November, 1965, the coastguard reported that red flares had been seen two miles south-west of the Lizard light. The life-boat *The Duke of Cornwall* (Civil Service No. 33) was launched at 1 o'clock in a south-westerly gale and a rough sea, three hours before high water. She found the cabin cruiser *Ketchedro* with one of her engines broken down and her electrical equipment out of order. She had a crew of four who were uncertain of their position and the life-boat escorted the cabin cruiser to Newlyn, arriving at 4.30. The life-boat reached her station at 9 a.m.

**Padstow, Cornwall.** On 23rd November, 1965, the Padstow life-boat *Joseph Hiram Chadwick* rescued the crew of two of the fishing vessel *Deo Gratias*. A full

account of this service, for which special awards were made to the coxswain and crew, appears on page 7.

**Penlee, Cornwall.** At 10 a.m. on 11th November, 1965, the St. Just coastguard told the coxswain that a ship had reported seeing mattresses in the sea five miles south-east of Tater Du lighthouse. The mattresses were possibly from the missing Belgium trawler *Ema*. The life-boat *Solomon Browne* was launched at 10.10 in a south-easterly gale and rough seas. It was one and a half hours to high water. She searched a large area with the assistance of a helicopter and a Shackleton aircraft. At 2 p.m. the life-boat picked up a large grating and a ship's fender but no other wreckage. The coxswain decided at 2.55 p.m. to return to harbour as visibility was poor, and the life-boat had to remain

afloat at Newlyn until 18th November because of weather conditions.

#### TRAWLER LOST PROPELLER

At 4.10 p.m. on 26th November, 1965, the honorary secretary informed the coxswain that the Newlyn trawler *Jacqueline* had lost her propeller and that another trawler, the *Trewarveneth*, had attempted to give a tow but in doing so had fouled her propeller. The two trawlers were locked together and needed immediate help. The life-boat *Solomon Browne* was launched at 4.20 in a full southerly gale and a very rough sea. It was one and a quarter hours to high water. The life-boat found the trawlers one mile east of Runnelstone. Both were badly damaged above the water line. Two other trawlers took the *Jacqueline* and *Trewarveneth* in tow and



[By courtesy of]

[The West Briton]

Lizard-Cadgwith life-boat crew (in oilskins) with men from the yacht *Kechedro*



the life-boat escorted all four vessels to Newlyn harbour, returning to her station at 7.30 p.m.

**St. Mary's, Scilly Islands.** At 4.58 p.m. on 28th November, 1965, the honorary secretary learnt from the coastguard that the motor vessel *Marchion Enterprise* had taken the yacht *Barranquilla* in tow with a broken propeller shaft coupling and a fouled rudder. The yacht had a crew of five. Their position was then about 90 miles south west of St. Mary's and the master of the motor vessel asked if the life-boat would take over the tow when they were nearer St. Mary's. At 3.29 p.m. the next day the coastguard requested that the life-boat *Guy and Clare Hunter* be launched at four o'clock and she proceeded in a moderate to fresh south westerly breeze and a rough sea. It was three hours and a half before high water. The life-boat met the motor vessel *Marchion Enterprise* fourteen miles south south west of Bishop Rock lighthouse and took over the towage of the *Barranquilla* to St. Mary's harbour, arriving at 10.10 p.m.

## NORTH-WEST ENGLAND

**Lytham-St. Anne's, Lancashire.** At 7.38 a.m. on 24th November, 1965, the Dutch vessel *Herta* was reported aground three miles north-east of the Nelson buoy. The life-boat *Sarah Townsend Porritt* went to the scene at 8.20 in a west-north-westerly gale and a very rough sea. It was two hours after low water. The life-boat found the *Herta* had refloated on the rising tide and was being swept by heavy breaking seas. She escorted the Dutch vessel as far as the Lytham anchorage, then the *Herta* continued to Preston and the life-boat returned to her station, which she reached at 10.30 a.m.

**Holyhead, Anglesey.** At 10.26 a.m. on 27th November, 1965, the honorary secretary heard that the Norwegian motor vessel *Havlyn* was in need of assistance, having a forty-five degree list nine miles from the South Stack lighthouse.

The life-boat *St. Cybi* (*Civil Service No. 9*) was launched at 10.49 in a north-north-westerly gale force wind and a very rough sea. It was one hour before high water. The life-boat proceeded and reached the *Havlyn* at 12 noon, and stood by until the vessel righted herself and had made anchor in Penrhos Bay. The life-boat continued to stand by until 5.7 when she returned to her station, arriving at 7.5 p.m.

## CARGO MIGHT SHIFT

**Holyhead, Anglesey.** At 11.15 p.m. on 28th November, 1965, the coastguard notified the honorary secretary that the Norwegian motor vessel *Havlyn* intended to weigh anchor and proceed to Holyhead. Her master was afraid that her cargo might shift. The life-boat *St. Cybi* (*Civil Service No. 9*) was launched at 11.23 to escort the vessel, which had a list to port, to Holyhead. There was a strong north-westerly breeze blowing and the sea was rough. It was two hours to high water. The life-boat reached the *Havlyn*, which was three miles south-west of South Stack, and escorted her to Holyhead. The life-boat was back at her station at 12.50 a.m.

*The service reported below is a full account of the one mentioned briefly on page 504 of the December 1965 issue of THE LIFE-BOAT. A letter of appreciation has been sent by the RNLi to the coxswain, crew, and shore helpers thanking them for the manner in which this rescue was carried out in hazardous weather conditions.*

**Rhyl, Flintshire.** At 11.19 a.m. on 31st August, 1965, the coastguard reported that a yacht anchored off Rhyl had fired a red flare. The life-boat *Lucy Lavers*, on temporary duty at the station, was launched in a strong north-westerly wind and a rough sea. The tide was flooding. The life-boat found the yacht *Taka Maru* with her mainsail torn, the staysail blown out and fouling the anchor chain. Her propeller had also been fouled. The coxswain took the life-boat alongside the yacht in difficult conditions – a very heavy sea was running – and rescued her crew of two.

They were very exhausted and were given hot refreshment. The life-boat returned to her station at 3.25 p.m.

## SCOTLAND

**Aith, Shetlands.** At 5.40 p.m. on 11th November, 1965, a man told the honorary secretary that he had seen a green flare just west of the Island of Vementry. It was one hour to high water when the life-boat *John and Francis MacFarlane* put out at 6.30 in a gentle north-easterly breeze and a choppy sea to search an area west of the Island of Vementry. Further information was received that a lobster boat with two men on board was missing, so the life-boat began to search an area between Manganess Voe and Papa Sound using a searchlight, but at 11.30 it was decided to abandon the search.

At 10.45 a.m. the following day the honorary secretary decided to continue

the search for the missing lobster boat. The life-boat set out at 11.5 in a fresh south-easterly breeze and a moderate sea. The tide was flooding. At 12.10 p.m. the life-boat located the motor vessel *Edna* which was drifting helplessly as she had fouled her propeller with her dinghy's rope. The life-boat towed the vessel to a safe anchorage and returned to her station at 1.15 p.m.

**Arbroath, Angus.** At 12.25 p.m. on 12th November, 1965, the coastguard informed the honorary secretary that the fishing fleet which was out was shortly due to return and that the harbour bar was dangerous. The life-boat *The Duke of Montrose* was launched at 12.45 in a south-easterly gale and a very rough sea. It was two and a half hours after low water. The life-boat escorted twenty fishing vessels over the bar into harbour, a task she had accomplished by 2.30, but



By courtesy of]

[R.A.F., Valley

Holyhead life-boat approaching m.v. *Havlyn* off South Stack, Anglesey

the life-boat could not be rehoused for forty-eight hours.

**Fraserburgh, Aberdeenshire.** At 7.42 p.m. on 27th November, 1965, the honorary secretary was told that the fishing boat *Bluebell* had been towing another fishing boat the *Ebenezer* (which had no lights) when the tow rope parted. The help of the life-boat was now required. The life-boat *The Duchess of Kent* was launched at 7.52 and found two fishing boats one mile off Kinnaird Head. There was a north-westerly gale and a very rough sea and it was an hour before low water. The life-boat took the *Ebenezer* in tow and escorted the *Bluebell* back into harbour, reaching her station at 9.27 p.m.

**Mallaig, Inverness-shire.** At 11.40 p.m. on 28th November, 1965, the life-boat *E.M.M. Gordon Cubbin* proceeded in a light northerly breeze and in a slight swell. A ship had been reported aground on the east side of Call. It was one hour after high water. The life-boat came up with the motor vessel *Fokke de Jong Sr.* of Borkum and stood by at the request of the master of the ground vessel. The vessel, which was amongst rocks, was re-floated after several attempts but shortly afterwards grounded again. The life-boat now put a tow rope on board the vessel and pulled the *Fokke de Jong Sr.* off the rocks stem first and again stood by until the motor vessel had reached safer waters. After it was ascertained that the motor vessel had no leaks, the life-boat returned to her station, arriving at 5 p.m. on the 29th November.

### STOKEHOLD ON FIRE

**Peterhead, Aberdeenshire.** At 4.59 p.m. on 19th November, 1965, the coastguard told the honorary secretary that they had received a mayday call from the British trawler *Isernia* stating that her stokehold was on fire. The life-boat *Julia Park Barry of Glasgow* was launched at 5.25 in an easterly gale force wind and a very rough sea. It was two hours after low water. The life-boat was guided by flares dropped by a Shackleton aircraft of Coastal Command and located the *Isernia*

fifteen miles north-east of Peterhead. At the request of the skipper nine of the trawler's crew of twenty were taken off. After standing by while another trawler took the *Isernia* in tow the life-boat returned to her station, arriving at 11 p.m.

**St. Abbs, Berwickshire.** At 11 a.m. on 11th November, 1965, the coxswain told the honorary secretary that the motor fishing boat *Guide Me* had not returned to harbour with the rest of the fishing fleet, following a gale warning. The life-boat *Jane Hay* was launched in a south-easterly gale and a rough sea, two and a half hours after high water. After a search she came upon the *Guide Me* steaming towards St. Abbs. The life-boat escorted her back into harbour and returned to her station at 11.35 a.m.

### MAN TO HOSPITAL

**Stronsay, Orkneys.** At 7.35 a.m. on 5th November, 1965, the coastguard told the honorary secretary that they had received a message from a doctor on Sanday Island saying that a person needed immediate hospital treatment. Any delay might prove fatal. The life-boat *The John Gellatly Hyndman* left at 8.15 in a strong west-south-westerly breeze and a rough sea. It was high water. Sanday was reached at 8.50 and the patient taken aboard for Kirkwall, which was reached at 11.25. The patient was taken to hospital. The nurse who had accompanied the patient was taken back to Sanday Island by the life-boat, which reached her station at 3.30 p.m.

**Whitehills, Banffshire.** At 2.24 p.m. on 28th November, 1965, the coastguard informed the honorary secretary that the police had reported that a man had fallen over the cliff at Troup Head and could be in the sea. The life-boat *Helen Wycherley* was launched at 2.40 in a strong westerly breeze and a moderate sea. The life-boat on reaching the area carried out an extensive search close inshore without finding the man. Meanwhile two men had succeeded in descending the cliff face and found the body of the man near the foot of the cliff, but as

there was a swell the two men and the body could not be taken aboard. The men also could not climb up the cliff owing to fresh snow falls and darkness and they decided to spend the night at the foot of the cliff. The life-boat returned to her station at 6.5 p.m. About three hours later the life-boat put out again with a small boat at the request of the coastguard to attempt to rescue the men, but she was later recalled as it had been found possible to lower food and dry clothing to the trapped men. At 7.30 a.m. the next day the life-boat proceeded to the position, calling in at Gardenstown to pick up four men who had more intimate knowledge of the inshore water at Troup Head, and a life raft. On reaching the head a line was put ashore to which the raft was attached, but the two men on shore elected to wait for a helicopter which was on its way from Lossiemouth. After being winched up to the cliff top the body of the man who had fallen down the cliff was taken aboard the life-boat, which arrived at her station at 4.30 p.m.

**Wick, Caithness-shire.** At 4.45 a.m. on 3rd November, 1965, the harbour-master was informed that the Danish vessel *Irene Frijs* of Copenhagen was arriving in Wick Bay to land two injured seamen. The vessel unfortunately grounded on the north side of the bay and the life-boat *City of Edinburgh* was launched at 5.20 in a strong north-westerly wind and a slight swell. It was two hours before high water.

The life-boat found the *Irene Frijs* with a 30° list to starboard and took the two injured men on board. The master of the casualty then asked if pumps could be brought out as the vessel had shipped a large quantity of water. After landing the two injured men, the life-boat returned to the casualty with pumps obtained from the local fire service, and later towed the *Irene Frijs* into deeper water where she anchored. The life-boat reached her station at 11.35 a.m.

## WALES

**St. David's, Pembrokeshire.** At 11.20 p.m. on 7th November, 1965, the

assistant honorary secretary received a message from the Smalls lighthouse stating that there was an injured keeper on the lighthouse. After consulting with the honorary medical adviser it was decided to launch the life-boat the next morning. The life-boat *Joseph Soar* (Civil Service No. 34) was launched at 6.2 a.m. with a doctor aboard and the boarding boat in tow in a strong southerly breeze and a rough sea. It was one hour after high water.

The life-boat arrived at the Smalls lighthouse at 8.30. The second coxswain and a member of the crew began to row ashore in the boarding boat with the doctor. Then a helicopter from R.N.A.S. Brawdy arrived and offered to carry the doctor on to the lighthouse. This was done and later the helicopter flew the doctor with the injured man to Brawdy. The boarding boat was recalled and the life-boat reached her station at 11.45 a.m.

**St. David's, Pembrokeshire.** At 10.32 a.m. on 23rd November, 1965, the coastguard informed the coxswain that an aircraft had come down in the sea in the St. Bride's bay area and her crew of two had baled out. The life-boat *Joseph Soar* (Civil Service No. 34) was launched at 10.47 in a west south westerly gale and a very rough sea. It was one hour before low water. The life-boat proceeded south through Ramsey Sound, and a message was then received from the Royal Naval Air Station at Brawdy that the two airmen had been rescued and the coxswain was asked to recover their dinghies. The life-boat searched an area four miles south of Ramsey Island and found one dinghy. The second was thought to have sunk. The life-boat was recalled and reached her station at 8.30 p.m.

## IRELAND

**Galway Bay.** At 4 p.m. on 13th November, 1965, the local doctor asked the honorary secretary if the life-boat would take a sick man from the Inishmaan island to the mainland for hospital treatment, as no other suitable boat was available. The life-boat *Mary Stanford*,

on temporary duty at the station, set out with the doctor in a north-easterly gale and a rough sea. It was three hours to high water. After examining the man, who had appendicitis, the doctor returned to the life-boat with his patient. The life-boat left the island for Kilronan to embark a nurse who accompanied the sick man to the mainland at Rossaveel. The life-boat returned to her station, arriving at 11.30 p.m.

### MAN TAKEN TO HOSPITAL

At 3.15 p.m. on 19th November, 1965, a local doctor asked the honorary secretary for the services of the life-boat to take a man with a haemorrhage to the mainland for hospital treatment. The life-boat *Mary Stanford*, which was on temporary duty at the station, put out at 3.25 in a fresh north-easterly breeze and a slight swell. It was three hours after high water. The life-boat landed the patient at Rossaveel and was back at her station at 7.30 p.m.

### TWO CHILDREN ILL

At 4.30 p.m. on 24th November, 1965, the local doctor informed the honorary secretary that there were two sick children who needed hospital treatment. One had appendicitis and the other had a dangerous cut on his leg. As no other boat was available the life-boat *Mary Stanford*, on temporary duty at the station, proceeded at 5.30 in a light north-easterly breeze and a calm sea. It was one hour before high water. The two patients were taken to Rossaveel and the life-boat was back at her station at 8.30 p.m.

**Portrush, Co. Antrim.** On 1st November, 1965, the Portrush life-boat *Lady Scott (Civil Service No. 4)* was launched to search for survivors from the Norwegian frigate *Bergen*. A full account of this service, for which special awards were made to the coxswain and crew, appears on page 5.

**Rosslare Harbour, Co. Wexford.** At 9 a.m. on 8th November, 1965, the Inspector of Irish Lights informed the honorary secretary that there was a sick

keeper on the Tusker Rock lighthouse and requested that he be taken off. The life-boat *Douglas Hyde* set out at 10.30, towing the boarding boat, in a fresh southerly breeze and a moderate sea. It was low water. She reached the lighthouse, took the sick man off and landed him at Rosslare harbour. He was taken by car to a doctor, and the life-boat reached her station at 1.15 p.m.

### KEEPER LANDED

At 9 a.m. on 9th November, 1965, the Inspector of Irish Lights asked the honorary secretary for the life-boat's assistance to place a deputy keeper on Tuskar Rock lighthouse. The life-boat *Douglas Hyde* set out at 10.45 towing the boarding boat in a moderate south-westerly breeze and in moderate seas. It was low water. The keeper was landed at the lighthouse and the life-boat returned, reaching her station at 1.30 p.m.



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*The following life-boats were also called out in November:*

**Aberdeen** - 18th.  
**Aldeburgh, Suffolk** - 27th.  
**Bembridge, Isle of Wight** - 1st and 8th.  
**Blyth, Northumberland** - 16th.  
**Broughty Ferry, Angus** - 11th.  
**Caister, Norfolk** - 24th.  
**Cullercoats, Northumberland** - 21st.  
**Dover, Kent** - 14th.  
**Flamborough, Yorkshire** - 5th.  
**Fleetwood, Lancashire** - 23rd.  
**Fraserburgh, Aberdeenshire** - 24th, 28th and 29th.  
**Great Yarmouth and Gorleston, Norfolk** - 24th.  
**Hartlepool, Co. Durham** - 27th and 30th.  
**Hastings, Sussex** - 17th.  
**Islay, Inner Hebrides** - 6th.  
**Moelfre, Anglesey** - 27th.  
**New Brighton, Cheshire** - 15th.  
**Newhaven, Sussex** - 7th and 27th.

**Padstow, Cornwall** - 17th and 20th.  
**Porthdinllaen, Caernarvonshire** - 27th.  
**Ramsgate, Kent** - 6th and 10th.  
**Redcar, Yorkshire** - 4th.  
**Rhyl, Flintshire** - 1st.  
**Runswick, Yorkshire** - 16th.  
**St. Mary's, Scilly Isles** - 9th, 14th and 15th.  
**St. Peter Port, Guernsey** - 18th.  
**Scarborough, Yorkshire** - 2nd.  
**Skegness, Lincolnshire** - 30th.  
**Stronsay, Orkneys** - 9th.  
**Sunderland, Co. Durham** - 27th.  
**Teesmouth, Yorkshire** - 1st.  
**Tynemouth, Northumberland** - 18th.  
**Walton and Frinton, Essex** - 21st and 27th (twice).  
**Whitby, Yorkshire** - 20th.  
**Yarmouth, Isle of Wight** - 9th.



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*By courtesy of]*

*[Bridlington Free Press*

Bridlington life-boat launching to escort keel boats back to harbour in rough seas

# New Ways of Raising Money

*Mrs. Smith of Southport has handed to the Southport Guild the sum of £5, raised by a collection of a penny a week contributed by each member of the St. Andrew's Inner Wheel over 60's Club.*

*Topsham Sailing Club challenged the Exe Sailing Club to a football match. This was played on the mud flats and afterwards the players had to be hosed off with cold water. However, a collection of £7. 5. 6 was taken for the local branch of the R.N.L.I.*

*The honorary secretary of the Exmouth and Budleigh Salterton branch reports that their glass tank, which has a life-boat sunk in the middle of it, has raised over £25 during 1965. He comments that it is rather a bad thing to show a life-boat sunk, but people like to throw money into the water and because of this the sunken life-boat certainly pays.*

*The Marconi International Marine Company Limited of Chelmsford decided last year to abandon the practice of sending Company Christmas cards, and instead, to make a donation to a suitable maritime charity of the amount which would have been spent on the purchase and distribution of Christmas cards. The RNLi was chosen as the recipient of the 1965 donation, and a very acceptable 'Christmas present' was the result.*

## H.M. Coastguard

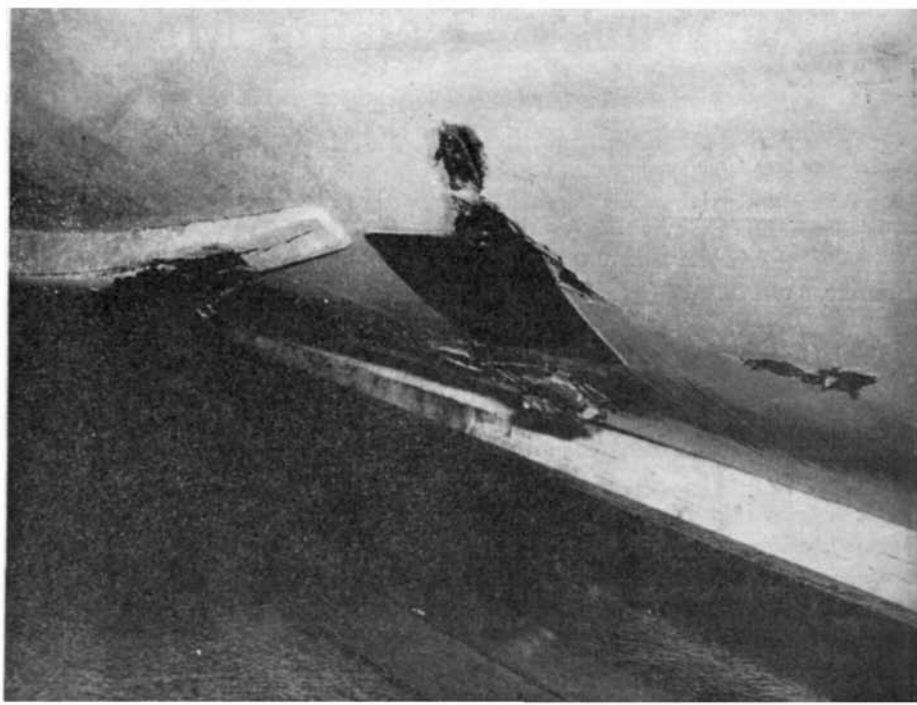
The Institution's best wishes for many happy years of retirement go to Commander D. F. White, O.B.E., R.D., R.N.R. (Retd.), who relinquished his post as Chief Inspector of H.M. Coastguard at the end of 1965.

Commander White first went to sea as a cadet in 1915, later transferring to the Royal Navy for the duration of the war. He then returned to the Merchant Navy and served as an officer in various ships of the Anchor Donaldson Line and the Anchor Line. He also served in various Royal Navy ships as a permanent R.N.V.R. officer, and was recalled to the Royal Navy when World War II began, serving in corvettes and frigates in the Western Approaches Command. At the end of the war he was Commodore of Coastal Convoys. In the course of his duties he had escorted convoys to the invasion beaches, and one to Antwerp.

He joined H.M. Coastguard as an Inspector in 1946, became D.C.I. in 1950, and in 1962 was promoted Chief Inspector. His retirement is due to reaching the age limit, 65.

The easy co-operation and close, friendly relationship which exists between the RNLi and H.M. Coastguard are proof of the efficient manner in which Commander White handled all matters which were of mutual concern.

He is succeeded as Chief Inspector of H.M. Coastguard by Commander P. J. H. Bartlett, O.B.E., R.N. (Retd.).



*By courtesy of]*

*[Eastern Daily Press*

A plate fixed as a temporary repair to the Gorleston life-boat after she had been holed on service 24th November, 1965

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