

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXVII

SEPTEMBER, 1962

No. 401

## Notes of the Quarter

THE remarkable variety of the services which life-boat crews are called upon to perform today is clearly shown in the accounts received from the stations during the spring and early summer of this year and recorded in these pages. There were the types of service which unfailingly occur: escorting fishing vessels over a harbour bar after a sudden storm has sprung up; towing in boats whose engines have broken down; taking doctors to remote islands to perform emergency operations and taking sick and injured men off steamers; searching for crashed aircraft; helping to refloat vessels; or rescuing exhausted people found clinging to capsized dinghies and canoes.

In addition to all this an Italian steamer collided off the Sussex coast and the Eastbourne life-boat was called out; a Danish vessel collided off the Kent coast and the Dungeness life-boat put out; at Hastings the yacht club's rescue boat was in difficulties right under Hastings pier; at Dover a yacht was found being pounded against the harbour wall. The Bridlington life-boat had to escort in the late finishers in an ocean yacht race after a strong gale had blown up; Caister life-boat took a fireman and pumps out to a leaking tug; and there were a number of instances of people falling over cliffs, and of life-boats, with their boarding boats in tow, going to their aid. An examination of the services of this quarter give an impressive picture of the extraordinary variety of the dangers to human life which may occur at sea.

The only service recorded in this number of the *Life-boat* for which a medal for gallantry was awarded occurred off the Channel Islands, the winner of the medal not being a member of a life-boat crew but the harbour master of Alderney. The Royal National

Life-boat Institution, as a body established by royal charter, has two primary tasks, that of providing life-boats and all that is needed to make them efficient vessels for saving life at sea, and that of encouraging people who on their own initiative put out in boats from the shore to rescue others. This second responsibility, that of encouraging shore boat rescues, is not perhaps sufficiently well known to the general public.

### NEW LIFE-BOAT TRACTOR

A prototype of a new tractor for hauling life-boats on their carriages into and out of the water is being developed. This is the Case 1000 model. Trials with a standard machine of this type were conducted at Aberystwyth, Criccieth and Hoylake, and its performance on different types of beach was extremely satisfactory. It is hoped that the Case tractor will gradually replace the existing petrol-driven tractors at those stations where the heavier type of Fowler tractor is not needed. It is fitted with a 100 h.p. Leyland diesel engine, and the transmission is through a torque converter and oil-controlled high and low speed clutches. The tractor will be made watertight to work in five feet of water. Although its power is very much greater than that of the existing Roadless tractors, it is of approximately the same size. It will not therefore be necessary to make any major structural alterations to allow the new tractors to be housed.

### LIFE-BOAT SEEN IN NORTH AMERICA

A launch of a life-boat was shown in a programme which was a significant and memorable occasion in the history of television. The life-boat was the Lizard/Cadgwith boat, and the television programme was the first ever to

be transmitted live from this country to the continents of North America and Europe. The programme went out on the evening of the 23rd July, 1962, via Telstar, and reports both from the United States and various European countries, including a number from life-boat societies abroad, indicate that the picture received was exceptionally clear. Apart from a few well-known landmarks in London, the launch of the Lizard/Cadgwith life-boat and only one other item were chosen by the B.B.C. and the independent television companies, which were co-operating in the venture, to represent the contribution from Britain to this programme. This was both a gratifying tribute to the life-boat service as a whole

and an indication of the status it has in the public mind.

#### AWARDS FOR SCOTTISH FISHWIVES

Two awards to honorary workers which will certainly give general satisfaction were those of statuettes to two fishwives of Newhaven, Edinburgh. They are Mrs. Hackland and Mrs. Liston, and each of them has been collecting on life-boat day in Edinburgh, dressed in their traditional costume, for some sixty years. They have also collected at the Royal Highland Show. It is in voluntary workers such as these every bit as much as in the crews that man the life-boats that the true and abiding spirit of the life-boat service is to be found.

### Bronze Medal for Alderney Harbour Master

ON the evening of the 28th March, 1962, the motor vessel *Ridunian*, which was loaded with 150 tons of grit and gravel, sailed from Alderney for St. Peter Port, Guernsey. A fresh breeze was blowing from the south-south west, the weather was bad, and visibility was poor. The sea was rough with waves reaching a height of some ten feet.

#### May-day Message

The *Ridunian* passed close to the Corbet rock in order to avoid the worst of the sea, but there she took a sheer to port, and although this was quickly corrected, she struck the Barsier rock at 7.20.

Five minutes later she sent a may-day message. The sea was too rough to lower the ship's boats, and it was decided instead to use an inflatable raft. This was launched but blew away almost at once, and a second inflatable raft was damaged. It happened that the vessel was transporting a raft which would take ten men, and by 7.35 the whole of the vessel's crew of seven were in the raft.

The *Ridunian* soon slipped off the rock, and the raft remained within sight of her lights for about twenty minutes. Then the vessel disappeared, and it is probable that she sank at once.

St. Peter Port signal station had

received the may-day message, which was passed to the honorary secretary of the St. Peter Port life-boat station, Captain F. Nicolle. Captain Nicolle gave orders for the life-boat to be launched and also told Captain A. D. Jennings, the Alderney harbour master, what had happened. He suggested Captain Jennings should launch a suitable boat and set a watch on shore. Captain Jennings drove by car to the west coast of Alderney, but the visibility was too bad for him to see much. He then collected a crew of four other men and told Captain Nicolle that he was launching the Trinity House pilot cutter *Burhou*. This was a motor fishing vessel of the seine-net type, 45 feet in length, with a speed of eight knots. She was not fitted with radio.

#### Could not see Rock

The pilot cutter put out at 8.20 and made for the Swinge channel. Captain Jennings brought her close to the Corbet rock, although in fact he could not see the rock. He then set a course to the south to the Clouque rocks, which he sighted at 8.40, and after that began to search to the north-west. His search brought him close to the rocks in poor visibility, and had the pilot cutter struck the rocks, she might well, in the

absence of any means of communicating by radio, have been in serious difficulties before the St. Peter Port life-boat could have reached her. However, there was a clear danger that the raft would be carried by the tide, which was flowing strongly to the north-east, over the Burhou reefs, where it would have been impossible for the pilot cutter to reach the raft.

Eventually at 9.10 a light was seen. The pilot cutter came alongside the raft and succeeded in taking off all seven men. On the return journey Captain

Jennings had the good fortune to pick up the Corbet rocks in the light of his torch and thereby avoid them. The pilot cutter reached Alderney harbour at 9.45.

#### Bronze Medal Awarded

For this service the bronze medal for gallantry was awarded to Captain A. D. Jennings. Letters of thanks were sent to the other four members of the crew, Mr. A. Johns, Mr. E. Johns, Mr. F. Venn, and Mr. P. B. Vissian, who all received monetary awards and medal service certificates.

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### Bishop's Comment on the Life-boat Service

THE Bishop of St. David's, the Right Reverend John Richards, gave an address from the bandstand at Aberystwyth on the 9th May, 1962, in which he said: "No organisation in the whole of our history has revealed more truly the spirit of self-sacrifice and high adventure than the Royal National Life-boat Institution". The occasion was the celebration of the hundredth anniversary of the founding of a life-boat station at Aberystwyth.

#### Service of Thanksgiving

After a service of thanksgiving had been conducted on the promenade by the Rev. D. E. Evans and the Rev. Haines Davies, Admiral Sir John Eccles, a member of the Committee of Management of the Institution, presented a certificate inscribed on vellum marking the centenary to Coxswain

John Nichol. At the request of the chairman of the branch, Captain C. F. H. Churchill, the Mayor of Aberystwyth, Alderman W. G. Kitchin, accepted custody of the vellum and undertook to keep it in a place of honour in the Town Hall.

Among the large crowd who had assembled in spite of the bad weather were four representatives of the Aguila Wren Memorial Fund, the donors of the boat, and three former Aberystwyth coxswains, John Daniel, Evan Davies and Baden Davies.

In the evening a dinner and ball were held, at which Sir John Eccles presented a certificate of service to ex-coxswain Baden Davies.

To mark their centenary the Aberystwyth branch produced an attractive booklet giving the history of the station.

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### Portrait on the Cover

THE portrait on the cover is of Coxswain James Gall of Broughty Ferry. He was appointed coxswain in December 1959, after the disaster in which the whole of the crew of the Broughty Ferry life-boat were lost. He did in fact first join the crew of the Broughty Ferry life-boat in 1932 and in that year was appointed

bowman. In 1935 he became second coxswain, a position he held, with an interruption for war service, until 1948, when he left the district. Coxswain Gall was one of more than forty men who volunteered to serve in the Broughty Ferry life-boat immediately after the disaster.

## New Life-boats Named in Norfolk and Devon

HER ROYAL HIGHNESS PRINCESS MARINA, DUCHESS OF KENT, the President of the Institution, named the new Sheringham life-boat *The Manchester Unity of Odd Fellows* at a ceremony at Sheringham on the 15th June, 1962. The bulk of the money for the new life-boat was subscribed by the Independent Order of Odd Fellows Manchester Unity Friendly Society, and the Grand Master of the order, Mr. J. G. Barnes, formally presented the life-boat to the Institution. Earl Howe, Chairman of the Committee of Management, received the life-boat and handed her over to the branch, Mr. H. T. S. Upcher, president of the branch, accepting her. The Bishop of Dunwich dedicated the life-boat, assisted by the Archdeacon of Norwich.

After a vote of thanks had been proposed by Alderman E. G. Gooch, Her Royal Highness named the life-boat. The Rev. L. G. Sturman, Chairman of the Sheringham Urban District Council and Vicar of Sheringham, was in the chair and opened the proceedings, and Lieut.-Commander W. L. G. Dutton, Chief Inspector of Life-boats, then described the new boat. The singing was led by the choir of the Sheringham parish church, and music was played by the Sheringham Salvation Army Citadel Band. The Sheringham Company, Army Cadet Force, provided the guard of honour.

The new life-boat is one of the new 37-foot Oakley type. She is the fifth

life-boat placed by the Institution at Sheringham, but before the station was taken over by the Institution there were the so-called fishermen's life-boats. These boats and the Institution's life-boats at Sheringham have saved nearly five hundred lives.

A new 47-foot Watson type life-boat was recently placed at Appledore, which was the gift of Mr. G. P. D. Hawker of Exeter. Lady Roborough named the life-boat *Louisa Anne Hawker* at a ceremony at Bideford on the 27th June, 1962. Captain H. L. Morgan, chairman of the Appledore branch, took the chair, and after Commander H. H. Harvey, the Western District Inspector, had described the life-boat Mr. G. P. D. Hawker presented her to the Institution. Sir Eric Seal, a member of the Committee of Management, handed the life-boat over to the branch, Captain P. Brennan, honorary secretary of the station branch, accepting her.

The Bishop of Crediton dedicated the life-boat assisted by the Rev. Donald Cox, Missionary to the Appledore and District Sailors' Rest and Mission. Votes of thanks were proposed by Councillor A. A. Beer, the Deputy Mayor of Bideford, and seconded by Councillor J. E. Harris, Chairman of the Northam Urban District Council.

A station was established at Appledore in 1825, but the Institution did not take over the station till 1852. Since 1852 more than 300 lives have been saved.

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## Birthday Honours

HONOURS bestowed on those associated with the life-boat service in the birthday honours for 1962 included:—

K.C.B. Rear Admiral E. G. IRVING, C.B.E., O.B.E., Hydrographer of the Navy, and ex-officio member of the Committee of Management.

K.B.E. Colonel T. Eustace Smith, C.B.E., T.D., D.L., chairman of the Teesmouth branch.

M.B.E. Captain R. W. Cooke, chairman of the Dover branch.

## Bust of Henry Blogg

A PLEASANT ceremony took place at Cromer on the 23rd May, 1962, when Earl Howe, Chairman of the Committee of Management, unveiled a memorial to the great Cromer coxswain, Henry Blogg. The memorial takes the form of a bronze bust and bronze inscription in a granite setting, and it stands by the old watch-house looking out towards the Haisborough sands.

The bust is the work of Mr. James Woodford, R.A., and the original plaster cast was shown at this year's summer exhibition at the Royal Academy. It was provided at the expense of a lady who wishes to remain anonymous and who, after the ceremony, sent a donation to the Cromer branch in recognition of what she described as

"a very beautiful and moving occasion".

Coxswain Henry Davies, who is Henry Blogg's nephew and is today coxswain of the no. 1 life-boat, laid a wreath, and the Vicar of Cromer, the Rev. C. W. J. Searle-Barnes, conducted a short service. Mr. Anthony Gurney, a County Councillor, formally presented the bust to the townspeople of Cromer on behalf of the anonymous donor, and Councillor J. E. Webster, Chairman of the Cromer Urban District Council, accepted it. At the end of the ceremony Mr. Webster presented to Lord Howe as a memento of the occasion a model in a bottle of the Cromer no. 1 life-boat *Henry Blogg*, which had been made by Mr. W. Threlfall, District Officer of Coastguard.

## Prize-winning Essay

THE following essay was adjudged the best in a competition organised by the Institution and open to boys and girls up to the age of eleven in Great Britain and Ireland. It was written by Winefride Claire Davies, of the Old Colwyn County Primary School, Denbighshire.

"Mary and I were on the beach that wild winter's afternoon, only because we were both really keen to collect seashore specimens for our inter-patrol competition, and entries were due. We were bitterly cold, with icy winds tearing at our hoods, and the rain and spray together hurting our faces like thrown gravel.

### Warning Green Stars

"At first we weren't sure we'd seen the warning green stars of a fired maroon, but then we saw Mr. Howells, the Postmaster, run towards the boat-house, joined at the corner by Joe Hughes and Tom Jones, both fishermen. Hot on their heels was Mr. Elwyn Griffiths, pursued closely by Mr. Tudor Owen, both fine baritones at our chapel. Young Wyn Creed, his bicycle

quickly parked against the building, disappeared inside with Ivor and Gwyn Thomas, Mary's uncles.

### Cottage Doors Opened

"Soon cottage doors opened all over Moelfre and the whole village gathered anxiously on the shingle, gazing out to sea, asking each other what had happened. Shortly the news spread that a small coaster sheltering about two miles off Seal Island was being driven inshore by the gale, in great danger.

"By this time, all the men were in their yellow oilskins, busily performing every practised action with great speed, as the powerful life-boat slid rapidly into the waves. Powerful indeed, but even so, we on shore watched what seemed to be the painfully slow progress as she rode the terrific swell around the headland. We watched the *Mona* disappear in the distance, seemingly swallowed by sea and low cloud.

"Out of our sight, and with his vision alternating with the grey walls of gigantic waves, Mr. Tudor Owen, our coxswain, met with a situation far worse than he had expected. During the time it had taken to man the life-boat

and reach the radioed position of the stricken ship, the *Lady Drew* had been driven inshore at a frightening rate, and was heading inevitably for the wicked black molars of rock which formed the first defence of our coastline. Even as they raced to her aid, the grim-faced life-boatmen flinched at the impact, a crash followed by the ominous crunch and grind as rocks and sea seized their advantage and tried to push the doomed vessel below.

"Each man of Mr. Owen's crew worked at his command with calm but urgent speed as he positioned his life-boat on the seaward side, skilfully holding her as steady as any man could in that foulest of weather.

#### Village A Rather Special One

"Losing not an instant, and with a screamed 'Now!' almost lost to the wind, three desperate members of the *Lady Drew's* crew jumped from tilted decks, one poor fellow hitting the rail in falling, and all but sliding between the two vessels, had not the strong arms of Gwyn Thomas and Wyn Creed grasped him to safety. Another battering by angry seas left the life-boat too far out to allow the remaining crew of the *Lady Drew*—which was by now low in the water—to jump to safety. To go in again was perilous. Rolling thirty yards away, now above, next engulfed by waves, it was wordlessly clear to the Anglesey men that another attempt to ride in beneath the bows of the dying ship would be fatal if she moved once more. These same men never faltered when Mr. Owen, his thoughts with the two men whose lives depended on their efforts, gave the command.

"When the *Mona* came ashore two hours after we had silently wished her 'God Speed', she carried a satisfied crew and five grateful, exhausted men from the *Lady Drew*. We gave them such a cheer, enough to be heard above even that gale, the seagulls joining in with screams of triumph over beaten seas.

"Mary and I never collected the

specimens and Swallows won the inter-patrol competition. We were all too excited to mind losing, for the following day the news spread that Mr. Owen had been granted the immediate award of the George Medal, and there were awards for all his steadfast crew.

"Although we shouldn't boast, we think our life-boat and the grand men who man her make our village a rather special one."

#### OTHER PRIZES AWARDED

Prizes for the best essays in Scotland, Ireland, Wales and six districts of England have been awarded to the following:—

##### SCOTLAND:

Frances Mary Cameron, Kirn Public School, Dunoon, Argyll.

##### IRELAND:

Evie Maddock, Chapel Convent School, Kilmore Quay, Co. Wexford.

##### WALES:

Winefride Claire Davies, Old Colwyn County Primary School, Church Walks, Old Colwyn, Colwyn Bay, Denbighshire.

##### ENGLAND:

*Midlands:* Graham Philip Titley, St. John's C.E. Primary School, Weston Road, Stafford, Staffs.

*North-East:* Yvonne Nicholson, J.M. School, Balby Street, Denaby Main, Yorkshire.

*North-West:* Andrew Stewart, Cross-canonby St. John's School, Crosby, Nr. Maryport, Cumberland.

*South-East:* Brenda Money, Aldborough C.P. School, Aldborough, Norwich, Norfolk.

*South-West:* Patricia Ann Smith, East Howe C.P. Junior School, East Howe, Bournemouth, Hants.

*London:* Martin Charles Gutteridge, Oakthorpe County Primary Junior Mixed School, Tile Kiln Lane, Palmers Green, N.13.

## Christmas Cards and Calendars

THE Institution will again have a Christmas card and a pocket calendar for sale. The card will be a reproduction in colour of the picture on this page. The original painting by Mr. Rowland Fisher, R.O.I., S.M.A., was specially

page three and a description of the painting on page two. The price of the card, with the envelope, will be 9d. Name and address can be printed in, if not fewer than twenty-five are ordered, at an added cost of 15/- for 25 up to 50,



commissioned by the Institution, and portrays the rescue by the Moelfre (Anglesey) life-boat of the crew of the coaster *Hindlea* in October 1959. The service took place in a hurricane force wind of 104 m.p.h. and in great difficulty owing to the close proximity of rocks. For this service Coxswain Richard Evans was awarded the Institution's gold medal for gallantry.

The card will be of four pages, with the picture on page one, greetings on

17/6 for 51 to 100; 25/- for 101 to 200.

Supporters of the Institution living in the Irish Republic are asked to order Christmas cards from the Dublin office, 32 South Frederick Street, Dublin, C.2.

The pocket calendar will have on the front a photograph taken on board the St. Abbs (Berwickshire) life-boat at sea. It can be obtained in dozens. The price is 2s. for the first dozen and 1s. 6d. for each additional dozen.

### THE LIFE-BOAT FLEET

150 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service  
in 1824 to 30th June, 1962 - 83,599

## New Ways of Raising Money

An attractive girl dressed in a Nell Gwynn costume has been seen selling oranges on behalf of the Institution at a number of towns in the south and south-west of England where life-boats are stationed. She is Miss Sue Peters, and the oranges have been given by the South African Co-operative Citrus Exchange Ltd. The local branches have received the whole proceeds from the sales, and it has been found that the average donation from each individual buyer has been twice the retail cost of an orange.

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Messrs. Telford and Scott of Carlisle conducted an auction sale of high quality goods in the Exchange Sale-rooms, as a result of which no less than £884 was received by the Institution.

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A fire officer in Pudsey gives the Pudsey guild every year the letting fee for one week which he charges for his bungalow at Withernsea.

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Some years ago Mrs. V. Clarke-Welch of Bournemouth took out an insurance policy, the beneficiary of which at the time of her death is to be the R.N.L.I.

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At a bring-and-buy sale organised by the Durham City ladies' life-boat guild a model of a boathouse and slipway made by a Durham cadet, Colin Potter, was shown, and Mrs. A. A. Luxmoore, the president of the guild, and Miss G. S. Wilkinson, the honorary secretary, launched jars of home-made marmalade down the slipway. These were then sold with success.

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The Norton branch in Yorkshire had a stall at an event in a Norton bacon

factory. The proceeds from the sale of a pig were given to the branch.

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The manager of a shoeshop in Beaconsfield asks for a donation to be given in his life-boat collecting box in return for stretching tight shoes.

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Two girls from the Reddish Vale infants school in Cheshire gave the Institution a reward of half-a-crown which they had received from the Post Office for finding a set of Post Office keys.

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Two successful money-raising efforts were carried out on board ship. Mr. C. W. Fletcher of Bournemouth ran a sweepstake on the Grand National. Some of the winners gave him their winnings for the life-boat service, and these and a collection he made amounted to over £70.

A lady who made a voyage to India and back also made a successful collection on behalf of the life-boat service.

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The Institution is fortunate in the help it receives from many Darby and Joan clubs, but the efforts of the Guernsey W.V.S. Darby and Joan club in collecting some £70 entirely in ship half-pennies is perhaps rather an exception.

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The method of assembling a large pile of coppers was so successfully pursued at the Commercial Hotel, Cardigan, that a formal ceremony was held, with members of the Fishguard life-boat crew present, when Commander J. House of Aberporth and Mr. N. O. Mabe, honorary secretary of the Fishguard branch, knocked over the column, which produced more than £36 for the Institution.



## Services of the Life-boats in April, May and June 74 Lives Rescued

### APRIL

DURING April life-boats were launched on service 49 times and rescued 15 lives.

#### FISHING VESSEL TOWED TO BEACH

**Aith, Shetlands.** At 6.10 on the morning of the 1st April, 1962, the honorary secretary was informed by a man living in Sandness that a motor fishing vessel was in difficulties at the north end of Papa Stour as her engines had broken down. At 6.40 the life-boat *The John and Frances Macfarlane* left her moorings in a moderate north-easterly wind and a rough sea. It was one hour after low water. The life-boat reached the position at 8.5 and found the motor fishing vessel *The Willing Boys* of Lerwick. Her crew of four were working hard to keep a leak, which had developed, under control and were very exhausted, and the coxswain decided to take the vessel in tow to the nearest sheltered beach. At 9.50 the fishing vessel was beached at Gonfirth, and the crew were able to land safely. The life-boat then returned to her moorings, arriving at 11.5.

#### TWO MEN RESCUED FROM FISHING BOAT

**Great Yarmouth and Gorleston, Norfolk.** At 10.17 on the morning of the 1st April, 1962, the coastguard informed the honorary secretary that a small boat was burning flares and needed help. A moderate westerly wind was freshening and there was a moderate sea. At 10.25 the life-boat *Louise Stephens* was launched. The tide was ebbing. The life-boat found the longshore fishing boat *Aga Sacke* north of the Wreck buoy in Yarmouth roads drifting north-east towards the Scroby Sands. Her engines had broken down. The tanker *Esso Ipswich* was also making for the position. Despite the heavy, short, choppy sea the life-boat crew succeeded in rescuing the two men on board the *Aga Sacke*. The fishing boat had no proper anchor gear and was in a very dangerous position, and the life-boat took her in

tow. The towing had to be carried out at a very slow speed. The *Aga Sacke* was eventually brought safely into harbour, and the life-boat reached her station at 11.30.

#### YACHT ESCORTED INTO HARBOUR

**Ramsgate, Kent.** At 6.3 on the evening of the 1st April, 1962, the coastguard informed the honorary secretary that a yacht was in difficulties half a mile east of Quern buoy and was flying distress signals. There was a fresh south-westerly wind and the sea was rough. The weather was cloudy and squally. At 6.15 the life-boat *Michael and Lily Davis* put out on the flooding tide. On reaching the position given the life-boat found the yacht *Ann Young* with her main sail jammed aloft. The yacht also had engine trouble, and the life-boat escorted her into Ramsgate harbour and then returned to her station, which she reached at 7.25.

#### DOCTORS TAKEN FOR EMERGENCY OPERATION

**Troon, Ayrshire.** At seven o'clock on the evening of the 1st April, 1962, the coxswain received a request from the Kilmarnock infirmary for the life-boat to take two doctors to Lamlash to perform an emergency operation upon a five-year-old boy. No other boats were available. There was a strong west-north-west wind, the weather was squally, and the sea was rough. At eight o'clock the life-boat *Edward Z. Dresden*, on temporary duty at the station, put out on the flooding tide with the doctors on board. The life-boat reached Lamlash at 10.25 and after landing the doctors waited for them to return. At 12.5 the doctors were re-embarked, and the life-boat finally reached her station at two o'clock in the morning.

#### MAN TAKEN OFF LIGHTVESSEL IN NEAR GALE

**Rosslare Harbour, Co. Wexford.** At 8.30 on the morning of the 2nd April, 1962, the assistant inspector of Irish

Lights told the honorary secretary that the mother of a seaman on board the Blackwater lightvessel had died. As the weather was bad and no other suitable boat was available, he asked if the life-boat could bring the seaman ashore. The life-boat *Douglas Hyde* left her moorings at 9.15 in a south-westerly wind of near gale force and a rough sea. It was low water. The life-boat reached the lightvessel and took the seaman on board. He was landed at Rosslare harbour at 1.20, and the life-boat reached her moorings at 2.15.

#### BOARDING BOAT VEERED TO STRANDED BOAT

**Appledore, Devon.** On the 2nd April, 1962, the coxswain of the life-boat and other fishermen had returned earlier than usual from salmon fishing because of bad weather. The salmon fishing season had just begun. After coming ashore at 1.15 in the afternoon the coxswain was told that a fishing boat was in difficulties on Sprat Ridge and needed help. A westerly gale was blowing with a rough sea, and the tide was flooding. At 1.20 the life-boat *Violet Armstrong* put to sea with her boarding boat in tow. She found the boat stranded at the position given, and the life-boat stood off the ridge while the boarding boat was veered to the stranded boat. The fishing boat's crew of four were able to climb into the boarding boat. The fishing boat was then made fast to the boarding boat, and the life-boat took both boats in tow to safe waters. The life-boat then returned with the boarding boat to her station, arriving at 2.15.

#### GIRL FOUND IN WATER BY TANKER'S BOAT

**Southend-on-Sea, Essex.** At 10.28 on the night of the 6th April, 1962, the coastguard informed the honorary secretary that cries for help had been heard by the crew of the tanker *Hamilton Trader*, which was anchored a quarter of a mile south of the boom. The life-boat *Greater London II (Civil Service No. 30)* was launched at 10.48 in a moderate westerly wind and a choppy sea. She took a small dinghy with her. It was an hour and a half after

low water. In the meantime a small boat which had been launched from the tanker had rescued a girl and brought her back to the tanker. As soon as the life-boat reached the scene the coxswain sent the small dinghy to search near the shore, as several other people were reported to be in the water. The life-boat went alongside the *Hamilton Trader* and took on board the girl who had been rescued. She was landed at Southend, where she was taken to hospital. The life-boat then returned to the area where the dinghy had been searching. The people in the water were found to be policemen who had waded in to help, and the dinghy was therefore picked up and the life-boat returned to her station, which she reached at three o'clock in the morning. The father of the girl made a donation to the branch funds and a gift to the life-boat crew.

#### FISHING COBLE TAKEN IN TOW

**Seaham, Co. Durham.** At 2.30 on the afternoon of the 7th April, 1962, the Seaham coastguard received a report from Easington that a fishing coble was in distress. A gentle west-by-north wind was blowing, and the sea was slight. The tide was flooding. At 2.50 the life-boat *George Elmy* was launched. She found the fishing coble *Trip*, with her engine broken down, two and a half miles east of Crimdon. After taking her crew of six on board the life-boat towed the fishing coble to Seaham and then returned to her station, which she reached at 5.55.

#### DOCTOR TAKEN TO BADLY INJURED SEAMAN

**Weston-super-Mare, Somerset.** At seven o'clock on the evening of the 9th April, 1962, the police at Avonmouth dock informed the honorary secretary that a man had been seriously injured on board a ship in Walton bay. As no other suitable boat was available to take out a doctor, the life-boat *Calouste Gulbenkian* was launched at 7.18 with the honorary medical adviser on board. There was a strong westerly wind and a rough sea. It was two hours after high water. The life-boat reached the s.s. *Pilcomayo*, and the doctor and two

members of the life-boat crew who were qualified in first aid went aboard her. A seaman on board was found to have a compound fracture of the tibia and was bleeding profusely. The injury had occurred when he had been operating one of the electric winches to pull up the steamer's derricks before entering port. A wire had become wrapped round his left leg. As the sea was rough and as the *Pilcomayo* would be able to dock in about an hour and a half, the doctor decided to keep the patient on board the ship and land him at Avonmouth, where arrangements were made for his reception. In the meantime the life-boat returned to her station, which she reached at 11.30, but conditions prevented her from being rehoused until the next day.

#### TOW FOR FISHING COBLE AFTER SEARCH

**Newbiggin, Northumberland.** At 3.15 on the afternoon of the 10th April, 1962, the coxswain told the honorary secretary that the local fishing coble *Mother's Joy*, which was overdue, was thought to have broken down off St. Mary's lighthouse. The life-boat *Richard Ashley* was launched at 3.55 in a moderate west-south-westerly wind and a slight swell. It was two hours after low water. The life-boat carried out a search over a wide area and eventually found the fishing coble with a crew of two on board. She took her in tow to Newbiggin and reached her station at six o'clock.

#### ITALIAN STEAMER DAMAGED IN COLLISION

**Eastbourne, Sussex.** At 2.20 on the morning of the 12th April, 1962, the coastguard informed the honorary secretary that two vessels had been in collision eleven miles south-east of the Royal Sovereign lightvessel. No help had been asked for, but at 3.3 the coastguard thought it advisable for the life-boat to be launched, as no further information had been received. The life-boat *Beryl Tollemache* was launched at 3.39 in a light westerly breeze and a smooth sea. It was an hour and a half before low water. One of the two vessels,

the s.s. *Arenella* of Palermo, was found to be severely damaged, and the other vessel, the m.v. *Stancloud* of London, was standing by. No one had been injured in the collision. The life-boat also stood by, but after a time the *Stancloud* took the *Arenella* in tow, and the life-boat then returned to her station, which she reached at 9.25.

#### LAUNCH TO TWO COBLES IN ROUGH SEA

**Whitby, Yorkshire.** At 9.15 on the morning of the 13th April, 1962, the second coxswain called the attention of the honorary secretary to the fact that the sea was becoming rough at the harbour bar and that several local fishing cobles were still at sea. The honorary secretary decided that the life-boat *Mary Ann Hepworth* should be launched, and she put out at 9.30. There was a fresh north-north-westerly wind and a heavy swell. It was two and a half hours before high water. The life-boat stood by the bar until two fishing cobles, *Little Lady* and *Guide Me*, had reached the harbour safely and then returned to her station, arriving at 10.55.

#### ESCORT FOR NINE COBLES

**Filey, Yorkshire.** At 9.30 on the morning of the 13th April, 1962, when nine cobles of the local fishing fleet were at sea in a freshening wind, the honorary secretary decided to launch the life-boat *The Isa & Penryn Milsted* because the weather was becoming worse. The life-boat was launched at 10.10, two hours before high water, in a moderate to strong north-north-westerly wind and a moderate swell. The nine cobles were escorted safely ashore, and the life-boat reached her station at 2.20.

#### LIFE-BOAT STANDS BY DUTCH VESSEL AGROUND

**Margate, Kent.** At 5.31 on the morning of the 16th April, 1962, the coastguard informed the honorary secretary that the motor vessel *Viscount* of Groningen needed help. Her position was not established, but her master thought he could see the Tongue lightvessel. Just before the life-boat *North Foreland*

(*Civil Service No. 11*) was launched at 5.50 the coastguard reported that the vessel was ashore on the east end of Margate Sands about three miles north of Margate. There was a strong east-north-easterly wind and a very rough sea. It was low water. Because of the state of the tide the life-boat had to sail round the north-east spit of the sands to reach the *Viscount*. On rounding the sands, the coxswain saw a helicopter hovering over the vessel, and at 6.45 the life-boat reached the *Viscount*. The coxswain was told that there were no casualties on board and that attempts would be made to refloat the vessel on her own engines. The life-boat stood by, and the master of the *Viscount* learnt that a tug was putting out from Dover to help. The tug was not in fact needed, as the *Viscount* eventually refloated under her own power, and after her master had thanked the life-boat crew for standing by the vessel continued on her passage. The life-boat reached Margate at 9.30 and was moored alongside the quay, as weather conditions prevented her from being rehoused until the next day.

#### LAUNCH FOUND AGROUND ON SANDS

**Clacton-on-Sea, Essex.** At 6.33 on the evening of the 17th April, 1962, the coastguard informed the coxswain that the launch *Marina* was aground one mile north-west of Wallet Spitway buoy. The life-boat *Sir Godfrey Baring* was launched at 6.40 in variable light airs and a slight sea. It was one hour after low water. The life-boat found the *Marina* with three people on board aground on Buxey Sands. Her engine had stopped through lack of fresh water. This was supplied from the life-boat, and after the launch had refloated on the rising tide and her crew had been given some food the life-boat escorted her to the river Blackwater. The life-boat reached her station at 10.30.

#### CREW TAKEN OFF FISHING COBLE

**Seaham, Co. Durham.** At 8.11 on the morning of the 20th April, 1962, the coastguard informed the coxswain that red flares had been seen two and a half miles north of Seaham. The life-boat

*George Elmy* was launched at 8.25, two and a half hours before low water, in a light south-easterly breeze and a moderate sea. She found a fishing coble with her engine broken down and took her crew of five aboard. With the coble in tow the life-boat returned to her station, arriving at 9.26.

#### HELICOPTER PICKS THREE MEN OUT OF SEA

**Margate, Kent.** At 2.14 on the afternoon of the 20th April, 1962, the coastguard informed the honorary secretary that a dinghy had capsized a mile and a half north-west of Kingsgate coastguard look-out and that three men were in the water. The life-boat *North Foreland (Civil Service No. 11)* was launched at 2.25 in a fresh southerly wind and a choppy sea. It was one hour after high water. While making for the position the coxswain saw a helicopter hauling the men out of the water, and the pilot informed the coxswain that he would take them to Margate. The life-boat picked up the dinghy and returned to her station, which she reached at 3.30. The three men who had been picked up by the helicopter were detained in hospital suffering from shock and exposure.

#### YACHT REFLOATED ON RISING TIDE

**Yarmouth, Isle of Wight.** At 5.35 on the evening of the 20th April, 1962, the coastguard informed the honorary secretary that a small yacht was aground on the Shingles bank at the entrance to the Solent. The life-boat *S.G.E.* left her moorings at 5.50, at low water, in a light south-easterly breeze and a calm sea. She found the yacht *Shenkin* with a crew of four and stood by her to await the rising tide. At 7.10 the yacht refloated, and after making sure that the yacht was not damaged the life-boat returned to her station, arriving at 7.39.

#### FIREMAN TAKEN TO LEAKING TUG

**Caister, Norfolk.** At 6.50 on the morning of the 21st April, 1962, the crew of a fishing boat came ashore to report that flares had been fired from two vessels about three miles north-east-by-north from Caister. On going

alongside the fishermen had found that the vessels were the tugs *Danny* and *Ness* of Aberdeen and that they urgently needed a pump, as they were taking water after going aground. A message was sent from the life-boat station to a tug owner at Great Yarmouth, but when it was learnt that it would be at least an hour before the tug could reach the position the Norfolk fire service were asked for a pump. The pump arrived at eight o'clock, and after it had been taken aboard, the life-boat *Jose Neville* was launched at 8.10 with a fireman aboard. There was a light south-south-easterly breeze and a smooth sea, and it was two hours after low water. The tugs, which were bound for a breaker's yard in Holland, were found three quarters of a mile north of Caister Elbow drifting slowly south. It was then learnt that only the tug *Danny* was taking water. Pumping began, and she was almost dry by the time the tug arrived from Great Yarmouth to take both the *Danny* and the *Ness* in tow. The tugs had by then drifted to within a mile of Great Yarmouth harbour, but the pump was still used until both tugs were safely moored in harbour. The life-boat left Great Yarmouth at two o'clock and reached her station at 2.40.

#### YACHT FOUND NEAR ROCKS IN FOG

**St. Abbs, Berwickshire.** At 4.20 on the morning of the 22nd April, 1962, the coastguard informed the honorary secretary that a yacht was ashore and had been holed three miles west of St. Abbs Head. At 4.40 the life-boat *W. Ross Macarthur of Glasgow* was launched in a light westerly breeze and a moderate sea. It was almost high water, and the weather was foggy. The life-boat found the yacht *Roseheartly* of Buckie lying a short distance off the rocks one mile west of St. Abbs Head. She had a crew of four. Her bows had been damaged and she was making water. After the yacht had been refloated the life-boat escorted her into Eyemouth. The life-boat then returned to her station, arriving at seven o'clock. The owner of the *Roseheartly* sent a letter of appreciation.

#### LIFE-BOAT STANDS BY AS SPEEDBOAT TOWS DINGHY

**Skegness, Lincolnshire.** At 9.10 on the morning of the 22nd April, 1962, the coastguard informed the honorary secretary that three men in a 14-foot dinghy were signalling for help half a mile east of Chapel Point. The life-boat *The Cuttle* was launched at 9.40 in a moderate westerly wind and a slight sea. It was one hour after low water. The life-boat reached the position just as the dinghy, whose outboard motor had broken down, was being towed ashore by a speedboat. The life-boat stood by until the men had been landed safely and then returned to her station, arriving at 11.30.

#### DINGHIES AND CANOES IN TROUBLE IN CHOPPY SEA

**Swanage, Dorset.** At 3.15 on the afternoon of the 22nd April, 1962, the coastguard informed the coxswain that a fibre-glass dinghy with an outboard motor was in difficulties on Peveril Ledge, but before the maroons could be fired it was learnt that the dinghy's owner, who was not on board at the time, had already put out in another boat and had taken his dinghy in tow. Shortly afterwards three kayak-type canoes were seen in broken water on Peveril Ledge and one of them capsized. The coxswain fired the maroons, and the life-boat *R.L.P.* was launched at 3.26 in a light south-easterly breeze. There was a choppy sea, and it was two hours after high water. The owner of the fibre-glass dinghy, on hearing the maroons, returned to the ledge and picked up the capsized canoe and the one man in it. The other two canoes were able to reach safety. When the life-boat reached the ledge she found yet another dinghy with an outboard motor in difficulties with the strong tide. She took this dinghy, which had a crew of two, in tow and reached her station at 3.50.

#### DANISH MOTOR VESSEL IN COLLISION

**Dungeness, Kent.** At 6.18 on the evening of the 22nd April, 1962, the second coxswain told the honorary secretary that he had heard on his

wireless a message being passed to North Foreland radio station from a ship saying she had been in a collision south of Dungeness. The life-boat *Mabel E. Holland* was launched at 6.30 in light south-westerly airs and a calm sea. It was low water. The weather was foggy, but the life-boat came up with the motor vessel *Dragor Maersk* of Copenhagen four and a half miles south-east of Dungeness. The vessel's master asked the coxswain to stand by until a tug arrived. When a tug had reached the scene and taken the motor vessel in tow, the life-boat returned to her station, arriving at 10.10.

#### MIDNIGHT SEARCH FOR MISSING ROWING BOATS

**Weymouth, Dorset.** At 10.50 on the night of the 23rd April, 1962, the coastguard informed the honorary secretary that the owner of several rowing boats on the sea front had reported that two of his boats, with five people in all on board, had been missing since 5.30. After the honorary secretary had talked to the local police superintendent the life-boat *Frank Spiller Locke* left her moorings at midnight to carry out a search from Bowleaze to Ringstead. The names of the missing boats were *Mercury* and *Blue Peter*. There were light easterly airs and a smooth sea, and it was two hours after high water. The life-boat found one boat water-logged fifty yards off the beach in Redcliffe Bay. This was baled out and used to recover the second boat, which was high and dry on the beach. Both boats had been abandoned by their occupants, and the life-boat took them in tow to Weymouth harbour. The life-boat finally reached her moorings at 1.35.

#### TOW FOR FISHING BOAT WITH BROKEN SHAFT

**Thurso, Caithness-shire.** At 5.30 on the afternoon of the 24th April, 1962, the keeper of the Dunnet Head lighthouse informed the honorary secretary that a fishing boat with a broken propeller shaft was anchored off Dunnet Head. The life-boat *Pentland (Civil Service No. 31)* was launched at 5.35

at low water in light westerly airs and a calm sea. She found the fishing boat with a crew of two and took her in tow to Stroma. The life-boat then returned to her station, arriving at ten o'clock.

#### SAILING DINGHY FOUND AFTER SEARCH

**Girvan, Ayrshire.** At 6.30 on the evening of the 28th April, 1962, a member of the Girvan yacht club informed the honorary secretary that a sailing dinghy with two young men on board was overdue from a sailing trip. They had last been seen heading for Ailsa Craig and had been expected to return by four o'clock. The life-boat *Glencoe, Glasgow*, on temporary duty at the station, left her moorings at 6.55 in a light easterly wind and a slight sea. The tide was flooding. At 7.26 the Ailsa Craig lighthouse reported that a dinghy answering to the description of the overdue boat was heading towards Ballantrae. The dinghy was found in Landalfot Bay with the two young men safely on board. The life-boat escorted the dinghy back to Girvan, which was reached at 8.50. The parents of the young men made a donation to the Institution.

#### ESCORT FOR FISHING VESSEL IN TOW

**Arbroath, Angus.** At 8.53 on the evening of the 28th April, 1962, the coastguard informed the motor mechanic that a fishing vessel was firing distress rockets two miles off Auchmithie. Within seven minutes the life-boat *The Duke of Montrose* was launched in a light easterly breeze and a calm sea. It was high water. The life-boat found the fishing vessel *Earn* of Fraserburgh with her engine broken down. The *Earn* had been drifting for twenty-two hours. Another fishing vessel, *Margaret Cargill*, reached the position shortly before the life-boat, and she took the *Earn* in tow, the life-boat escorting them to Arbroath. The life-boat reached her station at 9.45. The inspector of H.M. Coastguard, East Scotland Division, wrote a letter complimenting the life-boat crew on their prompt response.

**TOW FOR YACHT IN ROUGH SEA**

**Runswick, Yorkshire.** At two o'clock on the afternoon of the 29th April, 1962, the coxswain and other members of the life-boat crew saw a yacht in difficulties north of Staithes. The honorary secretary was informed, and at 2.55 the life-boat *The Elliott Gill* was launched in a moderate northerly wind. The sea was rough, and it was two hours after high water. The life-boat found the yacht *Renette* of Hartlepool with a crew of two at Huntcliff seven miles north of the station. She took her in tow to Hartlepool and reached her station at 9.20.

The following life-boats went out on service, but could find no ships in distress. were not needed. or could do nothing:

- Broughty Ferry, Angus.**—April 1st.
- Walmer, Kent.**—April 1st.
- Galway Bay.**—April 2nd.
- Southend-on-Sea, Essex.**—April 5th.
- Holyhead, Anglesey.**—April 6th.
- Cromarty, Ross and Cromarty.**—April 6th.
- Coverack, Cornwall.**—April 7th.
- St. Peter Port, Guernsey.**—April 8th.
- The Lizard/Cadgwith, Cornwall.**—April 9th.
- Dungeness, Kent.**—April 15th.
- Plymouth, Devon.**—April 15th.
- Fowey, Cornwall.**—April 15th.
- Rhyl, Flintshire.**—April 15th.
- Dungeness, Kent.**—April 18th.
- The Mumbles, Glamorganshire.**—April 22nd.
- Barry Dock, Glamorganshire.**—April 22nd.
- Humber, Yorkshire.**—April 22nd.
- Hastings, Sussex.**—April 22nd.
- Walmer, Kent.**—April 22nd.
- Whitby, Yorkshire.**—April 28th.
- Poole, Dorset.**—April 29th.

**MAY**

DURING May life-boats were launched on service 52 times and rescued 24 lives.

**SEARCH FOR TWO BOYS IN DINGHY**

**Padstow, Cornwall.** At 11.50 on the night of the 2nd May, 1962, the coastguard informed the honorary secretary that the harbour master at Newquay

had reported that two boys, who had left Newquay at 8.30 in the evening in a small dinghy, were missing. At 12.15 the life-boat *Joseph Hiram Chadwick* left her moorings in a light north-easterly wind and a slight sea. It was low water. Shortly afterwards a message was received from the coastguard that a small dinghy could be seen tied astern of a French fishing boat, which was anchored a quarter of a mile south-east of Newquay Head. The message was passed to the coxswain by radio-telephone, and the life-boat made for the fishing boat. The two boys were found to be on board her, and they were transferred to the life-boat, which then took the dinghy in tow to Newquay. After the two boys and the dinghy had been landed the life-boat returned to her station, which she reached at five o'clock in the morning.

**FISHING VESSEL TOWED TO HARBOUR**

**Stornoway, Hebrides.** At eleven o'clock on the morning of the 4th May, 1962, the coastguard informed the honorary secretary that the motor fishing vessel *Enterprise* of Stornoway had broken down one mile off Holm Point. The life-boat *The James and Margaret Boyd* left her moorings at 11.30 in a moderate southerly wind and a slight sea. The tide was half ebb. The life-boat found the *Enterprise*, which had a crew of three, twenty minutes later. She took her in tow back to harbour and reached her station at 12.10.

**PARACHUTE FLARES LIGHT CLIFFS IN SEARCH**

**Aberdeen.** At 9.29 on the evening of the 4th May, 1962, the coastguard passed on to the honorary secretary a request from the police for help in searching for a man reported to have fallen over the cliffs near Cove Bay. As the life-boat would not have been able to close the foot of the cliffs because of the ebbing tide and the rocky nature of the area, the coastguard arranged for a local fishing coble to put out. Then there came a request for flares to light up the cliff face, and at 10.30 the life-boat *Ramsay-Dyce* left her moorings. There was a light south-south-easterly

wind and a slight sea. The life-boat reached the position at 11.10 and came as close in to the cliffs as she could. Three parachute flares were fired, and the searchlight was also used, but nothing was found. The life-boat was therefore recalled and reached her station at 12.15.

#### TWO CASUALTIES TAKEN OFF TANKER

**Penlee, Cornwall.** At eleven o'clock on the morning of the 5th May, 1962, the honorary secretary was asked if the life-boat could be launched later in the day to bring a sick man and an injured man ashore from the tanker *Haminella* of London. The honorary secretary agreed, and the life-boat *Solomon Browne* was launched at five o'clock in the afternoon and made for Newlyn to embark a doctor and a stretcher. There was a moderate west-south-westerly wind and a moderate sea. Visibility was very poor. The life-boat left Newlyn at 5.35 and came alongside the tanker, which was four miles south of Penzance, twenty-five minutes later. The sick man was thought to have a duodenal ulcer, and the other man had injured his back, his head and an arm in a fall on board the tanker. They were both transferred to the life-boat, which landed them at Newlyn at 7.15. A heavy swell prevented the life-boat from being rehoused at Penlee, and she remained at Newlyn until the next day.

#### TOW FOR FISHING BOAT IN FOG

**Dungeness, Kent.** At 2.5 on the afternoon of the 6th May, 1962, the coast-guard informed the honorary secretary that the local fishing boat *Sea Venture* was overdue. She had last been seen south of Newcombe buoy at midday. At 2.20 the life-boat *Mabel E. Holland* was launched at high water in a gentle south-westerly wind and a choppy sea. Mist and fog reduced visibility. The life-boat found the *Sea Venture* with a crew of five one mile north of Newcombe buoy. Her engine had broken down, and the life-boat took her in tow to Dungeness, arriving at 3.15.

#### COASTGUARDSMAN LOWERED TO MAN AFTER CLIFF FALL

**Sennen Cove, Cornwall.** At 7.17 on the evening of the 9th May, 1962, the coastguard told the coxswain that a man was thought to be trapped on the cliffs at Lands End, but that he could not be seen from the top of the cliffs. At 7.31 the life-boat *Susan Ashley* was launched in a light west-south-westerly wind and a choppy sea. It was two hours before high water. When the life-boat reached the position the coxswain could see that a coastguardsman had been lowered over the cliff and that another man was lying on a ledge of rock. The coastguard asked the coxswain if he could fetch a punt, as it would be difficult to hoist the man, who was badly injured, up the cliff, and the life-boat therefore returned to Sennen Cove. She took on board three more men to man the punt and made for Lands End again. In difficult conditions the punt was taken alongside the cliffs, but the man had died of his injuries. His body was lowered thirty feet into the punt, and the life-boat towed the punt to Sennen Cove, arriving at 8.55.

#### HELICOPTER LANDS BOY AFTER CLIFF FALL

**Holyhead, Anglesey.** At 9.40 on the evening of the 11th May, 1962, the police informed the honorary secretary that a boy had fallen over the cliffs at Treaddur Bay. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 9.55 with a small boat in tow. There was a light north-easterly wind, the sea was smooth, and it was one hour before low water. While the life-boat was making for the position a helicopter landed near the life-boat house with the boy strapped to a stretcher, and the life-boat was therefore recalled. The boy was taken by the shore helpers to a nearby hospital, but at 10.55 a message was received from the police that six men were marooned at the bottom of the cliffs. They were four firemen and two police officers, who had helped in the rescue of the boy. This information was passed to the life-boat, which made for the position given. The six men were taken on board and landed at the boat-house at 1.50 in the morning.



#### LIFE-BOAT HELPS TO REFLOAT FISHING VESSEL

**Islay, Hebrides.** At 4.45 on the morning of the 12th May, 1962, the coastguard informed the honorary secretary that he felt some concern for the safety of the crew of a motor fishing vessel, which was ashore with four men on board between Ardnave and Knave Island on the west coast of Islay. No distress signals had been fired from the vessel, but the wind was freshening, and at 5.35 the life-boat *Francis W. Wother- spoon of Paisley* left her moorings. There was a strong north-westerly wind with a slight swell, and it was nearly low water. The life-boat found the motor fishing vessel *May* of Campbeltown ashore on a rock, and her skipper asked the coxswain if the life-boat would stand by until high water. The coxswain agreed, and when the tide rose the life-boat and another motor fishing vessel, the *Calum-Cille* of Oban, helped to refloat the *May*. The *May* was not damaged, and the life-boat therefore returned to her station, arriving at 3.10.

#### FISHING VESSEL TOWED TO DOCK

**Humber, Yorkshire.** About 12.30 on the afternoon of the 12th May, 1962, the owners informed the coxswain superintendent that the motor fishing vessel *Monbretia* was off Spurn with a fouled propeller and that she was drifting seawards. A moderate northerly wind was blowing with a slight sea. At 12.40 the life-boat *City of Bradford III* was launched just after high water. The life-boat reached the position given, took the *Monbretia* in tow to Grimsby, and moored her in Grimsby dock. She then returned to her station, which she reached at 3.15.

#### TWO MEN RESCUED FROM CAPSIZED DINGHY

**St. David's, Pembrokeshire.** At 1.17 on the afternoon of the 12th May, 1962, the coastguard informed the honorary secretary that two sailing dinghies had capsized in St. Bride's Bay off Nolton and that they were drifting towards the Stack Rock. There was a moderate north-east wind with a rough sea. At 1.40 the life-boat *Swn-y-Mor (Civil*

*Service No. 6)* was launched at high water. One dinghy had been righted and was seen to be making towards Littlehaven. News was then received that two men were clinging to another upturned and drifting boat. This information had been obtained by the district officer of Coastguard, who had gone to Littlehaven. He gave the position as about four miles from Littlehaven, in line with Carn Llidi. The life-boat soon reached the capsized dinghy and rescued her crew of two. They were both exhausted and suffering from cold and exposure. They were placed in a comfortable position near the engine room of the life-boat, wrapped in blankets and given warm drinks. The life-boat then returned to her station, which she reached at 5.30. By then the two rescued men had recovered considerably, and they were able to leave for Solva.

#### TWO PEOPLE FOUND ASLEEP IN YACHT

**Rhyl, Flintshire.** At 10.5 on the night of the 12th May, 1962, the coastguard informed the honorary secretary that a yacht was anchored between the Welchman and Dee buoys and that there seemed to be no sign of life on board her. He asked if the life-boat could be launched to investigate. A light north-easterly wind was blowing with a slight sea, and the tide was ebbing. At 10.28 the life-boat *Anthony Robert Marshall* was launched. When she reached the yacht two people were found to be on board, asleep below. They explained that they were waiting for the tide before leaving for Birkenhead. As the weather was deteriorating and the wind was veering round to the east, the yacht was likely to be in difficulty, and the life-boat stood by until she left for Birkenhead. The life-boat then returned to her station, arriving at 3.30 in the morning.

#### CABIN CRUISER TOWED OFF SANDS

**Clacton-on-Sea, Essex.** At 11.56 on the night of the 12th May, 1962, the coastguard informed the coxswain that a small craft was reported to be aground on the Sunk Sands near No. 6 Barrow West buoy and that she was showing

red flares. There were light airs and the sea was slight. At 12.40 the life-boat *Cunard*, on temporary duty at the station, was launched on the ebbing tide. On reaching the position the life-boat found that the cabin cruiser *Fluminense* had drifted on to the Sunk Sands. The *Fluminense* was on passage from Richmond, Surrey, to Lowestoft and had sailed from Southend-on-Sea the day before. Off the Colne estuary she had developed engine trouble and had drifted on to the sands. The life-boat stood by until there was enough water to enable her to go alongside the *Fluminense*. She then towed the cabin cruiser to Brightlingsea and returned to her station, which she reached at nine o'clock in the morning.

#### SEARCH FOR YACHT REPORTED ON FIRE

**Troon, Ayrshire.** At 1.34, early on the morning of the 13th May, 1962, the coastguard told the honorary secretary a message had been received that a yacht was on fire somewhere in the Sound of Bute and said further enquiries were being made. After more information had been received the life-boat *James and Barbara Aitken* left her moorings at 2.30 in a light north-westerly wind and a slight sea. It was almost low water. The original message that a yacht was on fire had come from a police sergeant at Tighnabraich, and when the life-boat arrived there at 6.15 the coxswain questioned him. The police sergeant had no doubt that he had seen a yacht on fire, and the life-boat, with the help of H.M.S. *Kilmorie* and a helicopter, carried out a search. At 10.35, while he was still searching, the coxswain saw the small cabin cruiser *Linnet* with four people on board. She had broken down with engine trouble and was then four miles from the Arran coast. The life-boat took the *Linnet* in tow to Brodick and then continued the search for the yacht. Nothing was found, and at three o'clock in the afternoon the search was abandoned. The life-boat returned to her station, arriving at 5.35. It was later learnt that the s.s. *Meteor* had been in the area searched, and as her decks had been lit up she

might have been mistaken for a vessel on fire.

#### TOW FOR FISHING VESSEL TO DOCK

**Lerwick, Shetlands.** At 6.35 on the morning of the 14th May, 1962, the coastguard informed the honorary secretary that the motor fishing vessel *Vesper* had fouled her propeller with a net and was drifting off Helliness Head. The *Vesper* was in no immediate danger but needed a tow into Lerwick. There was a gentle west-south-west wind with a slight sea. At 7.5 the life-boat *Claude Cecil Staniforth* was launched two hours before high water. She took the *Vesper* in tow to Hays dock at Lerwick and reached her station at 8.45.

#### TANKER REFLOATED WITH HELP OF LIFE-BOAT

**Newhaven, Sussex.** At 4.20 on the morning of the 16th May, 1962, the coastguard informed the honorary secretary that a small vessel was aground between Birling Gap and Belle Toute. At 4.40 the life-boat *Kathleen Mary* was launched in a fresh south-westerly wind and a moderate sea. It was low water. The life-boat found the tanker *Ben Hebden* of London and helped to refloat her. The life-boat then returned to her station, arriving at 7.30. The master of the tanker made a gift to the crew.

#### RESCUES FROM CAPSIZED CANOES

**Tenby, Pembrokeshire.** At 2.40 on the afternoon of the 16th May, 1962, the coastguard informed the honorary secretary that two canoes, with two men in each, had overturned off Amroth Castle. There was a moderate westerly wind with a moderate sea. At 2.50 the life-boat *John R. Webb*, on temporary duty at the station, was launched on the flooding tide. On reaching the position given the life-boat found two upturned canoes and picked up a survivor. Some men serving in the R.A.F. at St. Athan were also seen moving along the beach supporting another rescued man. This man was in very poor shape, and it was decided to land him at Saundersfoot, where arrangements had been made for a doctor and an ambulance to be waiting. On reaching Saundersfoot the life-boat crew were told that as many as



*By courtesy of]*

*[A. W. Dick*

**BRIDLINGTON LIFE-BOAT ESCORTS RACING YACHT**  
(see page 333)



*By courtesy of]*

*[G. M. Cowie*

**ANSTRUTHER LIFE-BOAT TOWS IN YACHT**  
(see page 334)



*By courtesy of]*

*[Eastern Daily Press*

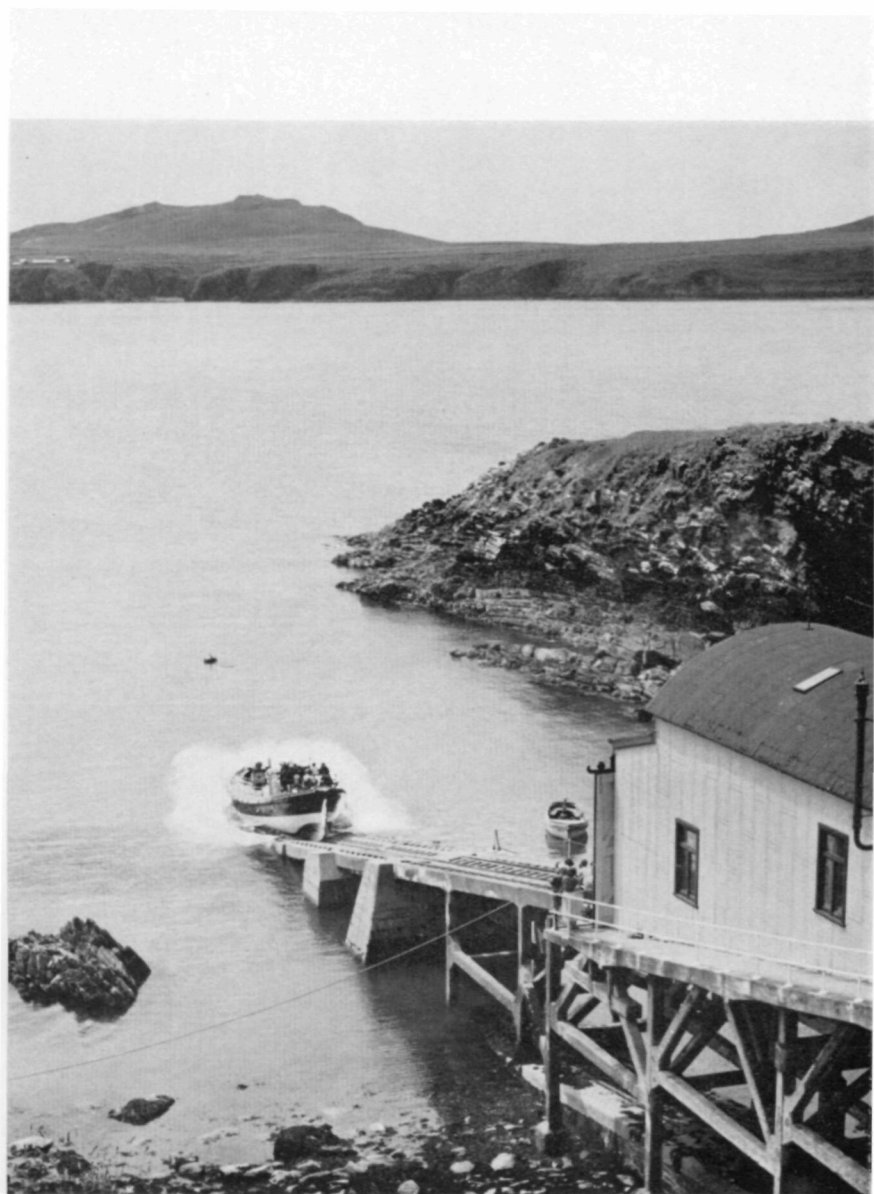
**CROMER NO. 1 BOAT TOWS IN CABIN CRUISER**  
(see page 325)



*By courtesy of*

*[Eastern Daily Press*

**RESCUED MEN THANK CROMER COXSWAIN**  
(see page 325)



*By courtesy of]*

*[R. Minnitt*

**ST. DAVID'S LIFE-BOAT IS LAUNCHED**



*By courtesy of]*

*[Eastern Daily Press*

**COMPLETING THE BUST OF HENRY BLOGG**  
(see page 301)



*By courtesy of]*

*[Anglia Television*

**EAST ANGLIAN COXSWAINS MEET IN NORWICH**

Coxswains and ex-coxswains of life-boat stations met at a special showing of a film on the life of Henry Blogg of Cromer made by Anglia Television. Left to right : G. E. Ellis of Clacton, Thomas Bloom and Walter Oxley of Walton, George Mobbs of Gorleston, Henry West of Sheringham, J. R. Plummer of Caister and Henry Davies of Cromer.



*By courtesy of]*

*[Cavalier Films Ltd.*

**SWANAGE COXSWAIN AND CREW**



*By courtesy of]*

*[David E. Sutcliffe*

**RESCUE TEAM DISEMBARKING AT HOLYHEAD**  
(see page 312)



*By courtesy of ]*

*[Associated Newspapers Ltd.*

**QUEEN ELIZABETH, THE QUEEN MOTHER, MEETS ST. MARY'S  
CREW IN SCILLY ISLES**





By courtesy of]

[South Wales Evening Post

**COASTGUARDSMAN ON WATCH NEAR THE MUMBLES**



By courtesy of]

[Lensmen Photographic Agency

**LIFE-BOAT STAND AT IRISH SHIPPING EXHIBITION**  
(see page 337)



*By courtesy of]*

*[Chichester Photographic Service Ltd.*

**ORANGE SELLER AT SELSEY BOATHOUSE**  
(see page 304)

eleven men were missing, and the life-boat therefore returned to continue the search. The motor boat *Sue-Gina* also put out to help, and the rocket apparatus was placed in position by the coast-guard. But at five o'clock a report was received that all the men at sea in canoes had been accounted for and were safe, and the life-boat then returned to her station, which she reached at 6.15. A letter of appreciation was received from the Royal Air Force station at St. Athan.

#### LIFE-BOAT STANDS BY TILL FISHING VESSEL REFLOATS

**Stronsay, Orkneys.** At 5.20 on the afternoon of the 17th May, 1962, the coastguard informed the honorary secretary that a fishing boat was ashore at Torness Point. At 5.46 the life-boat *J.J.K.S.W.*, on temporary duty at the station, put out in a strong westerly wind and a rough sea. It was one hour after low water. The life-boat found the fishing vessel *Maureen* of Kirkwall with a crew of two and stood by her until she refloated on the rising tide. The fishing vessel was undamaged, and the life-boat returned to her station, arriving at 8.20.

#### JAVELIN AIRCRAFT CRASHES INTO SEA

**Tynemouth, Northumberland.** At 11.23 on the morning of the 18th May, 1962, the coastguard informed the honorary secretary that a Javelin aircraft with a crew of two had crashed into the sea seven to twelve miles east of the Tyne. The life-boat *City of Bradford II*, on temporary duty at the station, was launched in a moderate westerly wind and a slight sea. The tide was half ebb. As the life-boat was making for the position, a message was received that a man had been picked up by a helicopter. On reaching the area the life-boat found wreckage of the aircraft, but this was not picked up immediately, as it was clearly more important to search for the second member of the aircraft's crew. The wreckage was in fact later taken aboard the fishing vessel *Cairngorm* and landed at North Shields. Other fishing vessels joined in the search, and the life-boat picked up a rubber dinghy together

with pieces of aircraft and a glove bearing the name of the airman rescued by the helicopter. Although an extensive search was carried out by aircraft, helicopters, fishing vessels and the life-boat, no trace was found of the missing airman, and the search was finally called off at 9.30 in the evening. The life-boat reached her station at 11.20.

#### YACHT POUNDED AGAINST HARBOUR WALL

**Dover, Kent.** At 1.25 on the afternoon of the 19th May, 1962, the eastern arm signal station informed the honorary secretary that the yacht *Marie Hendrika* was drifting into the full force of a west-south-westerly gale in the Camber, which is a stretch of water near the eastern arm of the harbour. The life-boat *Southern Africa* left her moorings at 1.36 in a moderate sea an hour and a half after high water. When the life-boat reached her, the yacht was being pounded against the harbour wall. The life-boat succeeded in taking the yacht in tow, but the tow rope parted before the yacht was safely berthed in the western docks. The life-boat reached her moorings at 3.15.

#### EXHAUSTED MEN TAKEN OFF BOAT

**Weymouth, Dorset.** At 4.40 on the afternoon of the 19th May, 1962, the motor mechanic informed the honorary secretary that a local resident had reported a small rowing boat drifting out to sea off Green Hill Gardens about two miles off shore. The boat's outboard engine was thought to have broken down and the two men aboard her were trying to row ashore. The life-boat *Frank Spiller Locke* left her moorings at 5.5 in a strong westerly wind and a rough sea. The tide was flooding. The boat was found a quarter of a mile off Donnington Mills. The two men, who were very exhausted, were taken on board the life-boat, which then took the boat in tow to Weymouth harbour. The life-boat reached her station at 6.15. During this service the bowman of the life-boat injured a thumb, but the injury was not serious.

### TWO MEN SAVED FROM CLUB'S RESCUE BOAT

**Hastings, Sussex.** At 1.35 on the afternoon of the 20th May, 1962, the police informed the honorary secretary that the Hastings and St. Leonards sailing club's rescue boat *Anne Bonaventure* was in difficulties under the pier. At 1.48 the life-boat *M.T.C.* was launched in a strong south-westerly wind and a slight sea. It was two hours after high water. On reaching the pier the life-boat found the *Anne Bonaventure*, which had a crew of two, trapped between the piles of the pier with a rope foul of her propeller. The coxswain let go the anchor and tried to veer down on to the rescue boat in order to pass a tow line, but because of the ebbing tide, the heavy swell and the horizontal girders of the pier, several attempts to carry out this manoeuvre were all unsuccessful. In the meantime the second coxswain had swum across to the *Anne Bonaventure* to help her crew make fast the tow line if it could be successfully passed. When it became clear that the rescue boat could not be taken in tow, a small line was passed to her and her crew of two and the second coxswain were hauled into the life-boat, which then landed the two rescued men. The life-boat returned to the pier later, when she was able to take the *Anne Bonaventure* in tow to the beach. The life-boat finally reached her station at 3.30.

### LIFE-BOAT ESCORTS FISHING VESSEL IN TOW

**Torbay, Devon.** At 5.4 on the afternoon of the 20th May, 1962, the coastguard passed on to the honorary secretary a report from the police at Torbay that a boat near Thatcher rock needed help. The life-boat *Princess Alexandra of Kent* left her moorings at 5.20 in a strong southerly wind and a moderate sea. It was two hours before high water. A motor boat reached the casualty, which was the fishing vessel *Silver Queen*, shortly before the life-boat did. The *Silver Queen's* engine had broken down, and the motor boat took her in tow towards Torquay. The tow rope parted soon afterwards and had

to be reconnected. The coxswain decided to escort both vessels as far as Torquay, and the life-boat then returned to her station, arriving at 6.50.

### FISHING BOAT TAKES YACHT IN TOW

**Humber, Yorkshire.** At 4.55 on the afternoon of the 23rd May, 1962, the coastguard informed the coxswain superintendent that a yacht needed help three miles east-north-east of Spurn lighthouse but that a trawler was making towards her. Twenty minutes later a message was received from the trawler *Notts Forest* that an attempt to take the yacht *Valhalla*, which had engine trouble, in tow had been unsuccessful and the help of the life-boat was needed. The life-boat *City of Bradford III* was launched at 5.25 in a strong west-by-northerly wind and a moderate sea. It was two and a quarter hours after low water. When the life-boat reached the position given she found that another vessel, the fishing boat *Peggy III* of Grimsby, had taken the yacht in tow. The life-boat stood by until both vessels had entered the river safely and then returned to her station, arriving at 7.25.

### SIX COBLES ESCORTED IN NEAR GALE

**Filey, Yorkshire.** At 9.5 on the morning of the 24th May, 1962, the coastguard informed the honorary secretary that several local fishing cobles were still at sea. As the weather was becoming worse the life-boat *The Isa & Penryn Milsted* was launched at 9.15 in a north-north-westerly wind of near gale force and a rough sea. It was two hours after high water. Six fishing cobles to the north and south of Filey were escorted safely ashore, and the life-boat reached her station at 1.30.

### THREE MEN RESCUED AFTER DINGHY CAPSIZES

**Douglas, Isle of Man.** At 4.50 on the afternoon of the 24th May, 1962, the police informed the coxswain that a sailing dinghy had capsized in Douglas Bay about a quarter of a mile off shore. The life-boat *R. A. Colby Cubbin No. 1* was launched seven minutes later in a fresh north-westerly and a choppy sea.

It was about two hours after high water. The life-boat picked up two men, who were clinging to the dinghy, and also a third man who had attempted to swim ashore. This man had been carried with the ebb tide and cross wind to a point opposite the war memorial and was about four hundred yards off shore when he was rescued. All the men were wearing life-jackets. They were landed at the Peveril steps, where the man who had attempted to swim ashore collapsed. He was taken by police car to hospital, where he was detained. The life-boat then returned to the dinghy and after righting her towed her into Douglas harbour. The life-boat finally reached her station at 5.45.

#### MOTOR LAUNCH SPOTTED BY AIRCRAFT

**Mallaig, Inverness-shire.** At 8.35 on the evening of the 25th May, 1962, the life-boat *E.M.M. Gordon Cubbin* left her moorings in a strong northerly wind and a rough sea to search for the small motor launch *Alert*, which was three hours overdue at the island of Soay. The coastguard made contact with the Northern Rescue Co-ordination Centre and learnt that a Shackleton aircraft was in the area and would be diverted to help with the search. The life-boat first made for Sleat Point, as it was thought that the motor launch might have sheltered there, but there was no sign of the launch. At 10.48 the aircraft spotted the *Alert* three miles west-by-north of Rudharisaig and dropped a float marker. The life-boat was given the position and made for the launch. The launch, which had a crew of two, had broken down with engine trouble. The life-boat took her in tow to Mallaig, arriving at two o'clock in the morning.

#### TOW TAKEN OVER FROM R.A.S.C. LAUNCH

**Porthdinllaen, Caernarvonshire.** At 2.40 on the afternoon of the 28th May, 1962, the coastguard informed the coxswain that the yacht *Scylla* of Beaumaris was being towed by the R.A.S.C. launch *Maglee* and that the help of the life-boat was needed. The position of the two boats was

twelve miles north-east of Porthdinllaen Point. The life-boat *White Star*, on temporary duty at the station, was launched at 3.10 in a gentle to moderate northerly wind and a choppy sea. The tide was half flood. When the life-boat came alongside the two boats the coxswain asked the skipper of the *Maglee* what was wrong with the yacht and was told that the man aboard her did not know much about sailing a yacht. The coxswain was unable to obtain any satisfactory answer from the man and decided to take over the towing of the *Scylla* from the Army launch. The yacht was towed to Caernarvon dock, which was reached at 6.30, and the life-boat arrived at her station at 9.45. It was later learnt that the man on board the yacht was not her owner.

#### AIR AND SEA SEARCH FOR COBLE

**Filey, Yorkshire.** At 9.20 on the morning of the 29th May, 1962, when several fishing cobbles were at sea, the honorary secretary asked the coastguard about the weather prospects as conditions seemed to be growing rapidly worse. The weather forecast was not good, and at ten o'clock the life-boat *The Isa & Penryn Milsted* was launched. There was a strong to gale force wind blowing from the north-west and a rough sea. The tide was half ebb. The life-boat escorted four cobbles safely ashore and then went in search of a fifth cobble, the *Margaret and James*, which was not in the area in which the crews of the other cobbles believed her to be. The coastguard asked for air assistance, and a helicopter and another aircraft were sent to help. The *Margaret and James* was eventually found east-north-east of Filey Brigg by the life-boat, which escorted her safely ashore. The life-boat finally reached her station at three o'clock in the afternoon.

#### TOW FOR CABIN CRUISER WITH CREW SEASICK

**Cromer, Norfolk.** During the afternoon of the 29th May, 1962, the coastguard told the honorary secretary that a message had been received from

Sheringham that a cabin cruiser southward bound was flying a flag, flashing a light and blowing her hooter. On arrival off Cromer she approached the beach and appeared to be looking for a place to land. There was a moderate wind, a very heavy swell was breaking on the beach, and it was high water. The cabin cruiser was still flying and flashing distress signals, and at 3.38 the life-boat *Henry Blogg* was launched. Arriving alongside the cabin cruiser *Mayfly*, the life-boat crew found most of her crew of five very seasick. The cabin cruiser had a fuel leak and her owner expected its engine to fail at any moment. The coxswain advised him to steer south towards Great Yarmouth, where he would find smoother water to help those who were seasick. Just after passing Haisborough the *Mayfly's* engine stopped, and the life-boat took her in tow. After passing into the smoother water of Hemsby Hole the sick members of the cabin cruiser's crew began to feel better, and when they reached Gorleston at 7.25 they had fully recovered. Because of strong north-westerly winds the life-boat had to remain at Gorleston until the 3rd June.

#### COMBINED OPERATION TO RESCUE BOY FROM CLIFF

**Llandudno, Caernarvonshire.** At 9.40 on the evening of the 29th May, 1962, the police informed the honorary secretary that a boy was thought to have fallen into the sea from the Little Orme's Head. There was a light north-east breeze, and the sea was calm. At 10.2 the life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at the station, was launched on the ebbing tide. When the life-boat reached the position given signals were flashed by the coastguard and the police indicating that the boy was still stranded on the cliff face but that he could not be seen from the top. Coastguardsmen and mountain rescue parties were making their way to him, and the life-boat, by using her searchlight, was able to help them as the light was becoming very poor. The life-boat stood by until the boy had been rescued and everyone

had left the cliff. She then returned to her station, arriving at 11.20.

#### FIVE COBLES ESCORTED BACK IN GALE

**Scarborough, Yorkshire.** On the morning of the 31st May, 1962, when five local fishing boats were at sea, a strong northerly gale blew up and the sea became very rough. As conditions were growing worse, the life-boat *Howard D.*, on temporary duty at the station, was launched at 5.45 on the ebbing tide. Soon after launching she met the motor fishing coble *Betty Sheader* and escorted her into harbour. She then found the coble *Betty* three miles south-east-by-east of the castle and escorted her back. The keel-boats *Marion* and *F. S. Colling* were later met off the castle and escorted into harbour, and finally the life-boat met the Grimsby keel-boat *Osprey* four miles north-north-east of the castle and escorted her in too. The life-boat reached her station at 12.15.

#### CABIN CRUISER TOWED TO HARBOUR

**Clacton-on-Sea, Essex.** At 9.25 on the morning of the 31st May, 1962, the coastguard informed the honorary secretary that a message had been received from the Mid Barrow lightvessel that a cabin cruiser was having trouble with her steering gear. The life-boat *Cunard*, on temporary duty at the station, was launched at 9.37 in a gentle north-north-westerly wind and a choppy sea. It was two hours before low water. The life-boat reached the lightvessel at 11.35 and found that a line had been made fast to the cabin cruiser *Amonelli*. The cabin cruiser had a crew of three and was on passage from Great Yarmouth to Gravesend. The life-boat took her in tow to Brightlingsea, which was reached at five o'clock, and arrived back at her station at nine o'clock. The owner of the cabin cruiser sent a letter expressing his appreciation of the services rendered by the life-boat.

#### LAUNCH TO MOTOR FISHING VESSEL IN GALE

**Whitby, Yorkshire.** At 11.45 on the morning of the 31st May, 1962, the coxswain reported that because of the bad

weather the whole of the local fishing fleet had returned early with the exception of the motor fishing vessel *Pilot Me*. A north-north-westerly gale was blowing with a very rough sea. The tide was flooding. The *Pilot Me's* crew had been advised by the other fishermen to make for Hartlepool, but her crew decided to return to Whitby. The sea was very heavy on the bar and for a mile off shore. At 12.30 the life-boat *Mary Ann Hepworth* was launched to stand by on the bar and await the return of the *Pilot Me*, which was expected about one o'clock. The coastguard fired a rocket to warn the *Pilot Me* not to attempt to cross the bar, but the *Pilot Me* succeeded in making harbour safely, and the life-boat returned to her station, arriving at 1.15.

The following life-boats went out on service but could find no ships in distress, were not needed, or could do nothing:

- Fishguard, Pembrokeshire.—May 2nd.
- St. Mary's, Scilly Isles.—May 3rd.
- St. Helier, Jersey.—May 4th.
- Appledore, Devon.—May 5th.
- Weymouth, Dorset.—May 6th.
- Torbay, Devon.—May 8th.
- Stronsay, Orkneys.—May 10th.
- Newbiggin, Northumberland.—May 12th.
- Poole, Dorset.—May 13th.
- Selsey, Sussex.—May 15th.
- Dungeness, Kent.—May 20th.
- Walton and Frinton, Essex.—May 22nd.
- Walton and Frinton, Essex.—May 23rd.
- Fishguard, Pembrokeshire.—May 24th.
- Aberdeen.—May 26th.
- Dungeness, Kent.—May 27th.
- Newhaven, Sussex.—May 27th.
- Appledore, Devon.—May 29th.
- Wicklow.—May 31st.

## JUNE

DURING June life-boats were launched on service 77 times and rescued 35 lives.

### BOY RESCUED AFTER CLIFF FALL

New Quay, Cardiganshire. At 1.45 on the afternoon of the 1st June, 1962,

the coastguard informed the honorary secretary that a boy had fallen over the cliffs between Llangranog and Ynys Lochtyrn, and that coastguardsmen were making for the position with cliff-rescuing gear. At 3.45 a further message was received at the life-boat house, where the coxswain and the motor mechanic were standing by, asking for the help of the life-boat, and at 4.15 the life-boat *St. Albans* was launched. It was low water, and there was a fresh northerly wind and a rough sea. When the life-boat reached the position the coxswain found he could not go in close enough because of rocks, and he asked for the help of a helicopter. The life-boat then made for Llangranog, where she took in tow a dinghy manned by the life-saving apparatus crew, which she towed back to the cliff-face.

At 6.10, as soon as the tide had made sufficiently, the dinghy was sent in shore and rescued the boy. A message was then sent to Anglesey radio station that a helicopter was no longer required. The boy was transferred to the life-boat and was found to have a compound fracture of the leg and possible internal injuries. A district nurse looked after him during the passage back to New Quay. After being landed the boy was taken to hospital, and the life-boat finally reached her station at seven o'clock in the evening.

### SICK MAN TAKEN OFF SWEDISH TANKER

Lowestoft, Suffolk. At 4.27 on the morning of the 2nd June, 1962, the coastguard informed the honorary secretary that the tanker *Esso Stockholm* had a very sick seaman on board who needed medical attention immediately. The vessel was too large to enter the local harbour. The honorary secretary notified the honorary medical adviser and also arranged a rendezvous with the tanker one mile east of Corton lightvessel. The life-boat *Michael Stephens* was launched with the honorary medical adviser on board at 4.55 in a light north-north-westerly wind and a slight sea. It was low water. The life-boat met the tanker, and after examining the sick man the honorary medical adviser decided he should be

taken to Lowestoft hospital. He was transferred to the life-boat and landed at Lowestoft, where an ambulance was waiting to drive him to hospital. The life-boat reached her station at 7.16.

#### CRIES FOR HELP HEARD FROM FISHING BOAT

**Bridlington, Yorkshire.** At 11.25 on the night of the 5th June, 1962, the coastguard informed the honorary secretary that a small motor boat in the north bay was flashing a light and that cries for help had been heard. There was a light northerly breeze, and the sea was smooth. It was low water. At midnight the life-boat *Tillie Morrison, Sheffield II* was launched from the south beach. On reaching the north bay the life-boat found the motor boat *Fillet* with her engine broken down. Six people, including a child, who had gone out on a fishing party, were on board her. They were very cold, and the life-boat crew gave them rum. The second coxswain was put on board the *Fillet*, and the life-boat then towed her to harbour. The life-boat reached her station at 1.30.

#### MOTOR CRUISER TOWED AFTER CREW LAND

**Eastbourne, Sussex.** At 6.15 on the evening of the 6th June, 1962, the coastguard informed the honorary secretary that a small vessel was ashore on the rocks at Birling Gap. The life-boat *Beryl Tollemache* was launched at 6.20, with a skiff in tow, in a light north-easterly breeze and a moderate sea. It was an hour and a half before low water. The life-boat reached the position given at 7.35, and the coxswain sent two members of the crew ashore in the skiff to investigate. They found the local life-saving apparatus team standing by and the crew of two of the motor cruiser *Princess* of Newhaven safe on shore. As the *Princess* was in danger of breaking up on the rocks, the life-boat towed her to Eastbourne, where she was beached. The life-boat then returned to her station, arriving at 12.50.

#### DOCTOR TAKEN TO OWNER OF YACHT

**Moelfre, Anglesey.** At 11.15 on the morning of the 9th June, 1962, the coastguard informed the coxswain that a yachtsman on board the yacht *Prelude* had reported by radio-telephone that the owner of the yacht had collapsed and needed a doctor immediately. With the help of the police a doctor was found, and as soon as he arrived at the boathouse the life-boat *Watkin Williams* was launched at 11.50 with a policeman also on board. There was a variable wind and a smooth sea, and it was two hours after low water. The life-boat made for the position of the yacht, which was eight miles north-east of Moelfre Island. A helicopter reached the yacht first and found that the man had died. His body was hauled up into the helicopter, and as the second man was unable to handle the yacht on his own, two of the life-boat crew were put aboard and the life-boat towed the *Prelude* to Beaumaris, having first put the doctor and the policeman ashore at Moelfre. The life-boat left Beaumaris at 4.40 and reached her station at 6.30.

#### DRIFTING BOAT TAKEN IN TOW

**Dover, Kent.** At 3.19 on the afternoon of the 10th June, 1962, a message was received by the honorary secretary from the eastern arm signal station that an outboard motor boat had broken down off Kingsdown near St. Margaret's Bay. The life-boat *Southern Africa* left her moorings at 3.30 in a gentle south-westerly breeze and a choppy sea. It was low water. On reaching the position the life-boat found that the boat's crew of two had lost their outboard motor and had been drifting. After taking the two men on board the life-boat towed the boat into Dover harbour and reached her station at 4.30.

#### INJURED YOUTH PICKED UP BY BOARDING BOAT

**Portpatrick, Wigtownshire.** At 3.20 on the afternoon of the 10th June, 1962, the police informed the honorary secretary that a young man had fallen



over the cliffs two miles south of Portpatrick. There was a gentle northerly breeze with a slight sea. It was two and a half hours after low water. At 4.7 the life-boat *The Jeanie* was launched and made for the scene with her boarding boat in tow. Members of the local life-saving apparatus team and a doctor, who had climbed down the cliff, reached the youth and administered first aid. The boarding boat went ashore in spite of difficulties from rocks, and the young man, who was now on a stretcher, was put on board her and later transferred to the life-boat. The life-boat towed the boarding boat to Portpatrick, where an ambulance took the young man to hospital in Stranraer. The life-boat reached her station at 4.45.

#### GIRL RESCUED BY SPEED BOAT

**North Sunderland, Northumberland.** At 4.25 on the afternoon of the 10th June, 1962, the coastguard informed the honorary secretary that a dinghy had been seen to capsize off Newton Link house. A helicopter took off at the coastguard's request, and at 4.45 the life-boat *Grace Darling* was launched. There was a light southerly breeze and a smooth sea. It was one hour after low water. While the life-boat was making for the position the district officer of H.M. Coastguard also put out in a speed boat with the owner of the boat and a doctor on board. The speed boat soon caught up with the life-boat, and the life-boat's coxswain and second coxswain boarded her and the boat raced to the position. After a search the speed boat's crew found the girl in the water with a life-jacket on. They rescued her, and after a further search they found a young man. His life-jacket had not been properly adjusted and his head was under the water. He was unconscious when he was hauled aboard, and the doctor applied artificial respiration, but the young man did not recover. Meanwhile the life-boat had been searching for a third member of the dinghy's crew, who had not been wearing a life-jacket, but he was not found. The coxswain and the second coxswain, who had helped the doctor in trying to revive the young man who

had been found, rejoined the life-boat, and the search was continued in conjunction with the helicopter until darkness. Nothing was found and the life-boat returned to her station with the dinghy, arriving at ten o'clock.

#### INJURED BOY BROUGHT BY SKIFF TO LIFE-BOAT

**Wicklow.** At 6.58 on the evening of the 10th June, 1962, a member of the Garda told the coxswain that a boy had fallen fifty feet down a cliff three miles south of Wicklow. The life-boat *J. W. Archer* was launched at 7.10 in a gentle south-south-westerly wind and a choppy sea. The tide was ebbing. A skiff manned by two men was taken in tow of the life-boat. When the life-boat reached the position the coxswain sent the skiff away inshore with the second coxswain and three men on board. They found the boy receiving medical attention from a doctor who had climbed down the cliff, and a member of the Garda who had swum from Silver Strand was also with him. The boy was put on a stretcher and taken in the skiff with the doctor to the life-boat. The life-boat then returned to her station, which she reached at 8.5. An ambulance was waiting to take the boy to hospital.

#### DOCTOR TAKEN TO FISHING BOAT

**Scarborough, Yorkshire.** At 9.45 on the morning of the 12th June, 1962, the coastguard informed the coxswain that the seine-net fishing boat *Avondale* of Hartlepool, which was making for Scarborough, had a sick man on board. The man had collapsed with a suspected heart attack. The life-boat *Howard D.*, on temporary duty at the station, was launched at 10.15 with a doctor on board. There was a light south-westerly breeze and a smooth sea. The tide was half flood. The life-boat met the *Avondale* twelve miles east-north-east of Scarborough, where the doctor and two members of the life-boat crew were put aboard. The man had died, and after the doctor and the crew members had been re-embarked the life-boat returned to her station, arriving at two o'clock.

**STEAMER PASSENGER SPOTS FLARES**

**Rhyl, Flintshire.** At 7.25 on the evening of the 12th June, 1962, the coastguard informed the honorary secretary that a passenger on board the steamer *St. Tudno* of Liverpool had reported seeing red flares six to seven miles north-west of the H.E. 2 buoy in the estuary of the river Dee. The life-boat *Anthony Robert Marshall* was launched at 7.38 in a gentle south-westerly wind and a slight sea. It was half an hour before high water. The life-boat carried out a search for some time without success, and the coxswain reported that a pilot vessel, which had also been searching, had seen nothing. The search was continued by the life-boat, and at 8.47 the coxswain reported that a red flare had been seen three miles south-west of the Bar lightvessel. When the life-boat reached the position a rubber raft was found with two men on board. They were the crew of the ketch *Hawa-Dilli* of Liverpool, which had sprung a leak and sunk off Orme's Head. The two men had used all their seven flares and had been adrift for over five hours. They were taken on board the life-boat, which reached her station at 11.23. The two men went to hospital, but were discharged, and members of the Rhyl ladies' life-boat guild arranged transport to Liverpool for them. The men made a gift to the branch funds.

**DRIFTING FISHING BOAT TAKEN  
IN TOW**

**Donaghadee, Co. Down.** At 1.15 early on the morning of the 14th June, 1962, the police at Whitehead informed the honorary secretary that a boat was drifting with three people on board off Black Head. The honorary secretary made enquiries of the coastguard at Orlock, and at 1.54 the life-boat *Edward Z. Dresden*, on temporary duty at the station, left her moorings. There was a fresh southerly wind and a rough sea. It was low water. The life-boat found the fishing boat *Betsy* of Bangor, which had in fact eleven people on board, and took her in tow to Bangor. The life-boat arrived back at her station at 5.35.

**SICK MAN TAKEN OFF DUTCH  
TRAWLER**

**Berwick-upon-Tweed, Northumberland.** At 12.14 on the afternoon of the 14th June, 1962, a message was received from the staff of the Flag Officer, Scotland, that the Netherlands fishery cruiser *Vos* had embarked a sick man from the Netherlands trawler *Marie Elizabeth* of Ymuiden. The *Vos* had intended to land the man at Berwick, but because of her length and draft and the fact that there were neap tides there was not enough water for her to enter harbour. At 12.30 the life-boat *William and Mary Durham* was launched in a strong south-westerly wind and a moderate sea. It was almost high water. The honorary medical adviser was on board, and the life-boat met the *Vos* seven miles east of Berwick. After the man had been examined he was transferred to the life-boat, which landed him at Berwick. He was taken to hospital, and the life-boat finally reached her station at 2.5.

**EMPTY YACHT FOUND AFTER  
COMBINED SEARCH**

**Llandudno, Caernarvonshire.** At 2.10 on the afternoon of the 14th June, 1962, the coastguard informed the honorary secretary that a message had been received from the no. 1 pilot vessel *Sir Thomas Brocklebank* that the Netherlands vessel *Marvan* had sighted a dismasted yacht at 12.30 five miles east of Great Orme's Head. The life-boat *Annie Ronald and Isabella Forrest* was launched at 2.45 in a south-westerly gale and a rough sea. It was low water. A helicopter also helped in the search but after an hour had to return to base. The life-boat continued to search the area, visibility by then being reduced by rain squalls. The no. 1 and no. 2 Liverpool pilot boats also joined the search, and at 9.16 the no. 2 pilot boat reported seeing an upturned yacht and a rubber dinghy but no sign of survivors. The life-boat immediately made for the position, which was eight and a half miles north-east of Great Orme's Head, and took the yacht in tow. The life-boat eventually reached her station

at eleven o'clock at night. It was later learnt that the yacht had drifted with no one on board from Llandudno Bay the evening before.

#### DRIFTING CABIN CRUISER TAKEN IN TOW

**Humber, Yorkshire.** At six o'clock on the evening of the 14th June, 1962, the coastguard informed the coxswain superintendent that the police had reported a cabin cruiser adrift in the river Humber, but it was believed there was no one aboard her. The coxswain superintendent asked the coastguard to make further enquiries and a message was later received from the owner of the cabin cruiser, who was ashore, asking if the life-boat would tow his boat to Grimsby. At 8.45 the life-boat *City of Bradford III* was launched in a moderate south-westerly wind and a slight sea. It was an hour and a half before low water. The life-boat found the cabin cruiser *Mary II* of Cleethorpes drifting three and a half miles south-east of Spurn Point. She took her in tow to Grimsby and reached her station at 11.45.

#### MAN TAKEN OFF SINKING CUTTER

**Dungeness, Kent.** At 6.40 on the evening of the 14th June, 1962, the coastguard informed the honorary secretary that the gaff-rigged cutter *Twilight* was ashore one to two miles west of Dengemarsh look-out, but that she was in no immediate danger. The honorary secretary contacted the master of the yacht and was told that a boat was needed to refloat the vessel and tow her to Rye Harbour. As there was no other boat available, the life-boat *Mabel E. Holland* was launched in a gentle south-westerly wind and a choppy sea. It was high water. The *Twilight* was refloat and taken in tow to Rye Harbour. She was leaking badly, and two of the life-boat crew were put aboard to help the master bale out the water. They were unable to control the water, and the vessel was beginning to sink. The two members of the life-boat crew and the master were therefore taken aboard the life-boat and the

*Twilight* was put ashore. The life-boat then returned to her station, arriving at 9.45.

#### HELICOPTER LOWERS DOCTORS TO LIFE-BOAT

**The Mumbles, Glamorganshire.** At 8.3 on the evening of the 16th June, 1962, the coastguard informed the honorary secretary that two girls were in difficulties in Three Cliffs Bay. There was a light westerly breeze with a smooth sea. At 8.11 the life-boat *William Gammon—Manchester and District XXX* was launched on the ebbing tide. She reached Three Cliffs Bay at 8.50, but meanwhile a message had been received that one girl had been brought ashore. The life-boat was asked to search for the one who was missing. She was eventually found floating and unconscious, and the life-boat crew carried out artificial respiration. Meanwhile a helicopter had reached the scene, and a crew-man was lowered to the life-boat to help the crew in giving oxygen. The helicopter was then asked to fetch a doctor. At 9.5 the house surgeon of Swansea hospital and another doctor were picked up on the George V playing fields by the helicopter, which took them out and lowered them on to the life-boat. Continuous efforts were made to revive the girl but without success. When the life-boat reached the Mumbles she was placed on the life-boat stretcher and landed on the life-boat slipway. A waiting ambulance then took her to hospital, but on arrival she was found to be dead. It is almost certain that she was already dead when she was picked up by the life-boat. The life-boat finally reached her station at 11.10.

#### SECOND LAUNCH TO FISHING BOAT IN SAME YEAR

**Plymouth, Devon.** At 10.15 on the night of the 17th June, 1962, the coastguard at Rame Head told the honorary secretary a boat was under observation about a quarter of a mile south-west of the look-out, as it was not clear whether the crew of the boat were fishing or whether the boat had broken down. The coastguard undertook to

report again when more was known. At 10.47 the coastguard stated that the boat's crew had been spoken to by loud hailer, and that it was now known that her engines had broken down and she was drifting slowly west. She was the fishing boat *June-Lippet* of Plymouth with three people on board. The life-boat *Lloyd's*, on temporary duty at the station, left her moorings at 11.5 in a gentle east-south-easterly wind and a slight sea. It was two hours before low water. The life-boat took the *June-Lippet* in tow to Millbay docks, and after berthing her alongside the Princess Royal pier at 12.55 the life-boat returned to her moorings, arriving at 1.12. This was the second time the Plymouth life-boat had put out to the help of the *June-Lippet* in 1962. As reported in the June number of the *Life-boat* on page 259 she escorted her into Plymouth Sound in a near gale on the 15th January.

#### MAN RESCUED FROM DRIFTING DINGHY

**Stronsay, Orkneys.** At 10.10 on the morning of the 18th June, 1962, the coastguard informed the honorary secretary that a man was adrift in a dinghy off Noup Head and was being blown out to sea. A near south-south-easterly gale was blowing, and the sea was rough. At 10.40 the life-boat *The John Gellatly Hyndman* put out on the flooding tide. She found the dinghy five miles off Noup Head with the man still on board. He was taken on board the life-boat little the worse for his experience. The dinghy was then hoisted on board, and the life-boat made for Pierowall pier, where the man and the dinghy were landed. The life-boat crew were given tea at the Pierowall hotel by members of the Westray ladies' life-boat guild. The life-boat then returned to her station, arriving at seven o'clock in the evening.

#### TWO RESCUED FROM CAPSIZED DINGHY

**Dungeness, Kent.** At 12.24 on the afternoon of the 18th June, 1962, the coastguard at Lade informed the honor-

ary secretary that a dinghy had overturned about a hundred yards off shore south of the look-out. There were two people clinging to the upturned boat. The life-boat *Mabel E. Holland* was launched at 12.28 in a light south-westerly wind and a choppy sea. It was high water. The life-boat reached the position, rescued the two people in the water and landed them at Lade. She then returned and towed the capsized dinghy ashore and finally reached her station at 1.45.

#### CANOE RECOVERED AFTER GIRL IS SAVED

**Dun Laoghaire, Co. Dublin.** At four o'clock on the afternoon of the 18th June, 1962, the police informed the honorary secretary that a canoe with a boy in it had capsized off Blackrock. At 4.26 the life-boat *Dunleary II* left her moorings in a south-westerly wind of near gale force and a choppy sea. The tide was ebbing. The life-boat made for the position and eventually picked up an empty canoe. In the meantime the honorary secretary had rung the Blackrock police, who told him that three life-guards from the Blackrocks swimming baths had swum out and rescued a girl who was wearing a life-jacket. She had been alone in the canoe. The life-boat returned to her station with the canoe on board, arriving at 5.45.

#### YACHT TOWED AFTER ANCHOR CHAIN CLEARED

**Beaumaris, Anglesey.** At 7.45 on the evening of the 18th June, 1962, the coastguard at Penmon informed the honorary secretary that an unidentified yacht was anchored about one mile south-by-east of the coastguard look-out and needed help. The life-boat *Field Marshal and Mrs. Smuts* was launched at 8.14 in a south-westerly gale and a rough sea. It was one hour after low water. The life-boat reached the yacht *Casquet* at 8.40 and found that her anchor chain was jammed in the hawse-pipe and that she was anchored in a dangerous position. With some difficulty the life-boat crew cleared the pipe by using the life-boat's power

winch and a veering line. The yacht, which had a crew of two, was then taken in tow and secured to a mooring at Menai bridge. The life-boat reached her station at 9.50 but could not be rehoused until the 20th June.

#### EMPTY YACHT TOWED TO QUAY

**Fleetwood, Lancashire.** At 1.55 on the afternoon of the 19th June, 1962, the motor mechanic told the honorary secretary that a yacht had broken adrift from her moorings at Knott End and was being carried out across Pilling Sands by the ebb tide and a strong west-south-westerly wind. The weather was too bad for an inshore boat to go after the yacht, and at 2.25 the life-boat *Ann Letitia Russell* was launched in a rough sea. She came up with the yacht *Tocoba* of Fleetwood, but found no one on board. The coxswain put two of his crew on board, and the yacht was taken in tow to Jubilee quay. The life-boat reached her station at four o'clock, but because of bad weather she was moored at the north end until she could be rehoused at seven o'clock.

#### FISHING VESSEL TOWED TO HARBOUR

**Blyth, Northumberland.** At 10.51 on the night of the 20th June, 1962, the coastguard informed the honorary secretary that a small fishing vessel had fired a distress signal one mile east of St. Mary's Island. At 11.1 the life-boat *Winston Churchill (Civil Service No. 8)* was launched in a light south-westerly breeze and a calm sea. It was one hour before low water. The life-boat found the motor fishing vessel *King Fisher* of Blyth with her engine broken down. The fishing vessel, which had a crew of two, was taken in tow to Blyth and was moored in the south harbour at 12.15. As it was low water the life-boat was not re-housed until 6.30.

#### EXHAUSTED MEN RESCUED FROM PILOT BOAT

**Kirkcudbright.** At 10.15 on the morning of the 21st June, 1962, the coastguard informed the honorary secre-

tary that a pilot boat returning to Workington from Girvan after an overhaul was long overdue and that her position was not known. The coxswain made various enquiries without success, and at 10.39 the life-boat *Richard Silver Oliver*, on temporary duty at the station, was launched. There was a moderate to fresh south-westerly wind and a moderate sea. It was one hour after low water. The life-boat searched the area between Ross and Barrow Head and eventually found the pilot boat *Cumbria* of Workington with a crew of three in a very dangerous position near the rocks at Meikle Ross. One of the crew of the *Cumbria* had injured his hands, and the others were suffering from exhaustion. The boat's engine had broken down, and her crew had been in difficulty since ten o'clock the evening before. The life-boat took the *Cumbria* in tow and reached her station at 1.40. The three men were taken to hospital.

#### CAPSIZED DINGHY TOWED IN

**Torbay, Devon.** At 2.55 on the afternoon of the 21st June, 1962, the coastguard informed the honorary secretary that a sailing dinghy had capsized about a quarter of a mile east of Berry Head and that a sailing yawl appeared to be searching around the capsized dinghy. This seemed to indicate that someone was missing, and the life-boat *Princess Alexandra of Kent* therefore left her moorings at 3.8 in a fresh south-westerly breeze and a slight sea. It was an hour before low water. As the life-boat approached the position of the capsized dinghy, the coxswain was hailed by the crew of another small yacht, who reported that they had rescued a man and a woman and that no one was missing. The coxswain decided to take the capsized dinghy in tow to Brixham, and after the dinghy had been righted and baled out the life-boat towed her to her station, arriving at 4.30.

#### GALE SPRINGS UP DURING OCEAN RACE

**Bridlington, Yorkshire.** At eight o'clock on the morning of the 22nd June, 1962, the Royal Yorkshire Yacht

Club's Outer Dowsing ocean race started with about sixteen yachts taking part. By three o'clock the next morning a strong north-west-by-westerly gale had sprung up and the sea became very choppy. The larger yachts were then nearing Bridlington, and from four o'clock onwards they began crossing the finishing line. By eight o'clock five yachts had still not finished, all of them of the smaller class, and after consulting the harbour master the honorary secretary decided to launch the life-boat *Tillie Morrison, Sheffield II*. It was then 9.15 and the yachts still to finish were *Naive, Salamander* and *Abigail*. The life-boat set a course to the southward to search for them, and the *Abigail* was seen by the harbour master well up the bay. Her main halyard had jammed, and the life-boat escorted her safely in. After some minor repairs had been quickly effected the life-boat left harbour once more. She met the coaster *Adam's Beck*, which had picked up the crew of four of the *Naive* close by the Humber light-vessel. She took them on board and landed them in the harbour. In the meantime the coaster *Dybergh* had rescued the crew of the *Salamander* twelve miles off Flamborough Head and had landed them. The life-boat finally reached her station at 4.10. Both the *Naive* and the *Salamander* were later salvaged by two passing vessels.

#### SICK MAN TAKEN OFF TANKER

##### **Berwick-upon-Tweed, Northumberland.**

At 8.10 on the morning of the 22nd June, 1962, a message was received from the Lloyd's local agent that the tanker *Aptity* of London, bound from Rotterdam to Grangemouth, had asked for the life-boat to meet her and take ashore a member of the crew who was seriously ill with stomach trouble. At 8.20 the life-boat *William and Mary Durham* was launched with a doctor on board in a light south-westerly wind and a moderate sea. The tide was half ebb. The tanker was met three miles east of Berwick, and the sick man, after being examined by the doctor, was transferred to the life-boat and landed. He

was immediately taken to hospital by ambulance, and the life-boat reached her station at 9.15.

#### TOW FOR YACHT IN STRONG GALE

**Anstruther, Fife.** At 5.47 on the morning of the 24th June, 1962, the coastguard informed the honorary secretary that a yacht was drifting two miles south-east-by-south from Fifeness. The life-boat *James and Ruby Jackson* was launched at 6.10 in a strong south-west-by-westerly gale and a very rough sea. It was two hours before high water. At 6.44 the life-boat reported that the yacht had been sighted, and an hour later she took the yacht *Torrish* of Granton, which had a crew of five, in tow. Because of the wind the yacht's crew had been unable to set sail and the yacht had been drifting. During the return passage the tow parted twice. Each time it was reconnected with difficulty. At times the motion of the yacht was so violent that in trying to reconnect the tow her crew were forced to lie on the deck to avoid being washed overboard. The life-boat reached Anstruther harbour at 10.45 and the yacht was berthed alongside the west wall. One of the yacht's crew fell overboard when trying to pass a mooring rope ashore, but he was soon recovered by the life-boat crew. The life-boat reached her station at 11.30.

#### MAN AND RAFT TAKEN ON BOARD

**Walton and Frinton, Essex.** At 8.58 on the morning of the 24th June, 1962, the coastguard informed the honorary secretary that a man on an inflated rubber raft was being blown out to sea. A fresh south-west-by-west wind was blowing with a moderate sea. It was one hour before low water. In these conditions the raft was likely to drift towards the main harbour. Nevertheless the life-boat *Edian Courtauld* was launched at 9.15. She came up with the raft three quarters of a mile east of the coastguard station and found that a motor boat, from which some people had been fishing, was standing by. The life-boat took the man and the raft on board. As she was returning a small

yacht was seen to be making heavy weather. The life-boat went to investigate but the yacht did not need help, and the life-boat therefore returned to her station, where the man was landed at 9.53.

#### TWO LIFE-BOATS PUT OUT TO YACHT IN GALE

##### Filey, and Scarborough, Yorkshire.

At 1.22 on the afternoon of the 24th June, 1962, the coastguard passed on to the honorary secretary at Filey a message intercepted from the coaster *Dryburgh*, which was alongside the yacht *Saboo* of Scarborough. There were six people on board the yacht, and the coaster was trying to take her in tow as the yacht's propeller had been fouled. The help of the life-boat was asked for. The honorary secretary at Scarborough was also informed, and at 4.5 the Scarborough life-boat, *Howard D.*, on temporary duty at the station, was launched. The Filey life-boat *The Isa & Penryn Milsted* was launched ten minutes later. There was a west-north-westerly gale and a very rough sea. It was two hours before low water. The Filey life-boat reached the yacht six miles south-east-by-south of the coastguard look-out and took her in tow. The Scarborough life-boat arrived shortly afterwards, and she escorted the Filey life-boat and the yacht to Scarborough harbour, which was reached at 4.30. The Scarborough life-boat returned to her station at five o'clock. On her return passage the Filey life-boat went to the help of another yacht, the *Lygra*, which was in a dangerous position in Reighton roads. The life-boat's second coxswain boarded the yacht and helped the yacht's crew to bring her into safer water off North Filey Bay. The life-boat finally reached her station at 7.15.

#### ESCORT FOR BOAT WITH CREW MEMBER ABOARD

**St. Abbs, Berwickshire.** On the morning of the 26th June, 1962, anxiety was felt for the safety of the local fishing boat *Alison Mary*, which was long overdue from fishing. There was a fresh

northerly wind and a rough sea. At 8.40 the life-boat *W. Ross Macarthur of Glasgow* was launched one hour before high water. She found the *Alison Mary* a short distance north of St. Abbs Head lighthouse. The fishing-boat had shipped a heavy sea, which had stopped her engine, and she was in danger of being washed ashore on the rocks. The one man aboard her, who is a member of the life-boat crew, was able to restart his engine, and the life-boat escorted the fishing boat into St. Abbs harbour. The life-boat reached her station at 9.30.

#### TWO LIFE-BOATS ESCORT COBLES

**Amble, and Newbiggin, Northumberland.** On the morning of the 26th June, 1962, the weather deteriorated rapidly. A north-north-easterly gale sprang up, and the sea became very rough. Four Newbiggin fishing cobles were at sea, and at 10.50 the Newbiggin life-boat *Richard Ashley* was launched. It was high water. Most of the regular crew members of the life-boat were at sea, but a reserve crew had been quickly formed. The Amble life-boat *Millie Walton* was also launched at 10.56. The four cobles, the *Emulate*, *Honour*, *Random Harvest* and *Green Pastures*, were found in Druridge Bay and were escorted safely to Newbiggin by both life-boats. The Newbiggin life-boat reached her station at 3.45, but because of conditions on the harbour bar at Amble the Amble life-boat made for Blyth, where she remained until she was able to return to her station, which she finally reached at seven o'clock in the evening.

#### COBLE ESCORTED IN ROUGH SEA

**Runswick, Yorkshire.** At 11.54 on the morning of the 26th June, 1962, the coxswain learnt that the fishing coble *Golden Crown* was long overdue. There was a strong northerly wind and a rough sea, and it was high water. At noon the life-boat *The Elliott Gill* was launched. She found the *Golden Crown* a mile and a half north-north-west of Staithes and escorted her safely into harbour. The life-boat reached her station at two o'clock.

### LIFE-BOAT AND SPEED BOAT PUT OUT TO CANOEISTS

**Clacton-on-Sea, Essex.** At 3.40 on the afternoon of the 26th June, 1962, the coastguard informed the honorary secretary that an inflatable canoe was drifting out to sea off Jaywick. The life-boat *Sir Godfrey Baring* was launched at 3.48 in a gentle north-north-westerly wind and a choppy sea. The tide was half flood. The canoe, which had a young man and a girl on board, capsized about seventy yards from the beach. The young man was able to hold the girl up for a time, but he eventually lost his grip and she drifted away. Several attempts were made by people from the beach to rescue the girl and the man, but they were all unsuccessful. The young man after a great struggle managed to reach the beach. When the life-boat reached the scene she was followed closely by a speed boat belonging to the winchman at the life-boat station. The winchman spotted the girl near Lion Point, picked her up and then raced back to Clacton, where a doctor was waiting, but the girl was already dead. The life-boat picked up the inflatable canoe and returned to her station, arriving at 4.43.

### ESCORT FOR PLEASURE BOAT VISITING ISLANDS

**North Sunderland, Northumberland.** About three o'clock on the afternoon of the 29th June, 1962, the weather began to grow worse, and by 3.45 the sea had become very rough. The wind was blowing from the north-east, and the tide was half ebb. The local fishermen had cancelled their trips with visitors to the Farne Islands, and as the local pleasure motor boat *Mercury* was still at sea with thirty-five passengers and crew aboard, it was decided to launch the life-boat *Grace Darling* at four o'clock. The *Mercury* was found near the Inner Farne and was escorted safely into harbour. The life-boat reached her station at 5.20.

### CABIN CRUISER TOWED TO HARBOUR

**Troon, Ayrshire.** At 8.30 on the evening of the 30th June, 1962, the

Ardrossan police passed on to the honorary secretary a report received from the Isle of Man steamer *King Orry*, when she had arrived at Ardrossan, that a small cabin cruiser with two men on board had broken down five miles south-east of Holy Isle and needed help. The cabin cruiser had been returning from Arran to Ayr. There was a moderate north-west wind and a rough sea. At 9.5 the life-boat *James and Barbara Aitken* put out on the flood tide. On reaching the position given the life-boat found the cabin cruiser *Tarka* broken down. She took her in tow to Troon harbour and reached her station at 11.45.

The following life-boats went out on service, but could find no ship in distress were not needed or could do nothing :

- Hartlepool, Co. Durham.**—June 1st.
- Padstow, Cornwall.**—June 2nd.
- Great Yarmouth and Gorleston, Norfolk.**—June 4th.
- Newhaven, Sussex.**—June 5th.
- Howth, Co. Dublin.**—June 9th.
- New Brighton, Cheshire.**—June 10th.
- Lytham-St. Anne's, Lancashire.**—June 10th.
- Hoylake, Cheshire.**—June 11th.
- Dover, Kent.**—June 12th.
- Fleetwood, Lancashire.**—June 13th.
- Broughty Ferry, Angus.**—June 14th.
- Yarmouth, Isle of Wight.**—June 15th.
- Bembridge, Isle of Wight.**—June 15th.
- Holyhead, Anglesey.**—June 16th.
- Dover, Kent.**—June 16th.
- Moelfre, Anglesey.**—June 16th.
- Sheringham, Norfolk.**—June 17th.
- Skegness, Lincolnshire.**—June 17th.
- St. Ives, Cornwall.**—June 17th.
- Wells, Norfolk.**—June 17th.
- Plymouth, Devon.**—June 18th.
- Tenby, Pembrokeshire.**—June 18th.
- Blyth, Northumberland.**—June 18th.
- Swanage, Dorset.**—June 19th.
- Selsey, Sussex.**—June 21st.
- Dungeness, Kent.**—June 22nd.
- Fowey, Cornwall.**—June 23rd.
- Humber, Yorkshire.**—June 24th.
- St. Peter Port, Guernsey.**—June 24th.
- Llandudno, Caernarvonshire.**—June 24th.
- Rhyl, Flintshire.**—June 24th.
- Walmer, Kent.**—June 24th.



Clacton-on-Sea, Essex.—June 24th.  
 Swanage, Dorset.—June 25th.  
 Shoreham Harbour, Sussex.—June 25th.

Clacton-on-Sea, Essex.—June, 27th.  
 Courtmacsherry, Co. Cork.—June 27th.  
 Barra Island, Hebrides.—June 30th.

### Life-boat Exhibitions

In the early summer of 1962 there were an exceptional number of life-boat exhibitions in various parts of the country, ranging from the opening of a new display centre at Exmouth to a major historical exhibition at Bradford; from the Irish Shipping Exhibition in Dublin to an enterprising venture staged by the Liverpool Nautical Research Society and a week's show at the Isle of Wight Industries Fair.

These were, of course, in addition to the display of life-boats on shore at the Scottish Boat Show at Glasgow, the Bath and West Show at Taunton, the Royal Highland Show at Edinburgh, the Royal Show at Newcastle and the Great Yorkshire Show at Harrogate. There were also many other agricultural shows, garden fetes and similar functions to which the Institution regularly contributes.

At Exmouth the display centre was opened on the 21st July by the Chair-

man of the Council. A guard of honour was formed by the Sea Cadet Corps and many local organisations were represented. The display consists of a selection of models and equipment and a good deal of photographic material of both local and national interest. The display centre at Exmouth brings the total of permanent life-boat exhibitions to five. The others are at Bamburgh, Brighton, Eastbourne and Whitby.

A month's exhibition was held at the Bradford City Art Gallery. Apart from the Institution's own exhibits, interesting items were provided by the Museum of Science and Engineering at Newcastle-upon-Tyne and from several life-boat stations in the north-east of England. The exhibition included a number of models, pictures and paintings and historical documents and manuscripts. The Institution owes a debt to the museum authorities for providing such excellent facilities and publicity.

### Obituary

CAPTAIN GUY D. FANSHAWE, R.N.

Captain Guy Fanshawe, a member of the Committee of Management for thirty-seven years, died on the 19th June, 1962, at the age of eighty.

A son of Admiral of the Fleet Sir Arthur Fanshawe, Captain Fanshawe himself had a distinguished naval career and was later Member of Parliament for West Stirlingshire from 1924 to 1929. He joined the Committee of Management of the Institution in 1925 and was elected a vice-president in 1947. For many years he was chairman both of the boat and construction committee and of the depot sub-committee.

No member of the Committee of Management was ever more assiduous in his attendance at meetings, and throughout his period of service on the committee his enthusiasm for the service and his interest in every aspect of it were boundless.

COXSWAIN H. J. GAWN

Coxswain Harry James Gawn, of Bembridge, who died on the 17th June, 1962, had served as coxswain of the Bembridge life-boat for 22½ years. During this period Bembridge life-boats were launched on service 76 times and rescued 169 lives. He was awarded the bronze medal for gallantry for a war-time service in which the Bembridge life-boat rescued the crew of twenty-one of H.M. trawler *Kingston Cairngorm* in a blizzard on the 29th January, 1940. The life-boat was at sea for fourteen and a half hours in appalling conditions. One remarkable circumstance of this rescue was that the trawler was under the command of the Chief Inspector of Life-boats, Lieut. - Commander P. E. Vaux, who had been recalled to the Navy on the outbreak of war.

## Awards to Coxswains and Members of Life-boat Crew

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

<i>Name</i>	<i>Station</i>	<i>Service</i>
JOHN JAMES MURRAY .. .. .	Aberdeen .. .. .	Member of crew 5½ years. Bowman 8 years. Second coxswain 9½ years.
DAVID M. HOGGINS .. .. .	Aberdeen .. .. .	Tractor helper 1¾ years. Tractor driver 3 years. Motor mechanic 21 years.
HUGH GAVIN .. .. .	Aberdeen .. .. .	Member of crew 6 years. Second coxswain 7 years. Coxswain 6 years.
CHARLES L. MARTIN .. .. .	Aberdeen .. .. .	Member of crew 1 year. Bowman 8¾ years. Second coxswain 6 years.
ALEXANDER C. MAIN .. .. .	Aberdeen .. .. .	Assistant mechanic 20½ years.
JACKIE JENKINS .. .. .	Aberystwyth .. .. .	Member of crew 18 years. Emergency mechanic 6 years. Bowman 6 years.
LEWIS DANIEL .. .. .	Aberystwyth .. .. .	Member of crew 20 years. Bowman 4 years. Second coxswain 7 years.
BADEN POWELL DAVIES .. .. .	Aberystwyth .. .. .	Member of crew 28 years. Bowman 1 year. Second coxswain 4 years. Coxswain 8 years.
OLIVER LEASK .. .. .	Aith .. .. .	Member of crew 3 years. Assistant mechanic 19½ years.
HORACE T. SHARMAN .. .. .	Aldeburgh .. .. .	Member of crew 14 years.
WILLIAM THOMPSON JEFFERSON	Amble .. .. .	Bowman 3 years. Second coxswain 12¼ years.
ALFRED MORSE .. .. .	Angle .. .. .	Member of crew 39 years.
CHARLES WILLIAM REES .. .. .	Angle .. .. .	Motor mechanic 14½ years.
FREDERICK WILLIAM CHARLES CANE .. .. .	Appledore .. .. .	Member of crew 18½ years. Boat's signalman 5 years.
ALLAN MACDONALD .. .. .	Barra Island .. .. .	Motor mechanic 30½ years.
PERCY GREEN .. .. .	Boulmer .. .. .	Member of crew 9 years. Bowman 10 years. Second coxswain 3½ years.
WILLIAM STEWART .. .. .	Buckie .. .. .	Coxswain 14 years.
DUNCAN NEWLANDS .. .. .	Campbeltown .. .. .	Member of crew 13 years. Bowman 5 years. Second coxswain 4 years. Coxswain 18 years.
GEORGE F. YOUNG .. .. .	Cloughey .. .. .	Bowman 10¾ years. Second coxswain 14¾ years.
JAMES A. CAREY .. .. .	Coverack .. .. .	Member of crew 27 years.
GEORGE H. HEWETT .. .. .	Coverack .. .. .	Assistant mechanic 21 years.
EVAN WYNNE WOODARD	Criccieth .. .. .	Member of crew 7 years. Bowman 8 years.
ARTHUR JAMES BALLS .. .. .	Cromer .. .. .	Member of crew 44 years.
HENRY WILLIAM DAVIES .. .. .	Cromer .. .. .	Motor mechanic 28 years.
THOMAS WALTER HUNTLEY	Douglas .. .. .	Motor mechanic 37 years.
F. J. CUBBON .. .. .	Douglas .. .. .	Member of crew 40 years. Winchman 20 years.

<i>Name</i>	<i>Station</i>	<i>Service</i>
LEONARD HAMMOND .. .. .	Dunbar .. .. .	Wireless operator 18½ years. Motor mechanic 14¾ years.
PETER JOHNSON .. .. .	Dunbar .. .. .	Member of crew 17 years. Second coxswain 5 years. Coxswain 7½ years.
EDWARD THOMSON .. .. .	Dunbar .. .. .	Member of crew 11½ years. Bowman 7¾ years.
ALEXANDER JOHN OILLER .. .. .	Dungeness .. .. .	Assistant mechanic 1½ years. Motor mechanic 27½ years.
THOMAS ALLCHORN .. .. .	Eastbourne .. .. .	Coxswain 10¾ years.
FREDERICK ALLCHORN .. .. .	Eastbourne .. .. .	Member of crew 43 years.
SYDNEY N. HILL .. .. .	Fleetwood .. .. .	Motor mechanic 28½ years.
ALEXANDER STEWART NICOLSON .. .. .	Gourdon .. .. .	Tractor helper 10 years.
EDWARD MCBAY SOUTER .. .. .	Gourdon .. .. .	Bowman 2 years. Second coxswain 13¼ years.
WILLIAM LOWNIE .. .. .	Gourdon .. .. .	Member of crew 24 years. Motor mechanic 18 years.
CHARLES CHAPPLE .. .. .	Hartlepool .. .. .	Member of crew 18¼ years. Bowman 3¼ years.
JAMES HAREFFEY .. .. .	Hastings .. .. .	Member of crew 9 years. Assistant mechanic 1¾ years.
FREDERICK PERCY WHITE .. .. .	Hastings .. .. .	Member of crew 3 years. Bowman 1 year. Second coxswain 17 years.
HENRY WALKER .. .. .	Holy Island .. .. .	Member of crew 25 years. Bowman 1 year. Coxswain 6¾ years.
ROBERT KYLE .. .. .	Holy Island .. .. .	Member of crew 43 years.
JOHN WILLIAM NORQUOY .. .. .	Islay .. .. .	Member of crew 22 years. Bowman 7¼ years. Second coxswain 7¼ years.
EDWARD LLOYD JONES .. .. .	Llandudno .. .. .	Bowman 2 years. Second coxswain 6 years. Coxswain 7 years.
SAMUEL LLOYD JONES .. .. .	Llandudno .. .. .	Member of crew 25 years. Second coxswain 7 years.
DENNIS HERBERT WEBBER .. .. .	Minehead .. .. .	Member of crew 8 years. Assistant mechanic 4 years.
GEORGE STONALL .. .. .	New Brighton .. .. .	Member of crew 17 years. Second coxswain 9¼ years. Coxswain 7½ years.
WILLIAM STEPHEN JONES .. .. .	New Brighton .. .. .	Member of crew 19 years. Bowman 3 years. Second coxswain 23½ years.
WILLIAM JAMES HARVEY .. .. .	Newhaven .. .. .	Member of crew 22 years. Coxswain 14 years.
GLYN GIBBARD .. .. .	New Quay .. .. .	Assistant mechanic 11¾ years.
PERCY BAKER .. .. .	Padstow .. .. .	Motor mechanic 27½ years.
WILLIAM HENRY GRANT .. .. .	Padstow .. .. .	Second coxswain 17 years.
HORACE BERNARD MURT .. .. .	Padstow .. .. .	Member of crew 9 years. Second coxswain 4½ years. Coxswain 13¾ years.
HENRY BRENTON .. .. .	Padstow .. .. .	Member of crew 13½ years. Second coxswain 12½ years.
WILLIAM ALBERT BRAY .. .. .	Padstow .. .. .	Second fireman 9½ years. Second coxswain 1 year. Assistant mechanic 7½ years. Motor mechanic 8 years.

<i>Name</i>	<i>Station</i>	<i>Service</i>
JOHN CLIFFORD MURT .. ..	Padstow .. ..	Member of crew 7 years. Assistant mechanic 6 $\frac{3}{4}$ years.
RICHARD B. BATE .. ..	Padstow .. ..	Member of crew 4 $\frac{3}{4}$ years. Bowman 5 $\frac{1}{4}$ years.
JOHN C. WALLIS .. ..	Penlee .. ..	Member of crew 10 years. Assistant mechanic 11 years. Second coxswain 2 $\frac{1}{4}$ years.
WILLIAM GEORGE PENDER	Penlee .. ..	Member of crew 13 years. Second coxswain 1 $\frac{1}{2}$ years.
WALTER DIGORY CROWTHER	Plymouth .. ..	Member of crew 3 years. Second coxswain 9 years. Coxswain 22 years.
WILLIAM CLUGSTON .. ..	Port St. Mary .. ..	Assistant mechanic 25 years.
THOMAS BILTON PICKNETT .. ..	Redcar .. ..	Member of crew 17 years. Second coxswain 1 year. Coxswain 4 $\frac{1}{2}$ years.
JOHN PAYNTER .. ..	St. Ives .. ..	Member of crew 6 years. Emergency motor mechanic 2 years. Assistant mechanic 6 years.
ARTHUR GEORGE LE PAGE .. ..	St. Peter Port .. ..	Bowman 13 $\frac{1}{2}$ years.
FRANK MARTEL .. ..	St. Peter Port .. ..	Emergency motor mechanic 1 $\frac{1}{2}$ years. Assistant mechanic 14 $\frac{1}{4}$ years.
ERNEST PERCY LAPHORNE .. ..	Salcombe .. ..	Reserve mechanic 1 $\frac{1}{2}$ years. Motor mechanic 15 years.
GERALD R. A. SHEPHERD .. ..	Salcombe .. ..	Bowman 16 years. Second coxswain 4 $\frac{1}{2}$ years. Coxswain 11 years.
LEONARD LAWRENCE .. ..	Selsey .. ..	Member of crew 22 years. Bowman 10 years. Second coxswain 8 years. Coxswain 1 year.
DOUGLAS ALFRED GRANT .. ..	Selsey .. ..	Member of crew 20 years. Bowman 6 years. Second coxswain 9 $\frac{3}{4}$ years. Coxswain 8 $\frac{1}{4}$ years.
ERNEST JAMES HOMER .. ..	Selsey .. ..	Member of crew 44 years.
ABE BARTLETT .. ..	Torbay .. ..	Member of crew 2 years. Bowman 6 $\frac{1}{2}$ years. Second coxswain 7 $\frac{3}{4}$ years. Coxswain $\frac{1}{2}$ year.
FREDERICK UPTON .. ..	Walmer .. ..	Member of crew 4 years. Bowman 1 $\frac{1}{2}$ years. Second coxswain 3 $\frac{1}{4}$ years. Coxswain 16 $\frac{1}{2}$ years.
GEORGE THOMAS BAKER .. ..	Walmer .. ..	Member of crew 15 years. Bowman 7 $\frac{1}{2}$ years.
ALFRED BODMAN .. ..	Walmer .. ..	Member of crew 17 years.
FRED J. DADD .. ..	Walmer .. ..	Assistant mechanic 10 years.
JOHN WILLIAM DADD .. ..	Walmer .. ..	Member of crew 3 $\frac{3}{4}$ years. Assistant mechanic 17 $\frac{1}{2}$ years. Bowman 3 $\frac{1}{2}$ years. Second coxswain 6 $\frac{1}{2}$ years.
CHARLES M. COX .. ..	Wells .. ..	Member of crew 19 years. Assistant mechanic 25 $\frac{3}{4}$ years.
F. A. CADDY .. ..	Weymouth .. ..	Member of crew 44 $\frac{1}{2}$ years.
FREDERICK JAMES PALMER .. ..	Weymouth .. ..	Member of crew 3 years. Second coxswain 9 $\frac{1}{2}$ years. Coxswain 16 $\frac{1}{2}$ years.
BEN BUDGE .. ..	Wick .. ..	Member of crew 13 $\frac{1}{2}$ years.