

# THE LIFE-BOAT

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## Notes of the Quarter

AN important extension of the Institution's practice of encouraging rescues by shore-boats was put into effect in the summer of 1962 by the Institution in conjunction with the Ministry of Transport. Its purpose is to make wider and more co-ordinated use of the services of boat-owners who are prepared to put out to the rescue when the need arises.

The extended scheme was initiated experimentally on the south coast of England and the Isle of Wight between Selsey Bill and Swanage. The Ministry of Transport distributed to all coast-guard stations concerned a list of the boat owners who had agreed to co-operate and whose boats were known to be generally available. The list gave their telephone numbers and particulars of the type of boat they owned. The Institution wrote to these boat owners and reminded them that they were entitled to rewards on the same scale as those paid to members of a life-boat crew and also to the cost of fuel and of replacing any gear lost or damaged.

The idea of launching this scheme arose, of course, from the growing concern felt at the number of lives lost through accidents to small craft at sea during the summer months. Although the scheme had not been in operation long before the summer came to an end, its value has already been shown. In the limited area in which the pilot scheme was launched it is known that in a period of a little over two months 23 calls were made on the boat owners listed by the Ministry, and there is no doubt that other calls were answered by boat owners who, largely because they did not seek any rewards, did not report the incidents. There have not yet been any spectacular rescues, but in a report produced jointly by the district inspector of the Institution and

the divisional inspector of H.M. Coast-guard concerned it was stated that the boat owners were "vociferously keen" on the new scheme.

### IN ACCORDANCE WITH THE TRADITIONS

The scheme for enlisting the help of boat owners is of course in accordance with the Royal National Life-boat Institution's general traditions. The Institution has always tried to make use of the willingness of volunteers to put out to the rescue rather than to establish large new organisations to meet new needs. Closer co-operation between the established rescue services and individual boat owners can be expected once the new scheme becomes more widely adopted, and if there were any doubt about the need for such co-operation the figures for launches by life-boats in the holiday months of 1962 would dispel it. Once again a record was established when life-boats were launched on service in September 117 times, the highest figure ever recorded for the month of September since the Institution was founded in 1824.

Many of the services were to small boats, but the outstanding rescue occurred on the 17th September, when for the first time a life-boat saved the lives of the crew of a hovercraft. The Rhyl coxswain, Harold Campini, was awarded the silver medal for gallantry, and another unusual feature of the service was the making of special awards to the shore helpers. A full account of this service appears on page 343.

### COSTLY WORKS ON THE COAST

From time to time the Institution engages in a major new enterprise such as the construction of a life-boat station. In recent years a new station

was built at the Lizard/Cadgwith at a cost of approximately £100,000, and what was in effect a new station was constructed at Selsey as a consequence of coast erosion. These major undertakings aroused some public interest, but all the year round work has to be done at a variety of stations of a kind of which little is heard, but which is nevertheless costly. At one recent meeting of the Committee of Management, for instance, major improvements to three different life-boat stations, those at Aldeburgh, at Llandudno and at Penlee were decided upon. At Aldeburgh the provision of a new boat, alterations in the coast since groynes and a sea wall were built a few years ago, and the wearing of skids and turntables by wave-driven shingle have necessitated constructional work for improving launching conditions at an estimated cost of over £7,000. Subject to town planning consent the life-boat house at Llandudno will be altered in time for a new life-boat to be placed there, the estimated cost of the altera-

tion being some £3,500. At Penlee the work needed to provide a new and more powerful boathouse winch is expected to cost over £1,500.

#### INTERNATIONAL CONFERENCE

The ninth international life-boat conference, which is to be held in Edinburgh early in June, 1963, seems likely to be attended by more delegates from life-boat societies abroad than any of the earlier conferences. At the time of going to press acceptances have been received from the two life-boat societies in both France and the Netherlands, and other countries which will be sending delegates are Belgium, Denmark, Finland, Germany, India, Italy, Norway, Poland, Portugal, Spain, Sweden, Turkey and the U.S.A. It is also possible that there will be representatives from Canada, Chile, Iceland, Japan, Uruguay and the U.S.S.R.

Visiting life-boats from a number of European countries are likely to provide a major attraction at the conference.

### Oldest Life-boat Supporter

Miss Ellen Goodeve, who was probably the oldest active supporter of the life-boat service, died at the Queen Mary Homes in Chislehurst, Kent, in August, 1962, at the age of 103. To within a few months of her death Miss Goodeve was regularly sending samples

of her needlework to be sold on behalf of the Institution, and when she died the other residents of the Queen Mary Homes sent a donation to the Institution, as she had requested that this should be done instead of providing flowers.

### Photographic Competition

BECAUSE of the success of the competition staged last year the Institution will again hold a photographic competition, the closing date for entries being 31st October, 1963. Photographs should be sent to the Secretary of the Institution, and envelopes marked "Photographic Competition".

The competition is open to members of life-boat crews, branch members and officials, and members of the Institution's staff, and the following prizes are offered:-

For the best 35-mm. colour  
transparency - - - £10

For the best black-and-white  
photograph - - - £10

The winning photographs will become the Institution's property. Other transparencies and photographs will be returned, if requested, and acknowledgment will be made if they are used in the Institution's publications.

## First Rescue Ever From a Hovercraft

ON the 17th September, 1962, a service of a unique kind was carried out when for the first time a rescue was effected by life-boat from a hovercraft. The hovercraft was the first to be used on public service in this country and operated between Rhyl and Hoylake during the summer of 1962. Having completed her programme in the middle of September, she was put to moorings at Rhyl to await a tug which would tow her to Liverpool.

### Seas Break into Boathouse

At 1.4 in the early hours of the morning of the 17th September the honorary secretary of the Rhyl life-boat station, Mr. J. M. Owen, learned from the coastguard that the hovercraft *VA3-001* had broken adrift. Her crew were trying to take her out to sea on her engines. Mr. Owen alerted the boat's officers of the life-boat, who assembled in the boathouse. At 1.14 the coastguard asked for the life-boat's help and the maroons were fired.

A west-north-westerly gale was blowing. Rough seas were breaking heavily in the shallow water and rolling over the promenade into the boathouse. The night was dark, and visibility was further reduced by heavy spray. It was half an hour before high water on a spring tide.

Coxswain Harold Campini, having confirmed that there definitely were three men on board the hovercraft, agreed to launch, although he fully recognised the dangers in the prevailing conditions. The life-boat carriage was worked down the narrow slip by the tractor, and Coxswain Campini waited for his opportunity and then gave the order to launch into seas which were breaking over tractor, life-boat and carriage.

### Launch in Three Minutes

In fact the Rhyl life-boat, *Anthony Robert Marshall*, which is one of the 35-foot 6-inch Liverpool type, was launched only three minutes after the maroons had been fired. As she came clear of the carriage she rose almost vertically and then dropped sideways

into a trough. Fortunately the coxswain had enough way on to bring her round and make for the hovercraft. Meanwhile Mr. Owen had ordered the shore helpers to disperse round the launching position in order to help in case there was an accident.

Coxswain Campini headed for the hovercraft, which was drifting rapidly towards the promenade. There were three men aboard, who already knew that the hovercraft would almost certainly break up, and they had reluctantly decided to abandon her. They inflated their life-jackets and opened the starboard door, but they found it extremely difficult to push the door open against the wind, and it could not be held open by the strut normally used for that purpose. One of the hovercraft's crew tried to talk to the life-boat coxswain by loud-hailer, but the noise of the engines, combined with the noise of the sea and wind, made this almost impossible. As the life-boat approached, the hovercraft's crew decided to cut out the engines and shout instructions for coming alongside.

### Drifting Fast to Leeward

Finding that there was nothing on the hovercraft to which he could make a line fast, the coxswain circled her and passed his own instructions to the hovercraft's crew by loud-hailer. So fast was the hovercraft drifting to leeward that it was unsafe to approach her on the lee side, and the coxswain therefore took the life-boat along her weather side, in the words of the chief test pilot aboard the hovercraft, "displaying superb seamanship".

The three men succeeded in jumping aboard. Seven minutes later the hovercraft hit the promenade. The coxswain hove to for an hour until a lull allowed him to enter the harbour and land the survivors.

When the hovercraft crashed into the promenade she had 250 gallons of kerosene on board, and it was thought that there might be a danger of fire or even an explosion. For this reason, at

Mr. Owen's request, the fire brigade was standing by.

Although they were aware of the danger, the head launcher, Mr. Dennis Jones, accompanied by the tractor driver, Mr. James Hughes and the assistant tractor driver, Mr. Thomas Bowman, jumped aboard the hovercraft and made a thorough search for any survivors who might be left aboard. Once they had confirmed that everyone had been rescued, Mr. Owen and Mr. Jones tried to secure the hovercraft. A number of other volunteers jumped into the water and at some danger to themselves managed to secure lines around the fins. They tried to make these lines fast to the promenade guard rails, but in the words of Mr. Owen's report, the lines "snapped like carrots". Finally the hovercraft grounded on some steps leading down to the beach where she was secured.

For this service the silver medal for gallantry has been awarded to Coxswain Harold Campini. The thanks of the Institution inscribed on vellum have been accorded to head launcher Dennis Jones and to the six other members of the crew: I. Armstrong, B. Herbert, W. Hunt, G. Povah, D. C. A. Williams, and I. Thomas. Framed letters of appreciation have been issued to the shore helpers and volunteers: tractor driver James Hughes, assistant tractor driver Thomas Bowman, G. Hughes, W. Roberts, B. Price, D. Hughes, Trevor Bowman, Joseph Hughes, and D. Mottram, together with a collective thanks of the Institution inscribed on vellum. A special letter of appreciation was sent to the honorary secretary, Mr. J. M. Owen, and additional monetary rewards were made to the coxswain, the crew, and the shore helpers.

## Rescued When Clinging to the Mast

AT 6.20 on the morning of the 7th August, 1962, Mr. A. J. Tart, the honorary secretary of the Dungeness station, was told by Lade coastguard that the German vessel *Erfurt* had reported seeing a small boat showing a red light about ten and a half miles off Dungeness. This was only an anticipatory message, and a quarter of an hour later the coastguard gave the position as seven miles south-west-three-quarters-south of Dungeness. At 6.40 the *Erfurt* described the boat as a catamaran and asked for the help of the life-boat as it was impossible for her to go alongside.

A strong south-west-to-westerly gale was blowing, there was heavy, driven spray with rain squalls, and visibility was down to about a mile and a half. The tide was half ebb.

### Some Protection Afforded

At 6.50 the Dungeness life-boat *Mabel E. Holland*, which is one of the 42-foot beach type, was launched. Coxswain George Tart steered close round Dungeness Point, where some protection was afforded, and then headed direct for the reported position of the casualty. Once clear of the lee

of the land the life-boat felt the full force of the wind. There was an extremely heavy sea and the height of the waves between crest and trough was about twenty-five feet.

### New Type of Craft

At 7.27 the life-boat found the casualty. She was a new type of craft, a trimaran, the *Nimble Eve*, with a centre hull and floats on either side. She was submerged, and the five people on board her were standing on the cabin top, which was awash, clinging to the mast.

Coxswain Tart decided to approach her on the lee side and to put his port bow as close to the mast as possible. There was a considerable risk of damage to the life-boat from the starboard float of the trimaran, which was some three or four feet under the water, but the coxswain judged that if he tried to approach from the weather side the life-boat might be lifted bodily over the trimaran and either crush the survivors or sweep them into the sea.

His judgment was proved right and as a consequence of his excellent seamanship the five survivors, three men

and two women, were taken off at the first attempt. The rescued people were treated for exposure, and at 8.15 they were landed at Dungeness, where they were looked after in the homes of members of the life-boat crew until they were in a state to leave. The life-boat suffered superficial damage to the hand grips on the port side and to two of the bottom planks.

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain George Tart. Additional monetary rewards have been given and vellum service certificates issued to the other members of the crew: Tom Tart, second coxswain; Albert Haines, bowman; Frank Paine, motor mechanic; John Thomas, acting assistant mechanic; Robert Tart, James Tart, Arthur Oiller and Fred-

erick Richardson, members of the crew.

The owner of the trimaran wrote to the honorary secretary: "On behalf of the crew of the yacht *Nimble Eye I* should like to thank all those concerned with our rescue by the Dungeness life-boat at the height of the storm on the morning of Tuesday, August 7th, 1962. The speed and efficiency with which the life-boat came to our aid once our position had been given was truly remarkable considering the weather conditions at the time, and the magnificent sight of the life-boat coming straight towards us in terrible seas will always remain one of our most wonderful memories."

Donations were received from the parents of the wife of the skipper and from a friend of the coxswain who read about the service in Baghdad.

## Wrist Watch Awarded to Fourteen-year-old Boy

About eleven o'clock on the morning of the 10th June, 1962, Harry Christopher Duffy, a fourteen-year-old boy, heard two girl swimmers who were in the sea off Lake Pier, Hamworthy, Dorset, shouting. He was canoeing with other members of the Hamworthy Adventure Centre and called to his instructor. It did not seem to the instructor that anything was amiss, but Harry Duffy was not satisfied, and he paddled towards the girls, who were some distance away. There was a moderate off-shore wind at the time and the sea was choppy. The tide was just beginning to flood.

### Hung on to Canoe

The two girls were sisters, Valerie Ridgley, aged eleven, and Hazel Ridgley, aged eight. As the boy approached them he sounded the depth of the water with his seven-foot six-inch paddle, but could not touch bottom.

He first approached the younger girl, Hazel Ridgley, and told her to hang on to the stern of his canoe, and in this way he brought her inshore until she was able to wade. He then returned to the

older girl, who was supported by an inflated plastic ring. When he reached her he found Valerie Ridgley helpless and floating with her head in the water. He lifted her head out, but found he could not make any progress against the off-shore wind. Mr. Roger Towler then came to his help in a 16-foot outboard runabout. Together they succeeded in bringing the girl ashore. Another man, Mr. John Edwards, waded into the water to help.

When Valerie Ridgley was brought ashore her father tried to revive her by the mouth-to-mouth resuscitation system, and when an ambulance arrived she was given oxygen. She was then taken to Poole General Hospital, but was found to be dead on arrival.

At the inquest on Valerie Ridgley, H.M. Coroner said that had Harry Duffy not done his utmost there would have been a double tragedy. He added: "I think for a boy of fourteen to decide what to do and the way in which he carried out what he decided is worthy of much commendation".

For this service an engraved wrist-watch has been awarded to Harry Christopher Duffy.

## Dangerous Approach to Yacht Aground

ON the morning of the 21st July, 1962, Coxswain Harold Parkinson of Lytham-St. Anne's was told at 10.15 that a yacht was aground on the north side of the Ribble channel about two and a half miles off shore. He immediately told the honorary secretary, Mr. John Kennedy. It was clear that because of lack of water the life-boat would not be able to approach the yacht for an hour and a half, and Mr. Kennedy and the coxswain therefore drove to St. Anne's, where they could have a closer view of the yacht. They saw her aground between Peet's Light and Salters Bank on the north side of the Ribble channel. She was the seven-ton motor ketch *Lone Seeker* with a crew of four. A near gale was blowing from the south-west, the sea was rough, and the weather was cloudy, although there was good visibility. It was two hours after low water, and the tide was flooding at three knots.

At 11.5 the Lytham-St. Anne's life-boat *Sarah Townsend Porritt*, which is one of the 46-foot 9-inch Watson type, proceeded down channel. As soon as there was enough water Coxswain Parkinson took her over the training wall at some risk to the life-boat. The life-boat did in fact touch bottom, and Coxswain Parkinson decided to stand off while Motor Mechanic George Harrison fired a line across the yacht.

### Hand Severely Burnt

A tow line was successfully secured to the thin line which had been fired, but as the life-boat and the yacht surged apart the thin line was cut on the broken stem-head fairlead of the yacht, and contact was lost. Mechanic Harrison then tried to fire a second line but burnt his left hand severely and the pistol was dropped overboard. Although in severe pain he returned to the engine controls, and Coxswain Parkinson decided to go to windward and anchor in two fathoms on a sandy bottom. His aim was to veer

down on to the yacht so that a line could be passed by hand.

The weather conditions grew worse, and the wind increased. Heavy seas were breaking over both the life-boat and the yacht, and the tide, now at half flood, was running at four knots. The yacht was dragging her anchor and was being continually driven further up the bank by the wind and tide. As the coxswain tried to make contact by veering his cable the life-boat was thrown about violently and struck the bottom more than once. There was also a clear danger that the life-boat's propellers or rudder might foul the yacht's cable.

### Cable Cut by Anchor

In fact the life-boat's manila cable was cut by the ketch's anchor, which fouled it, and Coxswain Parkinson now knew that he had no alternative but to try to close the yacht with considerable risk to his own boat as she struck the bottom. The life-boat could not in fact go alongside because there was too little water, but her crew succeeded in throwing a heaving line on board the yacht. Once the line was secured the yacht's cable was cut, and the life-boat towed her into the deeper water of the main channel. It was then found that the damage to the yacht was only superficial in spite of the heavy pounding she had received, and she was able to continue up the river under her own power.

For this service the bronze medal for gallantry was awarded to Coxswain Harold Parkinson; Mechanic George Harrison received the thanks of the Institution inscribed on vellum. Additional monetary rewards were given and medal service certificates issued to the other members of the crew: Arthur Wignall, second coxswain; John Parkinson, bowman; Harry Bamber, assistant mechanic; Harold Crompton, Bernard Gill, William Cardwell, and Richard Wright, members of the crew.

## Annual General Meeting

The next annual general meeting of the governors of the Institution will take

place at the Central Hall, Westminster, on Tuesday, 2nd April, 1963.

## Three Saved After Motor Boat Capsizes

ABOUT 6.30 on the evening of the 15th July, 1962, a party of four people and a dog put to sea from Axmouth harbour, near Seaton, in a 12-foot 6-inch motor boat driven by a 5 horse-power out-board engine. After about an hour the man in charge of the boat, whose name was Collard, began to return to harbour, but as he approached the river mouth he found the ground swell against the ebb tide made the approach extremely difficult, although there was little wind at the time. He negotiated two successive seas, but about eight o'clock a third sea coming up from astern capsized the boat and threw all four people into the river. At the time the boat was only a few yards from the river bank, but the ebb tide swept them out to sea.

Mr. Collard, who was a good swimmer, helped two of the party, a Mrs. Addicott and her daughter, and the two women hung on to a ring bolt on the upturned boat. The fourth member of the party, who was Mrs. Addicott's husband, could not swim, and Mr. Collard swam out to sea and supported him while he struggled towards the capsized boat.

### Two Young Men Put Out

Nigel Harding, a seventeen-year-old schoolboy, of Ilchester Grammar School, was standing on the beach when he heard someone shout that a boat had capsized. He immediately asked a boat owner if he could borrow his boat and was about to put off when he was joined by another young man, Mr. David Mettam, who was aged twenty-two.

With Mettam at the oars they made for the capsized boat, and after rounding a bend in the river they saw the boat, which was already some three hundred yards out to sea. They had

some difficulty in pulling away from the river mouth, for the dinghy they had borrowed was only 10 feet in length, and was shipping a good deal of water.

The mother and the daughter were still clinging to the capsized boat and Mr. Collard was supporting Mr. Addicott, who was now unconscious. The two boys dragged Mr. Addicott in over the transom and laid him on the bottom boards. Then they helped Mr. Collard in and pulled towards the capsized boat.

### Tangled Round Legs

Mrs. Addicott, who had fishing lines tangled round her legs, was pulled over the stem, and after her stockings had been freed from the hooks, Nigel Harding cut the lines adrift. David Mettam then hauled Miss Addicott aboard, and the dog, which had been swimming near, was pulled aboard by its collar.

After the two boys had trimmed the boat to the best of their ability, David Mettam began to pull for the river entrance. A larger boat then approached and offered help, but this boat's engine stalled, and David Mettam rowed on. Their boat was carried on to the beach by a large wave and the two women jumped out before the backwash carried the boat out again. Mr. Collard jumped out on the next wave, and the boat was hauled up the beach with the help of bystanders. Mr. Addicott was laid on the beach, and one of the bystanders applied artificial respiration while Nigel Harding ran to the yacht club to summon a doctor and ambulance. By the time the doctor and an ambulance arrived Mr. Addicott was found to be dead.

For this service inscribed wrist-watches have been awarded to David Mettam and Nigel Harding.

**THE LIFE-BOAT FLEET**  
**150 Life-boats**  
**LIVES RESCUED**  
**from the foundation of the Life-boat Service**  
**in 1824 to 30th September, 1962 - 83,848**

## Another Wrist Watch Awarded to Boy

About 11.40 on the morning of the 31st July, 1962, an 11-foot dinghy capsized about a mile north-west of St. Helens fort off Bembridge in the Isle of Wight. There were three people aboard, a Mr. Gleave and his eleven-year-old son and a Miss Price. None of them wore lifebelts, and the boy could not swim. There was a choppy sea, a moderate wind was blowing from the north-west, and it was nearly high water. The tidal stream was setting north-west at one knot.

The three people in the water were unable to right the boat, for the anchor had fallen to the bottom and the anchor cable had been fouled by the mast-head so that the dinghy remained bottom up. Miss Price lay over the stern and Mr. Gleave over the bow while they tried to hold the boy over the capsized boat, which had about two inches freeboard. A sailing boat approached, and a heaving line was thrown twice, but both times it fell short. Neither Miss Price nor Mr. Gleave could leave without endangering the boy, and the sailing boat

left, apparently to summon further help.

Meanwhile Derek Humfryes, a fourteen-year-old boy, who was fishing in his ten-foot dinghy about half a mile inshore of the scene of the accident, saw a line being thrown, and wondering what had happened got under way, using his outboard motor.

### Perfect Timing

As he approached he saw three people in the water and brought his boat along the lee side, cutting out his engine with perfect timing. Mr. Gleave grabbed the boat's bow and he and Derek Humfryes pulled the eleven-year-old boy aboard. Miss Price was then helped aboard, and Mr. Gleave managed himself to climb in.

Derek Humfryes gave his duffle coat to the boy, who was in a bad state, and then made for the yacht club pontoon, where the three rescued people were landed.

For this service an inscribed wrist-watch has been awarded to Derek Humfryes,

## Centenary of Scottish Station

THE hundredth anniversary of the establishment of a life-boat station at Kirkcudbright was commemorated at a ceremony at the harbour on the 19th July, when Lord Saltoun, Convener of the Scottish Life-boat Council, and a member of the Committee of Management, presented a certificate inscribed on vellum to the branch. Mr. A. C. Brown, president of the branch, was in the chair, and the Rev. Robert R. Y. Minto conducted a service of thanksgiving. Mr. T. R. Collin, honorary secretary and treasurer of the branch,

after accepting the vellum, handed it to the Provost of the Royal Burgh of Kirkcudbright for safe keeping. The Provost, Mr. W. F. Maxwell, accepted it and a vote of thanks was then proposed by Dr. R. N. Rutherford, vice-president of the branch. The singing was led by the Kirkcudbright Choral Society under the direction of Mrs. T. R. Collin, wife of the honorary secretary and treasurer. During the ceremony the life-boat went to investigate a report of a capsizing, but her services were not required.

## Errata

IN the September 1962 issue of *The Life-boat* the honour bestowed on Rear Admiral E. S. Irving was incorrectly given as K.C.B. instead of C.B. on page 300. On page 329 it was

stated that ex-coxswain Henry Walker of Holy Island had served as coxswain for  $6\frac{3}{4}$  years. In fact his period of service as coxswain was  $16\frac{3}{4}$  years.



## How a Trimaran Was Saved

An eye-witness account by JOHN H. DOBSON.

AT Lowestoft on Saturday the 21st July, 1962, a large number of holiday-makers watched a drama take its course as a trimaran was brought safely into harbour after spending some hours in distress in full view of the shore.

Trimarans have been built for some time in the United States, but the first to be built in Britain was launched at Gorleston in December, 1961. The trimaran is a three-hulled vessel: the centre hull of thirty feet and two out-rigged floats each of twenty-four feet. The centre hull is used for accommodation and galley. An open cockpit of similar design to a small yacht is situated aft and the rudder can be operated from the cockpit by tiller or by a wheel in the cabin. On either side of the hull the outrigger floats have a deck joining them to the main hull, and they can be used for storage. The trimaran is rigged with a forestaysail and a mainsail. On trials of the prototype it was stated to have sailed at a speed of fourteen knots. A small outboard motor is clamped to the stern for emergency purposes and movement in harbour.

### Distress Signal Hoisted

Early on the morning of the 21st July Mr. Neville Clarke, an ex-R.A.F. squadron leader who is now a sales director for the owners, collected the trimaran *Nimble Venture* from the builders at Gorleston with the intention of taking her to Ipswich. Mr Clarke was accompanied by Mr. Dennis Lynch. The two men left Gorleston harbour with a strong south-westerly wind blowing in the *Nimble Venture*.

All went well with the *Nimble Venture* on the first part of the voyage from Gorleston to Ipswich, but when the craft was sailing past Sizewell, the port shroud parted and the *Nimble Venture* was blown rapidly northwards. The two men were now helpless and their outboard motor was no match for the sea and wind. Mr. Clarke hoisted the international code signal DZ, which means "I require immediate assistance".

The *Nimble Venture* continued to be blown northwards until she was about three miles south-east of Lowestoft near the north-east Newcome sandbank. The Lowestoft coastguard spotted their distress signal and informed the honorary secretary of the Lowestoft life-boat station. The two maroons which called the life-boat crew from their work to man their vessel were fired, and within four minutes the Lowestoft life-boat *Michael Stephens* was on her way to the distressed trimaran but with the sandbank between them. The life-boat could not pass over the sandbank because there were only three feet of water and so was obliged to go round the bank.

### Yacht Race in Progress

Meanwhile the *Nimble Venture* was still being blown north and well within sight of the shore. Hundreds of holiday-makers lined the shore, the piers and the harbour installations watching, many of them being equipped with binoculars. A yacht race was in progress off Lowestoft and Flying Fifteens were battling against the weather for supremacy. Two launches belonging to the Royal Norfolk and Suffolk Yacht Club were in attendance.

The *Nimble Venture* was now due east of the Lowestoft coastguard station and the harbour. Mr. Clarke, not knowing the life-boat was on her way, lighted a red flare. The coastguards fired a rocket acknowledging the signal. This was mistaken by many of the holiday-makers to be a recall signal for the life-boat.

### Yacht Club Launches Join In

Seeing the red flare, the crews of the two yacht club launches also joined in the chase. As these launches drew very little water they were able to cross the sandbank and beat the life-boat to the trimaran. There was only a boat's length between the life-boat and the first of the yacht club launches and the launch was able to get a tow line on to the *Nimble Venture* first. The second launch passed a line to the first so that

both could help in the operation of towing the distressed vessel back to port.

By this time the vessels had all drifted to a position off Ness Point and it was as much as the two launches could do to tow the trimaran against wind and tide. Progress was very slow. The life-boat under the command of Coxswain Harry Burgess followed astern ready to help.

#### Quick Decision Made

As the two launches and their tow reached the entrance to the Lowestoft harbour a gasp came from the watchers on the Lowestoft south pier. The tow rope had parted. The *Nimble Venture* was now in much greater danger than before. While in the open sea the trimaran had been comparatively safe. As she only drew a few inches of water there had been very little likelihood of her going aground or hitting anything. Off the Lowestoft harbour entrance she was in great danger of being swept on to broken slabs of concrete, which are used as a breakwater, or on to the north pier.

Coxswain Harry Burgess wasted no time. He made a quick decision and a dash with the life-boat and came alongside the trimaran: other members of the

life-boat's crew passed a tow rope over and secured it. Within a few feet of the north pier and destruction, the *Nimble Venture* had been saved. Once dashed against the pier, there could have been no hope for either the craft or the men on board in the strong currents that existed. As one the crowd on the south pier let out a hearty cheer for the life-boat and her gallant crew.

As the life-boat brought her charge between the pier heads of the Lowestoft harbour, there was much more cheering as everyone realised the drama was over and the *Nimble Venture* was safe. The *Nimble Venture* was towed to moorings in the yacht basin near to the Royal Norfolk and Suffolk Yacht Club and moored securely. The life-boat returned to her moorings and the crew returned to work or to their homes. They had spent three hours at sea and had succeeded in bringing the *Nimble Venture* to the safety of harbour by the evening and in daylight.

Mr. Clarke and Mr. Lynch remained on board the trimaran to clear up and stow away the gear. Repairs were later carried out at Lowestoft and the *Nimble Venture* completed her voyage several days late.

### Portrait on the Cover

THE photograph on the cover is of Coxswain Alfred Cadman, D.S.M., of Dover. Although he was appointed coxswain as recently as August, 1960, the demands on the Dover life-boat

have been such that since his appointment she has been launched on service 41 times and has rescued 30 lives. The photograph is reproduced by courtesy of Mr. Ray Warner of Dover.

### Notice

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

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

*The next number of THE LIFE-BOAT will be published in MARCH, 1963.*

## New Scottish, Irish and English Life-Boats

New life-boats in Scotland, Ireland and England—at Longhope in the Orkneys, at Howth in the Irish Republic, and at Weston-super-Mare in Somerset—were named during the last quarter.

The money to build the Longhope life-boat came from an anonymous gift, and the life-boat was named *T.G.B.* by the Hon. Mrs. Alexander Ramsay at a ceremony at the Longhope pier on the 23rd August, 1962. Mr. J. M. F. Groat, president of the Longhope branch, was in the chair, and after Lieut-Commander M. Roden, the northern district inspector, had described the life-boat, which is one of the 47-foot Watson type, Lord Saltoun, Convener of the Scottish Life-boat Council and a member of the Committee of Management, handed her over to the branch. Mr. J. M. F. Groat Junior, honorary secretary of the branch, accepted her, and after a vote of thanks had been proposed by Mrs. James Swanson, president of the Longhope ladies' life-boat guild, the Rev. D. A. Williams, minister of the parish of Stenness, assisted by the Rev. Charles Abel, minister of the parish of the South Isles, conducted the service of dedication. Music was played by the Kirkwall Salvation Army band conducted by Mr. W. Buchan, and by the pipes and drums of the Orkney and Zetland battery, the Lovat Scouts, R.A., T.A. The granddaughter of the assistant mechanic, Miss Jennifer Johnston, presented a bouquet to Mrs. Ramsay.

### People Who Know Their Job

In naming the life-boat Mrs. Ramsay said: "I have read several reports of services by the Longhope boat, all vivid and exciting accounts of endurance, and tenacity, and courage, in very arduous conditions. Services by the Longhope boat are usually carried out in difficult conditions, because, owing to the climate and character of the sea, this area is not one which attracts those inexperienced sailors, in unseaworthy yachts, who often get into trouble in southern waters. People who venture in the Pentland Firth for pleasure usually

know something about sailing, and most vessels hereabouts are fishing boats or merchantmen, under the command of people who know their job, and, when such people get into trouble, it is usually because of severe weather, or because their navigational aids have failed, or both".

The *T.G.B.* is the sixth station life-boat at Longhope, and at the time of the ceremony Longhope life-boats had rescued 423 lives since 1874, the year in which the station was established.

### Wife of the President

The Howth branch had the honour of welcoming the wife of the President of the Irish Republic, Mrs. de Valera, to name its new life-boat *A.M.T.* The life-boat was built out of legacies from the late Mr. E. A. Auston, Miss J. Muhlhauser and Mr. A. Toon. She is the eighth life-boat stationed at Howth since the station was taken over by the Institution from the Dublin Ballast Board in 1862. Since then the Howth life-boats have rescued 165 lives. It is known that there was a life-boat station at Howth before 1825, but there are virtually no records of the earlier boats.

At the naming ceremony on the 1st September, 1962, Mr. Gerald Fitz-Gibbon, chairman of the Howth branch, opened the proceedings, and after Lieut-Commander D. B. Cairns, the Irish district inspector, had described the life-boat, which is one of the 47-foot Watson type, Captain the Hon. V. M. Wyndham-Quin, Deputy Chairman of the Committee of Management, handed the life-boat over to the branch. Mr. J. Norman Wilkinson, honorary secretary of the branch, accepted her. The Very Rev. Patrick O'Keefe blessed the life-boat, and after votes of thanks had been proposed by Mr. D. Mellon, a member of the branch committee, and seconded by Mrs. Stephen Gaisford St. Lawrence, president of the Howth ladies' life-boat guild, Mrs. de Valera named the boat *A.T.M.* Music was provided by the Post Office Workers' Union band, the St. Lawrence pipe

band, and the Howth children's choir. An attractive booklet giving the history of the Howth life-boat station was produced to mark the occasion.

The new life-boat at Weston-super-Mare is a gift of the Calouste Gulbenkian Foundation, and at the ceremony at Weston-super-Mare pier on the 22nd September the life-boat was named by the daughter of the late Calouste Gulbenkian, Mrs. K. L. Essayan. After Captain E. J. Wide, chairman of the Weston-super-Mare branch, had opened the proceedings, and Lieut.-Commander H. H. Harvey, the western district inspector, had described the life-boat, which is one of the 37-foot Oakley type, Dr. Jose de Azaredo Perdigao, Chairman of the Calouste Gulbenkian Foundation, presented her to the Institution. Com-

mander Sir Reginald Leeds, Bt., a member of the Committee of Management, accepted the life-boat and handed her over to the branch, Mr. R. J. S. Crowe, honorary secretary of the branch, accepting her. The Bishop of Taunton then dedicated the life-boat, assisted by the Rev. Prebendary B. J. W. Turnock, rector of Weston-super Mare. A vote of thanks was proposed by Mrs. P. S. Martin, chairman of the Weston-super-Mare life-boat guild. Music was played by the No. 5 Regional Band of the Royal Air Force, Locking, conducted by Flight-Lieutenant J. W. Martindale. The new life-boat, which is named *Calouste Gulbenkian*, is the fifth station life-boat since the Weston-super-Mare station was established in 1882. At the time of the ceremony Weston-super-Mare life-boats had rescued 138 lives.

## Window in a Parish Church

THE COXSAIN of the Tynemouth life-boat, Mr. P. Denham Christie, and the crew had the happy idea of presenting to the Seamen's Chapel of Christ Church, North Shields, which is the parish church of Tynemouth, a stained glass window. The window was designed by Mr. L. C. Evetts. It has a dedicatory inscription and shows three life-boats which mark important stages in the history of the Tynemouth life-boat station. One is the *Original*, which was built on Tyneside; the first model out of which the design for this life-boat was developed was made in 1789 by William Wouldhave, who was himself baptised in the parish church. Another is the *Constance*, the first of the Institution's life-boats to be stationed at Tynemouth a hundred years ago. The third is the *Tynesider*, the present Tynemouth life-boat.

### Prologue in Latin

An impressive ceremony took place at the church on Sunday, 16th September, 1962, for the unveiling, which was held in connection with the celebration of the hundredth anniversary of the foundation of the Tynemouth station. After the organ prelude the Vicar of Tynemouth received in turn in the church the civic

parties; the Duchess of Northumberland and principal officers of the local committees of the Institution; Earl Howe, Chairman of the Committee of Management; the Duke of Northumberland, honorary treasurer of the Institution and president of the Tynemouth branch; Professor E. A. Pask, a member of the Committee of Management of the Institution and honorary medical adviser to the Tynemouth branch; and Sir Lawrence Edwards, chairman of the Tynemouth branch, and Lady Edwards. The coxswain, crew and shore helpers at the station then entered, followed by the Bishop of Newcastle.

A prologue in Latin, taken from a letter of a monk of Tynemouth Priory, written in the year 1220, was read, and after the anthem the Rev. Emlyn Williams, chaplain of the training ship *Worcester*, gave the address.

Mr. Denham Christie then invited the Duchess of Northumberland to unveil the window, which she did, concluding with the words: "May God prosper your work and preserve you in all hazards of the sea." The Bishop of Newcastle, at the request of the coxswain, then dedicated the window, and the service concluded after the blessing

with Bach's organ postlude, the fugue in D minor.

On the 21st September the life-boat crew and shore helpers and their wives were entertained by the local branch committee, and the next day the Duke

of Northumberland presented a certificate inscribed on vellum to commemorate the centenary. In the past hundred years Tynemouth life-boats have been launched on service 197 times, rescuing 404 lives.

## Book Reviews

MR. GRANT UDEN has achieved the considerable feat of telling the story of the life-boat service in a book of less than ninety pages, which yet includes numerous photographs of life-boats, a map of life-boat stations, several charts and tables and an index. This is *Life-boats* (Basil Blackwell, 8/6d.). Mr. Uden has sketched the history of the service, described the different types of life-boats and the ways in which they are launched, included a number of accounts of outstanding services both in war and in peace, and also provided a short section on ships' boats.

In such a short book there is necessarily little that has not appeared in other books on the life-boat service, although Mr. Uden has brought the story up to date in treating such recent developments as the Oakley life-boat and the installation of echo sounders. He has also produced an interesting quotation from the year 1867, in which comparison is made between the boats which the Coastguard then used for going out to the rescue and the boats of the R.N.L.I. This states of the type of boat used by the Coastguard: "It is far from being constructed in the scientific way in which those of the Institution are".

Mr. Uden's book is written for the young, and he lists at the end a number of things which young people interested in life-boats can do. At its very reasonable price this book can certainly be recommended.

Supporters of the life-boat service all over the country will be interested to know of a new biography of the Institution's President, recently published. This is *H.R.H. Princess Marina, Duchess of Kent*, by J. Wentworth Day

(Robert Hale, 21/-). Much is told of Her Royal Highness's earlier life and there are many pleasant photographs. Those connected with the life-boat service who know of the close personal interest Her Royal Highness shows in every aspect of the service and the amount of devoted work she has given to it may be somewhat surprised to discover that no mention of her connection with the Royal National Life-boat Institution is made.  
P.H.

### Handbook on Seamanship

Mr. Norris D. Hoyt has written a most interesting and valuable book for all who put to sea for pleasure—whether it be cruising, sea racing or merely messing about in a dinghy. This is *Seamanship* (Darton, Longman & Todd, 15/-). His chapters on boat-handling in fog at night and in heavy weather are particularly valuable to beginners and of especial interest to the R.N.L.I., because as the author so pithily puts it: "when you're in the soup the long-suffering life-boat service has to be in there after you".

The book was originally written for the American market, and this British edition has been revised to incorporate such amendments as are needed to agree with British practice and regulations where they differ from the American.

D.G.W.

Other books received include *The New Science of Skin and Scuba Diving* by John Halfhide (18/- paper and 25/- cased) and *How to Teach Children to Swim* by Carolyn Kauffman (12/6d. paper and 16/- cased), both published by Darton, Longman & Todd.

## Services of the Life-boats in July, August and September 227 Lives Rescued

### JULY

DURING July life-boats were launched on service 92 times and rescued 59 lives.

#### CABIN CRUISER FOUND AGROUND IN RIVER

**Broughty Ferry, Angus.** At 5.16 on the afternoon of the 1st July, 1962, the coastguard informed the coxswain that a boy was adrift in a small rubber dinghy off Carnoustie. The life-boat *The Robert* was launched at 5.25 in a moderate west-north-westerly wind and a moderate sea. It was two hours after high water. A helicopter joined the life-boat in a search off Carnoustie, but they found nothing except an oil drum. The life-boat was eventually recalled, and at 9.30, while she was on her way up river, the coxswain saw a small cabin cruiser aground near the Abertay sandbanks. She was in no immediate danger but might be in difficulties if the wind changed to the north-east, and the coxswain decided to stand by until the cabin cruiser refloated. She did in fact refloat an hour later, and the life-boat escorted her to Tayport harbour, where she was safely berthed. The cabin cruiser's owner thanked the coxswain for his help, and the life-boat reached her station at eleven o'clock.

#### TWO SURVIVORS FROM CATAMARAN LANDED

**Dungeness, Kent.** At 2.40 on the afternoon of the 2nd July, 1962, the coastguard informed the honorary secretary that a catamaran had capsized and that two people were in the water off Greatstone. The life-boat *Mabel E. Holland* was launched at 2.46 in a strong south-westerly wind and a choppy sea. The tide was half ebb. A helicopter was also sent to help in the search. When the life-boat reached the position it was found that two small motor dinghies had picked up the survivors but that one of the dinghies had run short of fuel. After she had taken the survivors on board the life-boat towed this dinghy

to Greatstone. The survivors and the dinghy were landed and the life-boat then returned to the capsized catamaran and took her in tow. The life-boat finally reached her station at 4.50.

#### FISHING VESSEL STRANDED ON HARBOUR BAR

**Whitby, Yorkshire.** At 1.5 on the afternoon of the 3rd July, 1962, some local fishermen told the motor mechanic that the motor fishing vessel *Provider* of Whitby had stranded at low water on the harbour bar while attempting to enter harbour during a north-north-westerly gale. The vessel had been washed towards the east pier and was bumping heavily on the rocky bottom at this point. At 1.20 the life-boat *Mary Ann Hepworth* was launched with the second coxswain in command in a rough sea. She stood by the *Provider* while men on the pier pulled her clear of the rocks. It was then decided that the life-boat should stand by until the remainder of the fishing vessels, which were hove to off Whitby awaiting the tide, were safely in. The life-boat coxswain was the first to enter the harbour in his fishing vessel, and he took over command of the life-boat until the rest of the fleet was in harbour. The life-boat then returned to her station, arriving at 3.50.

#### SURGEON AND ANÆSTHETIST TAKEN TO ISLAND

**Troon, Ayrshire.** At 2.15 on the afternoon of the 3rd July, 1962, a request was received from the Kilmarnock infirmary for the life-boat to take a surgeon and an anaesthetist to a hospital in Lamlash, Arran, to perform an operation on a man who could not be moved. There were no sailings to Arran during the afternoon, and the life-boat *James and Barbara Aitken* therefore left her moorings at three o'clock with the two doctors on board. There was a moderate north-westerly wind and a choppy sea, and it was one hour after high water. A small boat was waiting at Lamlash to take the doctors ashore, and after the

operation had been completed the life-boat returned with them to Troon, arriving at her station at 8.50.

#### TOW FOR FISHING BOAT WITH FOULED PROPELLER

**Aberdeen.** At 11.10 on the night of the 4th July, 1962, the coastguard informed the honorary secretary that red flares had been seen three to four miles east-south-east of Gregness. The life-boat *W and S*, on temporary duty at the station, was launched at 11.25 in a strong north-north-westerly wind and a moderate sea. It was an hour and a half after low water. The life-boat found the fishing boat *Mag* of Peterhead with a crew of three. She had fouled her propeller, and the life-boat took her in tow to Aberdeen, reaching her station at two o'clock in the morning.

#### MOTOR BOAT'S CREW BURN RAGS AS SIGNALS

**Angle, Pembrokeshire.** At 10.15 on the night of the 5th July, 1962, the coastguard informed the honorary secretary that a small boat was drifting in Freshwater West Bay and was flashing a torch. There was a gentle westerly breeze with a slight sea. At 10.37 the life-boat *Richard Vernon and Mary Garforth of Leeds* was launched on the ebbing tide. On reaching the position given she found the 32-foot motor boat *Maid of Linney* drifting near Brimstone Rocks, off Linney Head, as her engine had broken down. The motor boat's crew of two had been burning rags soaked in paraffin to attract attention. The life-boat took her in tow and brought her to Angle Bay. The life-boat reached her station at 12.45.

#### FOUR YOUNG MEN RESCUED FROM ROCKS

**Hartlepool, Co. Durham.** At 2.15 on the afternoon of the 7th July, 1962, the coastguard told the second coxswain of a police report from Seaton Carew that four young men had been cut off by the tide on Longscar Rocks. At 2.55 the life-boat *The Princess Royal (Civil Service No. 7)* was launched with the second coxswain in command. There was a light south-easterly breeze and a slight sea. It was low water, and a small boat

was taken as the life-boat would not be able to go inshore. The small boat reached the position, and the four young men were taken on board the life-boat. The young men had left their own boat to climb the rocks but had been unable to board her again. The life-boat took their boat in tow and reached her station at 4.20.

#### NAVAL RATING TRIES TO SWIM TO SHIP

**Weymouth, Dorset.** At 12.8 early on the morning of the 8th July, 1962, the coastguard informed the honorary medical adviser that a naval rating had decided to swim to his ship *H.M.S. Rothesay*, which was in Portland harbour five miles away. He had entered the water at 11.45 that night and nothing had been seen of him since. At 12.15 the life-boat *Frank Spiller Locke* left her moorings in calm weather and a smooth sea. The tide was ebbing. The life-boat found the naval rating half a mile south-east of Weymouth and took him on board. He was taken to his ship, and the life-boat reached her station at 1.55. A letter of appreciation was received from the captain of *H.M.S. Rothesay*.

#### FOUR WOMEN AND A DOG TAKEN OFF YACHT

**Margate, Kent.** At 7.47 on the evening of the 8th July, 1962, the coastguard informed the honorary secretary that a yacht had fired two distress signals off Botany Bay. The life-boat *North Foreland (Civil Service No. 11)* was launched in a moderate east-south-easterly wind and a rough sea. The tide was half ebb. A helicopter was also summoned and hovered over the yacht until the life-boat arrived. The life-boat reached the motor yacht *Lady Molly* of Rochester at 8.25 and found two men, four women and a dog on board her. The yacht had engine trouble and was about two hundred yards from the rocks. She was lying broadside on to the seas, and the yacht's owner asked the coxswain to take his wife and three daughters on board the life-boat as they were very distressed. With difficulty the coxswain brought the life-boat alongside the *Lady Molly*, and the four women and the dog were taken on board. The life-boat's

second coxswain and another member of the crew were put on board the yacht to help the owner to heave his anchor up and connect a tow line. Meanwhile the women, who were suffering from shock, were wrapped in blankets and made comfortable in the life-boat's cabin, and a message was sent by radio-telephone asking for a doctor to meet the life-boat at Ramsgate. The life-boat took the yacht in tow and brought her to Ramsgate, arriving at 9.45. A doctor who was waiting took care of the four women, and the yacht was berthed safely alongside the quay. The life-boat finally reached her station at 3.40 in the morning.

#### WATERLOGGED YACHT BEACHED ON MUD FLAT

**Selsey, Sussex.** At 5.17 on the morning of the 9th July, 1962, a local fisherman, who was preparing to go to sea, saw red flares being fired from a ketch-rigged boat about a mile north-east of the life-boat station. She was a quarter of a mile off shore and was drifting helplessly towards some moored fishing boats. The life-boat *Canadian Pacific* was launched at 5.25 in a moderate to fresh south-easterly wind and a moderate sea. It was one hour after high water. The life-boat found the yacht *Oriole* with two people on board. Her engine had broken down and she had no sails. The life-boat took the yacht in tow and made for Chichester harbour. At 7.30 the life-boat arrived off Hayling Island close to the entrance to Chichester harbour and asked the harbour master to arrange for moorings for the yacht. These were found at Itchinor, but the tide was falling and the *Oriole* was now making water fast and was almost completely water-logged. So when a boat arrived from a Hayling Island boatyard it was agreed that the best course was for this boat to help beach the yacht on a mud bank. This was done, and the life-boat returned to her station, arriving at 9.40.

#### CABIN CRUISER TAKEN IN TOW

**Sennen Cove, Cornwall.** At eight o'clock on the morning of the 9th July, 1962, the coastguard informed the honorary secretary that a cabin cruiser

appeared to have broken down two miles north of Cape Cornwall. She was trying to flash a message by searchlight and a white flag or sheet was being waved. The boat's anchor was not holding, but she was in no immediate danger as the flood tide was taking her north and keeping her off shore. There was a gentle south-east breeze and the sea was smooth. At 8.25 the life-boat *Susan Ashley* was launched on the flooding tide. On reaching the position given she found the twin-engined cabin cruiser *Eldora* almost out of fuel with one engine giving trouble. The life-boat took the *Eldora* in tow and brought her into Newlyn harbour as it was thought that if the wind freshened it might be difficult to bring her into Sennen. The life-boat then returned to her station, arriving at 3.10. The owner of the cabin cruiser made a gift to the life-boat crew and a donation to the branch funds.

#### FOUR RESCUED FROM CONVERTED SHIP'S BOAT

**Sheringham, Norfolk.** At 10.37 on the night of the 9th July, 1962, the coastguard informed the honorary secretary that a small motor cruiser was lying in a dangerous position about three quarters of a mile off shore north-west of Cley look-out. There was a gentle easterly breeze, and the sea was moderate. At 11.2 the life-boat *The Manchester Unity of Odd Fellows* was launched on the flooding tide. She made towards Cley to a point from which red flares could be seen, and then found the cabin cruiser *Sea Hawk*, a converted ship's boat, riding head to sea. The life-boat came up on the port side of the *Sea Hawk* and threw a line aboard. Two of the life-boat's crew went on board the *Sea Hawk*, which was leaking, and helped the four members of her crew, who were very exhausted, into the life-boat. The anchor of the *Sea Hawk* could not be heaved up, and after tow ropes had been fixed the anchor was cut away. The life-boat took the *Sea Hawk* in tow, setting a north-west course well clear of the shore. When the boats were opposite Blakeney Point the tow parted. It was made fast again, and the life-boat continued towards Blakeney trying to



pick up a light. Just as one was sighted the tow parted a second time. Again it was secured, and the life-boat and *Sea Hawk* reached Blakeney harbour. The four rescued men were landed and the life-boat returned to her station, arriving at 4.45 in the morning.

#### PILOT BOAT TAKES RELIEF BOAT IN TOW

**Clogher Head, Co. Lough.** At 2.45 on the afternoon of the 10th July, 1962, the honorary secretary received a message from the Baily lighthouse that the small relief boat for the Dundalk lighthouse was adrift with three men on board west of the Baily lighthouse. This was confirmed by the Dundalk pilot station with the added information that the pilot boat was aground and was unable to give any help. A strong easterly wind was blowing with a rough sea, and it was raining heavily. At 3.15 the life-boat *George and Caroline Ermen* was launched on the flooding tide. When she reached a position in Dundalk Bay west of the lighthouse she found that the pilot boat, which had been refloated in the meantime, had the relief boat in tow. The life-boat escorted both boats to safety and reached her station at 9.15.

#### FISHING VESSEL TOWED AFTER PROPELLERS CLEARED

**Amble, Northumberland.** At 1.26 early on the morning of the 11th July, 1962, the coastguard informed the honorary secretary that the fishing vessel *Amalthea* of Seahouses needed help as her fishing nets had fouled her propellers. A fresh east-north-east wind was blowing with a rough sea. The weather was overcast. At 1.51 the life-boat *Millie Walton* put out on an ebbing tide. She found the *Amalthea* three miles south-south-east of Coquet lighthouse, and a member of the life-boat's crew was put on board her to help in clearing the nets. An attempt was made to take the *Amalthea* in tow, but this had to be abandoned as her nets had also become fouled by crab pots. It was therefore decided to wait until daylight and then try again to get the *Amalthea's* nets clear. This attempt was successful, and at 4.1 the life-boat began towing the *Amalthea* to harbour. After the fishing

vessel had been safely moored the life-boat returned to her station, arriving at five o'clock.

#### TOW FOR MOTOR CRUISER FOUND BY LIGHTVESSEL

**The Mumbles, Glamorganshire.** At 10.5 on the night of the 12th July, 1962, the coastguard informed the honorary secretary that a red flare had been seen about six miles east-south-east of the Scar lightvessel and that further enquiries were being made. A later message stated that the bearing of the red flare was five miles south of Nash Point and that the distress call was being passed to the Minehead life-boat station. The call for the Mumbles life-boat was therefore cancelled, but at 10.46 the coastguard reported that the position of the flare was now believed to be four miles east-south-east of the Scar lightvessel. At 11.2 the life-boat *William Gammon—Manchester and District XXX* was launched on the flooding tide. There was a light west-south-west breeze with a smooth sea. The life-boat made for the Scar lightvessel and found the motor cruiser *Blakeney Dawn* with engine trouble moored alongside her. The life-boat took the *Blakeney Dawn* in tow to the Mumbles, and then returned to her station, arriving at 2.22 in the morning. The owner of the motor cruiser made a gift to the life-boat crew and a donation to the branch funds.

#### TOW BY LIFE-BOAT ON PASSAGE

**Life-boat on passage.** On the 13th July, 1962, the reserve life-boat *Richard Silver Oliver* was on passage from Kirkcudbright to Portpatrick. There was a light south-westerly breeze and a smooth sea. At 10.10 in the morning, when approaching Barrow Head, the life-boat found a small motor cruiser stopped and apparently in difficulties. The boat's engine had broken down, and her crew of five asked to be towed to the Isle of Whithorn. A tow rope was secured, and the motor cruiser was towed to a safe berth. The life-boat continued on her passage at 11.5.

#### TOW FOR YACHT IN FOG

**The Lizard-Cadgwith, Cornwall.** At 2.36 on the morning of the 15th July,

1962, the coastguard informed the honorary secretary that a yacht was stationary about one mile east of the life-boat station. She had no engine and thick fog was reported to the eastward. Further information revealed that her crew had lost their bearings. At 3.14 the life-boat *The Duke of Cornwall* (Civil Service No. 33) was launched in a light north-westerly breeze and a slight sea. It was an hour and a half before high water and there were fog banks. The yacht had already drifted near the cliff and her crew of three were firing distress signals. The life-boat went alongside the yacht *Gweneth* of Fal-mouth and took her in tow to moorings at Kilcobben Cove, which was reached at 4.30. The crew of the yacht made a gift to the life-boat crew.

#### FOUR RESCUED IN DINGHY RACE

**Great Yarmouth and Gorleston, Norfolk.** At 11.54 on the morning of the 15th July, 1962, the coastguard informed the honorary secretary that a request for help had been received from the Gorleston yacht club, as two dinghies had capsized. A moderate north-east wind was blowing with a moderate sea. At 11.57 the life-boat *Louise Stephens* was launched on an ebbing tide. On reaching a position off Gorleston beach the life-boat found the capsized dinghies and took their crews, four people in all, on board. One dinghy was hauled on to the deck of the life-boat and the other taken in tow, and Gorleston was soon reached. The life-boat then returned to her station, arriving at 12.43.

#### GIRL RESCUED FROM CLIFF FACE

**Howth, Co. Dublin.** At 7.57 on the evening of the 15th July, 1962, the Howth garda informed the honorary secretary that the local fire brigade had been called to rescue a girl who was unable to climb up a cliff half a mile north of Baily lighthouse. The fire brigade could not reach her, and the help of the life-boat was asked for. There was a light north-easterly breeze with a smooth sea. At 8.3 the life-boat *R.P.L.* was launched on the flooding tide, with the life-boat punt in tow. When the position given was reached

the girl was taken off the cliffs by the punt and put on board the life-boat. She was suffering greatly from fright. The life-boat landed the girl at the west pier and then returned to her station, arriving at 1.10 in the morning.

#### LINE FIRED TO FISHING BOAT AGROUND

**Humber, Yorkshire.** At 12.56 early on the morning of the 19th July, 1962, the coastguard at Spurn Point informed the coxswain superintendent that red flares had been seen between a mile and two miles east of the look-out. There was a strong south-easterly wind and a rough sea. It was low water. The life-boat *City of Bradford III* was launched, but she was held fast in the sand just off the slipway, and it was not until 2.35 that she finally refloated. She found the fishing boat *Dorothy* of Grimsby at three o'clock aground on the Binks one mile east of Spurn lighthouse. The *Dorothy* was surrounded by broken water and was being pounded very heavily. When the life-boat was being manoeuvred into a position so that a line could be fired she shipped a heavy sea which half filled the cockpit, but the coxswain took her to within fifty yards of the fishing boat and a tow rope was successfully connected. The *Dorothy* was refloated at the first attempt and taken in tow to Grimsby. Her engine had broken down, she had a damaged rudder, and her wireless was out of action. The life-boat finally reached her station at six o'clock.

#### YACHT FOUND AND TOWED TO HARBOUR

**St. Ives, Cornwall.** About 9.30 on the evening of the 20th July, 1962, some local fishermen told the honorary secretary that the crew of the yacht *Faith II*, which had returned to harbour because of bad weather, had reported that the small yacht *Liana*, which had been accompanying her, had disappeared. The *Liana* had last been seen at 6.45 north-west of St. Ives Head making towards St. Ives Bay. The coastguard asked the stations at St. Agnes and Gurnard's Head whether the *Liana* had been sighted but learnt nothing. A moderate west-south-westerly

wind was blowing with a rough sea. At 10.15 the life-boat *Edgar George Orlando and Eva Child* was launched on an ebbing tide. She made towards Godrevy Island to search the most dangerous area under the existing weather conditions. At 10.30 she saw a small flashing light near Godrevy Point and found it to be a signal from the *Liana*. The *Liana* had split her mainsail during the day, and although another had been bent poor progress had been made in weather which had become worse. The life-boat took the *Liana*, which had a crew of three, in tow to St. Ives and then returned to her station, arriving at eleven o'clock.

#### YACHT ESCORTED IN ROUGH SEA

**Selsey, Sussex.** At 10.37 on the morning of the 21st July, 1962, the coastguard informed the honorary secretary that a small yacht, later identified as the *Joanna* of Shoreham, was in difficulties two to three miles south-west of the look-out post. A fresh south-west wind was blowing with a rough sea. At 10.45 the life-boat *Canadian Pacific* was launched on a flooding tide. On reaching the position given the life-boat crew saw no sign of the *Joanna*, but a further message gave the yacht's position as some two miles south-south-west of the life-boat. The life-boat found the *Joanna*, whose crew had meanwhile managed to set a jib sail and make rough repairs to her engine; the exhaust pipe had broken away and cooling water was being pumped in. The owner of the *Joanna* told the coxswain he thought his boat's engine would hold out but asked to be escorted to Littlehampton. The coxswain agreed, and when the yacht had reached Littlehampton safely the life-boat returned to her station, arriving at 4.45.

#### MEDAL FOR LYTHAM COXSRAIN

On the 21st July, 1962, the Lytham-St.-Anne's life-boat towed the motor ketch *Lone Seeker*, which had four people aboard, from a dangerous position. For this service, a full account of which appears on page 346, Coxswain Harold Parkinson was awarded the bronze medal.

#### COXSRAIN WATCHES TILL YACHT IS IN TROUBLE

**Appledore, Devon.** During the morning of the 21st July, 1962, the coxswain saw a small motor yacht with one man on board leave Appledore in a strong westerly breeze and an ebbing tide. He kept the yacht under observation and about 11.30 saw that she was in difficulties near the harbour bar. At 11.40 the life-boat *Louisa Anne Hawker* was launched. She came up with the yacht *Pat*, which had broken down. The yacht had dropped anchor but had dragged into the South Gut into a dangerous position in a steep sea and broken water. The life-boat passed a tow rope across, pulled the yacht clear and towed her to Appledore, arriving at 1.20.

#### HOW A TRIMARAN WAS SAVED

At 3.14 on the afternoon of the 21st July, 1962, the Lowestoft, Suffolk, life-boat was launched to the help of a trimaran. An eye-witness account of this service appears on page 349.

#### TWO BOYS TAKEN OFF DRIFTING BOAT

**New Brighton, Cheshire.** At 7.45 on the evening of the 21st July, 1962, the police informed the honorary secretary that a dinghy with two boys on board was adrift off Brazil buoy as her engine had broken down. The boys were trying to row the boat back to New Brighton. A moderate westerly wind was blowing with a choppy sea. At eight o'clock the life-boat *Norman B. Corlett* put out on the ebbing tide. She picked up the dinghy off the C.29 buoy, took the two boys on board and towed the dinghy back to New Brighton. She then returned to her station, arriving at nine o'clock.

#### YACHT TOWED WITH EIGHT ABOARD

**Weymouth, Dorset.** At 8.10 on the evening of the 21st July, 1962, the pier master informed the coxswain that a yacht was in distress off Ringstead Bay. A fresh west-south-west wind was blowing with a very rough sea. At 8.26 the life-boat *Frank Spiller Locke* put out on the flooding tide. On reaching the position given she found the yacht *Ituna* of Dublin twenty yards off shore at

White Nothe. Eight people were on board. The life-boat towed the *Ituna* to Weymouth harbour and then returned to her station, which she reached at 9.50.

#### TOW FOR BOAT WITH ANGLERS ABOARD

**Rosslare Harbour, Co. Wexford.** At 3.20 on the afternoon of the 23rd July, 1962, the master of the mail steamer *St. Andrew* informed the coxswain that the fishing boat *Sari Maris* had broken down with engine trouble near the South Shear buoy. The fishing boat had a party of anglers on board. The life-boat *Douglas Hyde* left her moorings at 3.40 in a gentle south-easterly breeze and a smooth sea. It was low water. The life-boat reached the position given and took the *Sari Maris*, which had nine people on board, in tow. The life-boat arrived back at her station at five o'clock.

#### YACHT'S CREW SEE FLARES FROM FISHING BOAT

**Weymouth, Dorset.** At 1.47 on the afternoon of the 24th July, 1962, the coastguard informed the honorary secretary that red flares had been reported west of White Nothe, Ringstead Bay. There was a fresh south-easterly wind with a choppy sea. At 1.55 the life-boat *Frank Spiller Locke* was launched at high tide. Contact was made with a sailing boat, whose crew had seen the flares and who indicated their position. A helicopter was also over the area of search. The life-boat found the motor fishing boat *Four Girls* of Weymouth with her engine broken down. Two people were on board. The life-boat towed the fishing boat to Lulworth and then returned to her station, arriving at 4.15.

#### TOW FOR FISHING VESSEL WITH ENGINE TROUBLE

**Sunderland, Co. Durham.** At 6.20 on the evening of the 25th July, 1962, the coastguard informed the honorary secretary that the motor fishing vessel *Green Plover* of Sunderland had broken down because of engine trouble six miles south-east of Sunderland. A fresh northerly wind was blowing with a

slight sea. It was foggy and visibility was only about forty yards. At 6.45 the life-boat *Edward and Isabella Irwin* was launched. The tide was flooding. On reaching the position given the life-boat found the *Green Plover* with her engine broken down. She took the fishing vessel, which had a crew of four, in tow to Sunderland harbour and then returned to her station, arriving at 9.45.

#### DIVING BOAT TOWED AFTER BEING BEACHED

**Hastings, Sussex.** At 11.10 on the morning of the 26th July, 1962, the coastguard informed the honorary secretary that the diving boat *Missy*, on passage from Newhaven to Hastings, had developed a serious leak and had been beached on the colonnade at Bexhill. The help of the life-boat was not needed, and at 12.35 a further message was received from the beach inspector at Bexhill that the *Missy* was being pumped out and it was hoped to refloat her by 5.30. There was a light variable breeze with a slight sea. At 5.30 the life-boat *M.T.C.* was launched on exercise for the purpose of testing her engines, and it was decided to visit Bexhill during the exercise to discover whether the *Missy* might need help. In fact the *Missy* was found to be just afloat near the beach suffering from a leak on the stern gland and a broken down engine, and her skipper asked for a tow to Hastings. The life-boat took the boat in tow and reached her station at seven o'clock.

#### TWO SWIMMERS TAKEN OFF ROCK

**Sennen Cove, Cornwall.** At 4.50 on the afternoon of the 28th July, 1962, the coastguard informed the honorary secretary that two young men were in difficulties after swimming from Lands End to a rock known as the Armed Knight. Because of the strong ebb tide they were unable to swim back, and at five o'clock the life-boat *Susan Ashley* was launched in light westerly airs and a smooth sea. The coxswain took the life-boat to the lee of the rock and the two boys were taken on board. Soon afterwards a helicopter reached the scene, but it was not needed. The two young men were landed at Sennen Cove,

and the life-boat reached her station at 5.30.

#### CANOEISTS AND CANOE TAKEN ON BOARD

**New Brighton, Cheshire.** At 7.35 on the evening of the 29th July, 1962, the coastguard informed the honorary secretary that a canoe with two young men on board was in difficulties off Sandon dock entrance. At 7.50 the life-boat *Norman B. Corlett* left her moorings in a light north-north-westerly breeze and a choppy sea. The tide was half flood. When the life-boat was passing the dock entrance dock officials told the coxswain that the canoe had last been seen fifteen minutes earlier in mid-river. A search was made and the canoe was found south of Seacombe stage. The two young men and their canoe were taken on board the life-boat, which reached her station at 9.15.

#### CHILD AMONG FOUR RESCUED FROM YACHT

**Hoylake, Cheshire.** Around 11.20 on the morning of the 30th July, 1962, a number of reports were received stating that a yacht had sunk off Sandhey slipway and that her crew were in the water. A moderate south-west wind was blowing and the sea was calm. At 11.33 the life-boat *Oldham IV* was launched on the flooding tide. On reaching the position given the life-boat found that the yacht *Lindy Lou* had sunk and was lying on a sandbank in about ten feet of water. Two men, a woman and a child were picked up by the life-boat and brought ashore, and the life-boat then returned to her station, arriving at 12.10.

#### YACHT FOUND AFTER SEARCH AND TOWED IN

**Weymouth, Dorset.** At 2.40 on the afternoon of the 31st July, 1962, the Wyke coastguard informed the honorary secretary of a wireless message received from the yacht *Themlyay*, of Hull, stating that she was making water five miles south-west of Portland and asking for the life-boat to stand by in case she needed help. As no further contact could be made with the yacht it was decided at 3.36 to launch the life-

boat. Four minutes later the life-boat *Frank Spiller Locke* put to sea and began a search in a light west-south-west wind, a choppy sea and a flooding tide. The *Themlyay* later wirelessly that she was at anchor to the west side of Portland Bill, that one of her engines had broken down, and that she wanted to be towed to Weymouth. A helicopter confirmed her position, and the life-boat found the yacht, which had a crew of two, two miles north-west of Portland Bill. She took her in tow and made for Weymouth, arriving at six o'clock.

#### MOTOR LAUNCH TAKEN IN TOW

**Beaumaris, Anglesey.** At 4.25 on the afternoon of the 31st July, 1962, the coastguard informed the honorary secretary that a motor launch had broken down and was drifting out to sea a mile east-by-south of Penmon look-out. A strong west-south-west wind was blowing with a rough sea. At 4.45 the life-boat *Field Marshal and Mrs Smuts* was launched on an ebbing tide. She came up with the launch *Sea Pegasus*, which had a crew of four, off Puffin Island, and took her in tow, as her engine was still out of action, to Menai Bridge, where she was moored. A helicopter which had been alerted hovered over the *Sea Pegasus* until the life-boat had successfully taken her in tow. The life-boat reached her station at 7.30 and remained at her moorings until she was rehoused the next day.

#### FOUR BOYS FOUND CUT OFF BY TIDE

**Bembridge, Isle of Wight.** At 11.22 on the night of the 31st July, 1962, the coastguard informed the honorary secretary that four boys were missing from a camp at Culver and that it was thought they might have been cut off by the tide while walking along the sea shore to Whitecliffe. The life-boat *Jesse Lumb* was launched at 11.34 in a light westerly breeze and a slight sea. It was nearly high water. When the life-boat reached the position given a cliff rescue party informed the coxswain of the last known position of the boys. The life-boat boarding boat, which had been taken in tow, was sent to search close inshore, and at 12.30 the four boys were found under the cliff cut off by the tide. They

were taken by the boarding boat to the life-boat, which then returned to her station, arriving at 1.20 in the morning.

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

- Aldeburgh, Suffolk.—July 1st.  
 Lowestoft, Suffolk.—July 1st.  
 Cromer, Norfolk.—July 1st.  
 Dun Laoghaire, Co. Dublin.—July 2nd.  
 The Mumbles, Glamorganshire.—July 5th.  
 Cullercoats, Northumberland.—July 7th.  
 Appledore, Devon.—July 7th.  
 Bembridge, Isle of Wight.—July 9th.  
 Falmouth, Cornwall.—July 9th.  
 Padstow, Cornwall.—July 10th.  
 Tynemouth, Northumberland.—July 10th.  
 Salcombe, Devon.—July 12th.  
 Plymouth, Devon.—July 12th.  
 Tenby, Pembrokeshire.—July 14th.  
 Clacton-on-Sea, Essex.—July 14th.  
 Appledore, Devon.—July 15th.  
 Ilfracombe, Devon.—July 15th.  
 Southend-on-Sea, Essex.—July 16th.  
 Southend-on-Sea, Essex.—July 16th.  
 Torbay, Devon.—July 16th.  
 Weston-super-Mare, Somerset.—July 16th.  
 Humber, Yorkshire.—July 17th.  
 Beaumaris, Anglesey.—July 18th.  
 Cromer, Norfolk.—July 19th.  
 Exmouth, Devon.—July 20th.  
 Moelfre, Anglesey.—July 20th.  
 Fowey, Cornwall.—July 20th.  
 Barrow, Lancashire.—July 20th.  
 Fleetwood, Lancashire.—July 20th.  
 New Brighton, Cheshire.—July 21st.  
 Padstow, Cornwall.—July 21st.  
 Tenby, Pembrokeshire.—July 21st.  
 Stornoway, Hebrides.—July 21st.  
 Clacton-on-Sea, Essex.—July 21st.  
 Clacton-on-Sea, Essex.—July 21st.  
 Dungeness, Kent.—July 22nd.  
 Fowey, Cornwall.—July 22nd.  
 Fleetwood, Lancashire.—July 22nd.  
 Dover, Kent.—July 22nd.  
 Aldeburgh, Suffolk.—July 22nd.  
 Southend-on-Sea, Essex.—July 22nd.  
 Lowestoft, Suffolk.—July 23rd.  
 Criccieth, Caernarvonshire.—July 24th.

Shoreham Harbour, Sussex.—July 24th.

Falmouth, Cornwall.—July 24th.  
 Great Yarmouth and Gorleston, Norfolk.—July 25th.

Donaghadee, Co. Down.—July 25th.  
 Salcombe, Devon.—July 26th.  
 Seaham, Co. Durham.—July 26th.  
 New Brighton, Cheshire.—July 27th.  
 New Brighton, Cheshire.—July 29th.  
 Redcar, Yorkshire.—July 29th.  
 Walton and Frinton, Essex.—July 30th.

Clogher Head, Co. Louth.—July 31st.  
 Rhyl, Flintshire.—July 31st.

## AUGUST

DURING August life-boats were launched on service 167 times and rescued 99 lives.

### SICK CHILD TAKEN TO MAINLAND

**Galway Bay.** At two o'clock on the afternoon of the 1st August, 1962, the local doctor asked for the help of the life-boat in bringing a sick child from Inishmaan to the mainland as no other boats were available. There was a light south-west breeze and the sea was calm. At three o'clock the life-boat *Mabel Marion Thompson* left her moorings on the flooding tide with the doctor on board. She reached Inishmaan and took the child from there to Rossaveel, where an ambulance was waiting to drive the child to hospital. The life-boat reached her station at 7.45.

### INJURED MAN TAKEN OFF MOTOR VESSEL

**Aldeburgh, Suffolk.** At 10.38 on the morning of the 2nd August, 1962, the honorary secretary at Lowestoft passed on to the honorary secretary at Aldeburgh a report from the Lowestoft port medical officer that an injured man on board the motor vessel *British Oak*, of London, needed medical attention. The vessel was at anchor seven miles south-east of Southwold. At 10.50 the life-boat *The Alfred and Patience Gottwald* was launched with a doctor on board. There was a light westerly breeze and a slight sea, and it was an hour and a half before high water. When the life-boat reached the motor vessel, the injured man was

transferred to her. The life-boat landed him at Aldeburgh, where he was taken by ambulance to hospital. The life-boat reached her station at two o'clock.

#### TWO YACHTS ESCORTED OVER BAR

**Salcombe, Devon.** At 3.10 on the afternoon of the 3rd August, 1962, the coastguard informed the honorary secretary that a small yacht was drifting in Salcombe estuary with her sails torn. Ten minutes later the life-boat *Samuel and Marie Parkhouse* left her moorings in a strong south-westerly wind and a rough sea. The tide was half flood. The life-boat found the yacht *Thalia* cruising around on her engines, and the coxswain decided to stand by until the yacht tried to cross the bar towards high water. In the meantime another yacht, the *Erla*, was seen anchored in Starehole Bottom very near the rocks. The life-boat went to investigate, and the coxswain advised the yacht's crew to weigh anchor. The life-boat then escorted first the *Erla* and then the *Thalia* across the bar and finally reached her moorings at 5.10.

#### YACHT AND TWO FISHING VESSELS ESCORTED TO HARBOUR

**Bridlington, Yorkshire.** At seven o'clock on the evening of the 3rd August 1962, the coastguard told the honorary secretary that a small sailing yacht had been seen passing Spurn Point and heading north at 1.15. It was known that the yacht was expected at Bridlington about nine o'clock. There was a strong south-south-westerly wind with a rough sea. At nine o'clock the life-boat *Tillie Morrison, Sheffield II* was launched on an ebbing tide to meet and escort the yacht through the confused sea that was running in the harbour mouth. The life-boat met the yacht *Kango* and escorted her to harbour. Later the life-boat put out again and escorted two motor fishing vessels into harbour. As there was a danger that she might foul some salmon nets in the darkness, the life-boat remained overnight in the harbour and did not reach her station until 10.45 the next day.

#### YACHT GUIDED TO HARBOUR IN POOR VISIBILITY

**Margate, Kent.** At 9.23 on the evening of the 3rd August, 1962, the coastguard

informed the honorary secretary that the Whitstable harbour master had reported that a small yacht had capsized a quarter of a mile off Whitstable pier. At 9.59 the life-boat *North Foreland (Civil Service No. 11)* was launched. There was a strong south-westerly breeze and a rough sea with heavy rain. The tide was low. The life-boat searched and found a small sailing yacht at anchor, with a crew of two, a quarter of a mile north of Whitstable harbour. The yachtsmen said that they had not seen any yacht capsize, but asked the life-boat if she would guide them into the harbour because of the poor visibility. The life-boat guided the yacht to Whitstable and there learnt that this was the yacht which had been reported to have capsized. No other boat had been reported missing, and the life-boat therefore returned to her station, arriving at 5.30 in the morning. The weather was too bad to allow her to be rehoused at once, and she remained in Margate harbour and was rehoused at 5.30 in the evening, when the weather had improved.

#### TOW FOR TUG AFTER ENGINE BREAKS DOWN

**Sennen Cove, Cornwall.** At 9.35 on the morning of the 4th August, 1962, the coastguard informed the honorary secretary that the tug *Sally* of Rochester, which had a crew of two and was bound for Swansea, had broken down about four miles off the Longships lighthouse. At 9.45 the life-boat *Susan Ashley* was launched. There was a light westerly breeze and a smooth sea, and the tide was ebbing. The life-boat came up with the tug three miles north of the lighthouse and at the request of the master towed her to Newlyn, which was reached at 12.45. The life-boat then returned to her station, arriving at 3.15.

#### TEN SURVIVORS PICKED UP FROM RAFTS

**Longhope, and Stronsay, Orkneys.** At 3.7 on the afternoon of the 4th August, 1962, the coastguard informed the Stronsay honorary secretary that the motor vessel *Daisy* of Peterhead had sunk and that her crew of ten had taken to life-rafts. Their position was forty-four miles east-south-east of Copinsay

light. At 3.32 the Stronsay life-boat *The John Gellatly Hyndman* left her moorings in a south-westerly gale and a rough sea. It was one hour after high water. The life-boat reached the area of search at 8.30 in the evening and together with other vessels carried out an intensive search throughout the night in poor visibility and steep seas. As the search was expected to continue for some time, arrangements were made for the Longhope life-boat *T.G.B.* to relieve the Stronsay boat. She was launched at 11.55 and reached the area of search at 8.30 the next morning. The Stronsay life-boat then returned to her station, arriving at nine o'clock in the evening.

Meanwhile one of the vessels searching, the Danish vessel *Nella Dan*, reported at ten o'clock that she had picked up the ten survivors about eighty miles east of Stronsay, and the Longhope life-boat was asked to take the survivors on board. The *Nella Dan* was sighted by the coxswain at 11.20 and he made a run up alongside her starboard quarter to examine the conditions. He then took a turn out to starboard to make his approach and fenders were put in place on the port side. The rise and fall of the seas alongside the vessel was ten feet, and the coxswain chose his position to embark the survivors just forward of the *Nella Dan's* bridge, a rope ladder being lowered and taken inside the life-boat's rail. Each survivor was fitted with a life-jacket and harness to which a life-line was attached. Five men had been transferred when the life-boat's stern mooring rope parted, and the life-boat was held in position while another rope was made fast. The five remaining survivors were then taken on board, and they were landed at Wick at 12.50 early on the 6th August. When the life-boat's crew had had a meal and the life-boat had been refuelled she returned to her station, arriving at 5.30. A letter of appreciation was received from the Provost of Peterhead.

#### FIRST SERVICE CALL TO NEW IRISH LIFEBOAT

**Howth, Co. Dublin.** At 5.10 on the afternoon of the 4th August, 1962, a report was received that spectators at

the Howth sailing club regatta had seen a yacht in distress. There was a strong ebb tide running in Howth Sound, and a strong north-westerly wind was blowing with a moderate sea. The life-boat *A.M.T.* was launched for the first time on service at 5.16. She found the auxiliary cruiser *Janet* towing the fourteen-foot dinghy *Dainty*. The dinghy was waterlogged, and her owner and another man, both of whom had been taken aboard the *Janet*, were suffering from exposure and cramp as they had been in the water for over an hour. They were transferred to the life-boat and given rum and hot soup. A doctor was waiting at Howth harbour to meet them when they were landed. The life-boat finally reached her station at 6.30.

#### CATAMARAN TOWED IN AFTER CAPSIZE

**Rhyl, Flintshire.** At 5.19 on the afternoon of the 4th August, 1962, the coastguard passed on to the honorary secretary a report that a yacht had capsized off the marine hydro and that two people were in the sea. A strong wind was blowing and the sea was rough. At 5.23 the life-boat *Anthony Robert Marshall* was launched on an ebbing tide. Meanwhile a further message was received from the coastguard that a li-lo with someone on it had been blown out to sea. The life-boat was asked to make for the yacht first and then for the li-lo. At the request of the coastguard a helicopter took off, and as a result it was discovered that what had been reported to be a li-lo was in fact the capsized boat. The life-boat reached the casualty, which was a catamaran, off the Lido Hotel, Prestatyn, and rescued the only person on board. It was then learnt that some confusion had been caused in the use of the words "li-lo" and "Lido". As soon as it was established that there was no one else in danger the life-boat was recalled, and she returned with the catamaran in tow, finally reaching her station at 8.30.

#### ESCORT FOR YACHT AFTER SHE REFLOATS

**Walton and Frinton, Essex.** At 8.40 on the evening of the 4th August, 1962, the coastguard told the honorary secretary



of a message received from the police that a local man had taken a woman and two children off a yacht which had gone aground on the Pye Sands, but that a man was still on board. He was in no immediate danger, but the south-westerly wind freshened later, and at 12.35 early on the 5th the life-boat *Edian Courtauld* put to sea. The sea was slight, and the tide was half flood. The life-boat stood by the yacht until she refloated at 1.50 and then escorted her to a safe anchorage in the Walton River. The life-boat finally reached her station at 2.45.

#### TOW FOR BOAT BECALMED

**Weymouth, Dorset.** At 1.40 early on the morning of the 5th August, 1962, the police informed the honorary secretary that a sailing boat with a boy and girl on board was overdue, and at two o'clock the life-boat *Frank Spiller Locke* put to sea in a light breeze, a slight sea and an ebbing tide. After searching for some time she found the sailing boat *Hilda Kate* off the harbour entrance. The boat had been becalmed while returning from a trip to Lulworth. The life-boat towed her into the harbour and arrived back at her station at 2.15, when the boy and the girl were given hot drinks.

#### ESCORT FOR YACHT IN TOW OF PILOT LAUNCH

**Barry Dock, Glamorganshire.** At 1.30 on the afternoon of the 5th August, 1962, the coastguard informed the honorary secretary that a small yacht was showing flares near the East One Fathom buoy, and that she appeared to have engine trouble. There was a moderate west-north-west wind with a slight sea. At 1.47 the life-boat *Rachel and Mary Evans* was launched on an ebbing tide. On reaching the position given, the life-boat found that the yacht *Betty M* of Penarth had been taken in tow by the Newport pilot launch. The life-boat escorted the pilot launch and the yacht back to harbour and then returned to her station, arriving at 3.15.

#### TOW FOR YACHT WITH SIX ABOARD

**New Brighton, Cheshire.** At 1.47 on the afternoon of the 5th August, 1962,

a member of the life-boat crew told the honorary secretary that a yacht appeared to be in difficulties on the edge of the Burbo bank and that her anchor seemed to be fouled. The life-boat *Norman B. Corlett* left her moorings at two o'clock in a strong north-westerly wind and a rough sea. It was half an hour before high water. The life-boat found the yacht *Tricia* with six people on board. They were taken aboard the life-boat, which then returned to New Brighton with the yacht in tow. The life-boat reached her station at 4.30.

#### TOW FOR YACHT AFTER FUEL PIPE CLEARED

**Arbroath, Angus.** At 5.20 on the evening of the 5th August, 1962, the coastguard informed the honorary secretary that the motor yacht *Myhaven* had broken down with engine trouble three miles north of the North Carr light-vessel and about four miles from the coast. There was a strong west-south-west wind with a very choppy sea. At 5.30 the life-boat *The Duke of Montrose* was launched on the flooding tide. When the life-boat reached the *Myhaven* the assistant mechanic and another crew member were put on board. They succeeded in clearing a choked fuel-pipe, and the engine of the *Myhaven* started. With the life-boat acting as escort, the *Myhaven* tried to return to Arbroath, but further trouble with the fuel-pipe developed and the life-boat took the yacht in tow to Arbroath. The life-boat then returned to her station, arriving at 9.20. The owner of the *Myhaven* made a gift to the crew.

#### CREWS RESCUED FROM TWO ROWING BOATS

**Moelfre, Anglesey.** At 5.40 on the evening of the 5th August, 1962, the coastguard informed the honorary secretary that the rowing boats *Ann* and *Flying Dutchman* of Benllech were in distress five miles south of the life-boat station. At 5.50 the life-boat *Watkin Williams* was launched. There was a moderate south-westerly breeze and a choppy sea. The tide was half ebb. The life-boat rescued the *Ann's* crew of four, who were scouts, and the two people on board the *Flying Dutchman* and towed

both boats to Moelfre, which was reached at 7.15.

#### LIFE-BOAT FINDS YACHT'S TENDER

**Walton and Frinton, Essex.** At 11.30 on the morning of the 6th August, 1962, the coastguard informed the honorary secretary that he could see a boat drifting about three miles off Walton, but that there appeared to be no one on board. As there was a yacht still unaccounted for, the life-boat *Edian Courtauld* put out at 12.16 to investigate. There was a light south-easterly breeze, the sea was slight, and the tide was flooding. The life-boat found an empty 8-foot pram dinghy between three and four miles to the south-south-east and took her in tow. She then made for her station, but on the way she met the yacht *Pandora*, whose owner stated that the dinghy was his yacht's tender. The life-boat handed the dinghy over and then returned to her station, arriving at 1.5. The yachtsman made a donation to the funds of the Institution.

#### TOW FOR YACHT IN GALE

**St. Helier, Jersey.** At 5.7 on the afternoon of the 6th August, 1962, the harbour radio station informed the honorary secretary that a yacht was believed to have capsized about two miles south of Demie de Pas lighthouse, and at 5.25 the life-boat *Lloyd's*, on temporary duty at the station, put to sea. There was a south-westerly gale and a very rough sea, and it was low water. The life-boat made a search, in which an aircraft also took part, and found the yacht *P.M.* The yacht had lowered her mainsail in a squall, but did not need help. The life-boat then made for her station, but on her way she came up with the yacht *Themis*, which was making heavy weather. Her crew hailed the life-boat and asked for a tow. The life-boat therefore towed her to St. Helier, which was reached at 8.20.

#### MAN TAKEN OFF NORWEGIAN FREIGHTER

**Salcombe, Devon.** At 6.40 on the evening of the 6th August 1962, the honorary secretary received a message from the Commander-in-Chief, Plymouth, that a man and his boat had

been picked up by the Norwegian freighter *Faro*. The *Faro* was bound for Montreal, and the life-boat was asked to take the man off. The honorary secretary agreed, and a rendezvous was arranged off Start Point at 10.15. The life-boat *Samuel and Marie Parkhouse* left her moorings at nine o'clock in a moderate north-north-westerly wind and a rough sea. It was an hour and a half before high water. The life-boat met the *Faro* and the man was transferred, but because of the rough seas it was not possible to take his boat on board. The life-boat left the *Faro* at 12.10 and reached her moorings at 1.45.

#### VELLUM FOR DUNGENESS COXSWAIN

On the 7th of August, 1962, the Dungeness life-boat rescued the crew of five of the trimaran *Nimble Eve*. For this service, a full account of which appears on page 344, the thanks of the Institution inscribed on vellum have been accorded to Coxswain George Tart.

#### NINE RESCUED FROM YACHT IN GALE

**Yarmouth, Isle of Wight.** At 2.35 on the morning of the 7th August, 1962, a man telephoned to say that cries for help could be heard off Bouldnor and that red flares could be seen. Thirteen minutes later the life-boat *S.G.E.* put to sea. She made a search in a north-westerly gale, a rough sea and a flooding tide and found the 25-ton sailing yacht *Robbe* of London, which had a crew of nine. The yacht had dragged her anchor and had run aground in Bouldnor Bay, where she was pounding. The life-boat rescued the nine people, towed the yacht to Lymington, and reached her station again at 4.36.

#### TWO MEN RESCUED FROM CRAB BOAT

**Sheringham, Norfolk.** At 10.35 on the morning of the 7th August, 1962, the fisheries officer informed the honorary secretary that a crab boat from West Runton was in difficulties off the Runtons. At 10.50 the life-boat *The Manchester Unity of Odd Fellows* was launched. There was a moderate northerly wind, the sea was rough, and it was high water. The life-boat made a search in weather which grew steadily worse



*By courtesy of]*

*[Miss A. Jenkins*

**WEYMOUTH LIFE-BOAT WITH THE SCHOONER "GARLAND"**  
(See page 384)



*By courtesy of]*

*[West Lancashire Evening Gazette*

**FLEETWOOD LIFE-BOAT STANDS BY YACHT**  
(See page\_392)



*By courtesy of ]*

*[The Yorkshire Post*

**BRIDLINGTON LIFE-BOAT PUTS OUT TO COBLES**  
(See page 387)



*By courtesy of ]*

*[The Yorkshire Post*

**BRIDLINGTON LIFE-BOAT AT SEA**  
(See page 387)



*By courtesy of ]*

*[The Yorkshire Post*

**COBLE AND BRIDLINGTON LIFE-BOAT APPROACH HARBOUR**



*By courtesy of ]*

*[Kent Photos*

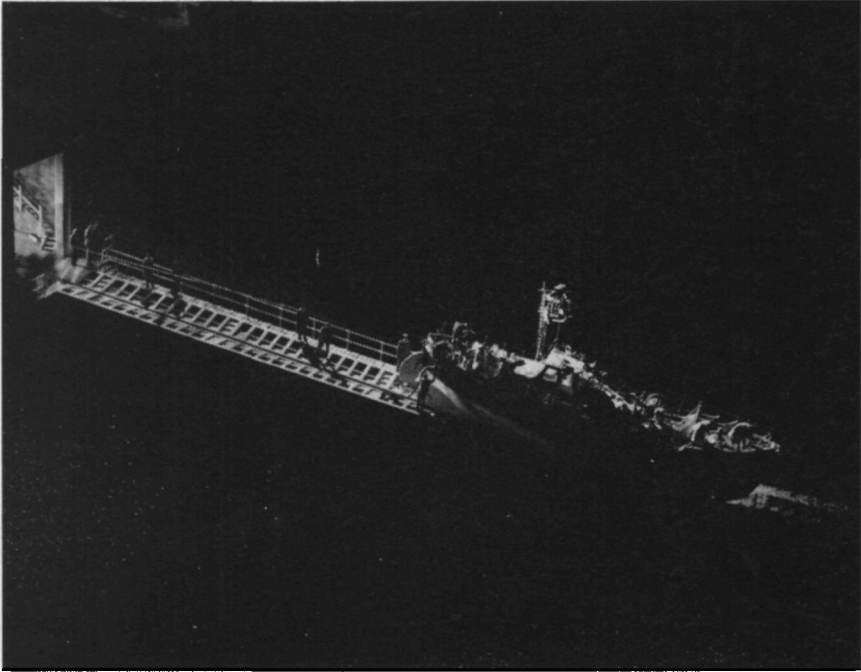
**DUNGENESS COXSAIN WITH SURVIVORS FROM TRIMARAN**  
[See page 344]



*By courtesy of]*

*[ Daily Express*

**SEAMAN LOWERED TO LYTHAM LIFE-BOAT**  
[See page 383]



*By courtesy of*

*L.A. P. Watson*

**LIZARD-CADGWITH LIFE-BOAT ON SLIPWAY AT NIGHT**

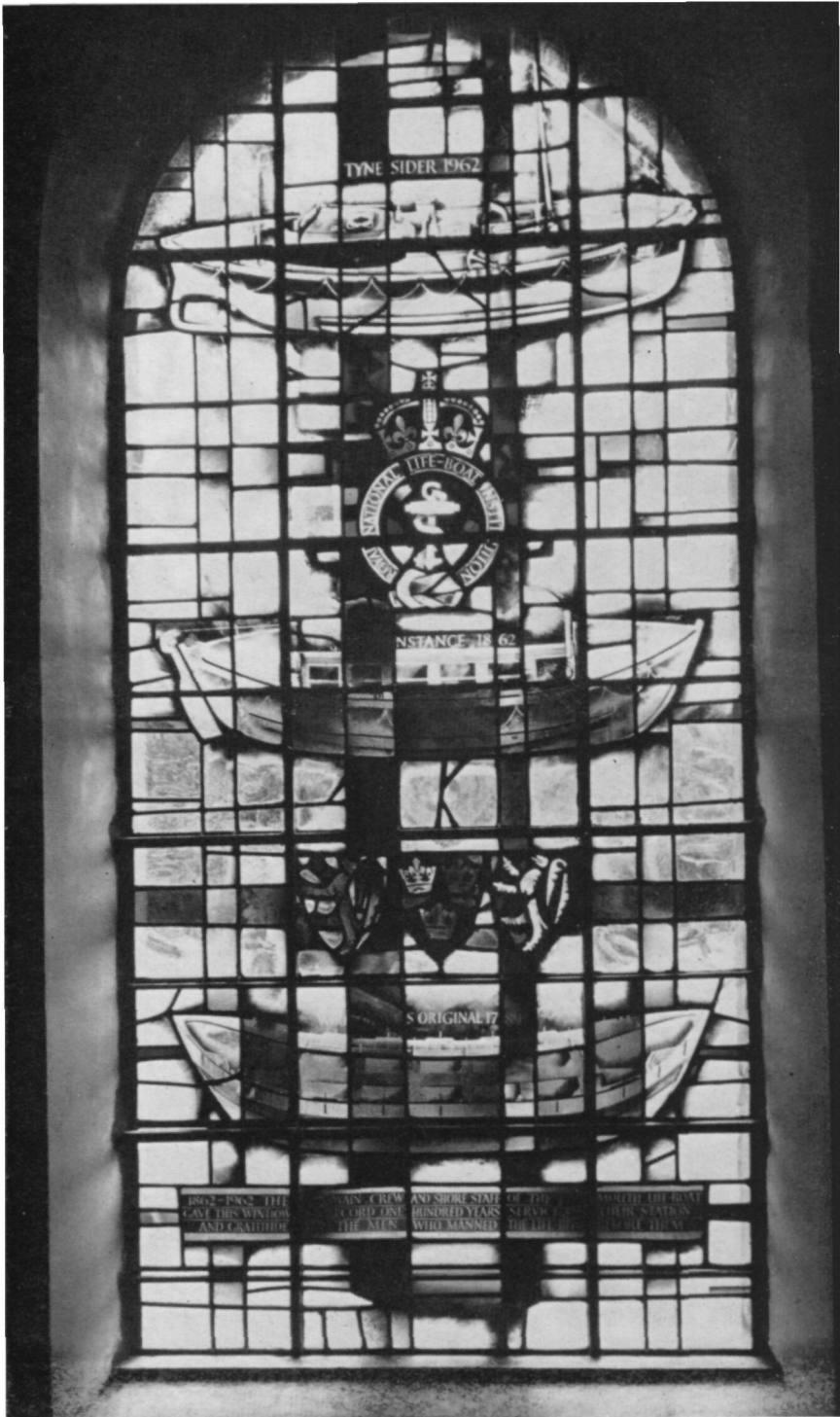
This photograph was taken during a rehearsal of the television programme transmitted by Telstar on the 23rd July, 1962.



*[From a painting by A. Ormerod*

**RHYL LIFE-BOAT ALONGSIDE HOVERCRAFT**

*[See page 343]*

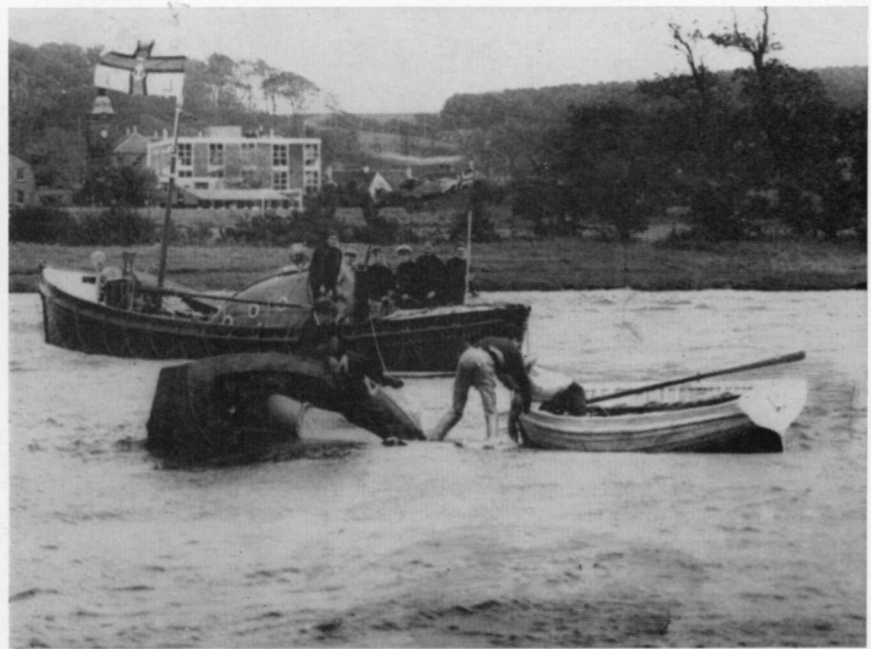


By courtesy of]

[Kings College, Newcastle-upon-Tyne

STAINED GLASS WINDOW IN TYNEMOUTH CHURCH  
[See page 352]





*By courtesy of ]*

*[Scottish Daily Express*

**KIRKCUDBRIGHT LIFE-BOAT APPROACHES DINGHY**

**[See page 348]**



*By courtesy of ]*

*[Medley and Bird Ltd.*

**YACHT'S CREW LANDED AT NEW BRIGHTON**

**[See page 365]**



*By courtesy of ]*

**TRIMARAN OFF LOWESTOFT**  
 [See page 349]

*[ J. H. Dobson*



*By courtesy of ]*

**LOWESTOFT LIFE-BOAT TOWS TRIMARAN INTO HARBOUR**  
 [See page 349]

*[ J. H. Dobson*

and found the crab boat *Sprat*, with a crew of two, making heavy weather one mile east of Sheringham. She rescued the two men, put two of her own crew on board and took the *Sprat* in tow. The life-boat made for Skelding Hole, but the weather later became so bad that she had to re-embark the two members of her crew. An attempt was made to anchor the *Sprat* off Sheringham, but she dragged her anchor and was washed ashore, being eventually beached by the life-boat shore helpers. The life-boat finally reached her station at 2.15.

#### ESCORT FOR DINGHY WITH CHILDREN ABOARD

**Cadgwith, Cornwall.** At 3.30 on the afternoon of the 7th August, 1962, the coastguard informed the honorary secretary that a rubber dinghy with two youths and three small children on board might soon be in difficulties in the strong flood tide and gusty off-shore wind. The dinghy was a short distance east-south-east of the Lizard-Cadgwith life-boat station and shortly afterwards was lost to sight. At four o'clock the life-boat *Guide of Dunkirk* was launched. She reached the dinghy and escorted it to a safer position and then returned to her station, arriving at 4.45.

#### LIFE-BOAT RETURNS WITH YACHT IN TOW

**Yarmouth, Isle of Wight.** At 3.45 on the afternoon of the 8th August, 1962, the Needles coastguard informed the honorary secretary that the yacht *Matoya II* had broken down west of the Needles. Ten minutes later the life-boat *S.G.E.* left her moorings with the bowman in charge. There was a moderate south-westerly breeze, the sea was moderate, and the tide was flooding. The life-boat found the *Matoya II*, with a crew of six, two miles west of the Needles off Dolphin Bank. She took her in tow and returned to her station, arriving at 4.35.

#### HELP FROM MOTOR BOAT, HELICOPTER AND LIFE-BOAT

**Llandudno, Caernarvonshire.** At 12.45 on the afternoon of the 9th August, 1962, the coastguard informed the honorary secretary that a yacht off the

Conway estuary was being kept under observation. The weather later became worse, and at two o'clock the life-boat *Annie Ronald and Isabella Forrest* was launched in a south-westerly gale, a very rough sea and a flooding tide. The motor boat *Alice* also put out and was the first to reach the yacht *Hazhad*, which had three adults, a child and a dog on board. The yacht had broken down and the *Alice* passed a line to her. The motor boat kept the yacht head-on to the weather, and a helicopter remained near by until 2.50, when the life-boat reached the scene. The life-boat took the *Hazhad* in tow, escorted in the *Alice*, and put the yacht on moorings in Conway harbour. She then returned to her station, arriving at 5.45.

#### FRENCH TRAWLER TOWED OFF ROCKS

**Lowestoft, Suffolk.** At 11.32 on the night of the 9th August, 1962, the coastguard informed the honorary secretary that a trawler was aground at the end of the north pier of Lowestoft harbour. The weather was overcast with drizzle, and there was a strong breeze blowing from the south-south-west. The life-boat *Michael Stephens* left her moorings at 11.55 on a flood tide in a moderate sea. She made for the position given and came up with the trawler *Pierre-Louis* of Boulogne. The *Pierre-Louis* was fast by her bows on rocks and was being driven further ashore. The life-boat came down on the casualty stern first and passed a tow-line, which was made fast by the trawler's crew. The life-boat steamed full ahead and was able to keep the trawler's stern free of the rocks. The coxswain of the life-boat instructed the trawler's skipper to go astern, and she was pulled free. The life-boat then escorted the trawler into harbour before returning to her moorings, where she arrived at two o'clock in the morning.

#### THIRD MAN RESCUED FROM SAILING DINGHY

**Clacton-on-Sea, Essex.** At 1.10 on the afternoon of the 10th August, 1962, the coastguard informed the honorary secretary that a sailing boat had capsized off Coopers Beach, East Mersea, and that two people were clinging to the hull.

At 1.23 the life-boat *Sir Godfrey Baring* was launched at low water in a moderate westerly breeze and a choppy sea. She found the sailing dinghy *Oberon* of Brightlingsea, which had had a crew of three, two of them had been rescued by a rowing boat, which had also put out from shore. The life-boat rescued the third man, took him to Brightlingsea, and then returned to her station, arriving at 4.35.

#### YACHT MISSING FOR THREE DAYS

**Great Yarmouth and Gorleston, Norfolk.** At 12.5 on the afternoon of the 11th August, 1962, the coastguard telephoned the honorary secretary to discuss the possibility of searching for the yacht *Come Away* of Littlehampton, which had been missing for three days. The Cross Sand lightvessel had reported the presence of an unknown yacht which might prove to be the *Come Away*, and at 12.12 therefore the life-boat *Louise Stephens* was launched on a flooding tide. There was a fresh south-west wind with a moderate sea. The life-boat found the *Come Away* two miles west of the Cross Sand lightvessel. The yacht's crew reported that everything was in order and no help was needed, but thanked the life-boat for launching to her assistance. The life-boat returned towards her station, but at the request of the coastguard and the parents of the crew of the *Come Away*, she stood by until the yacht had reached port. As the *Come Away* entered harbour her engine broke down and the life-boat escorted her in. The life-boat then returned to her station, which she reached at 2.30. The yacht's owner and the step-father of one of the crew made donations to the branch funds.

#### FISHING VESSEL TOWED TO HARBOUR

**Campbeltown, Argyllshire.** At 1.43 on the afternoon of the 11th August, 1962, a resident at Penivar informed the honorary secretary that a motor fishing vessel had apparently broken down and was drifting in the direction of Arran. The lighthouse-keeper at Davaar was asked to confirm this, and at 1.54 the life-boat *City of Glasgow II* left her moorings. There was a strong south-westerly wind and a moderate sea. It

was nearly low water. The life-boat found the motor fishing vessel *Betima*, with a crew of three, three miles east of Davaar lighthouse. She took her in tow to Campbeltown harbour, and there the engine was restarted. During the attempt to berth her her engine broke down again, and the life-boat therefore towed the vessel alongside the pier, where she was moored. The life-boat reached her own moorings at 3.36.

#### TOW FOR SAILING BOAT IN NEAR GALE

**Howth, Co. Dublin.** At 3.10 on the afternoon of the 11th August, 1962, a message was received that a sailing boat had capsized off Rush and that no local boat was likely to be able to help. A near gale was blowing from the south-west and there was a choppy sea. At 3.20 the life-boat *A.M.T.* was launched on a flooding tide, and shortly afterwards it was learnt that a rowing boat and a fishing boat had gone to the help of the sailing boat. The rowing boat had turned over, but she had been righted and had picked up the three survivors of the sailing boat. The fishing boat had then towed the rowing boat to Rush. When it had been confirmed that this information was correct the life-boat was asked to search for the capsized sailing boat. She found her drifting north-east of Rush. The sailing boat was the *Lorelei*, and the life-boat towed her first to Rush, but as no local boat came out to take over the tow, she brought her to Howth. During the passage from Rush the *Lorelei* again overturned, breaking her mast. On arrival at Howth, the *Lorelei* was baled out and safely secured. The life-boat then returned to her station, which she reached at seven o'clock. One of the crew of the *Lorelei* made a donation to the branch funds.

#### YACHT TOWED CLEAR IN GALE

**Clacton-on-Sea, Essex.** At 6.55 on the evening of the 11th August, 1962, the coastguard informed the honorary secretary that a yacht had gone aground some thirty or forty yards off St. Osyth beach. Of her crew of three two had reached the shore in a dinghy. At 7.20 the life-boat *Sir Godfrey Baring* was launched. There was a south-westerly gale blowing, the sea was very rough,

and the tide was flooding. The life-boat found the cutter-rigged yacht *Velma* broadside to the beach. Two holiday-makers had boarded her to help the yachtsman, but the weather was now too bad for them to come ashore. The life-boat went as close in as she could, anchored and veered down to the *Velma*. She fired a line across, and a tow-rope was passed over. By this time the seas had become very heavy and the life-boat was bumping on the beach, but she pulled the yacht clear and towed her to Brightlingsea, arriving at 9.35. The life-boat remained there for the night because of the weather and returned to her station the next morning.

#### TOW FOR FISHING BOAT IN GALE

**North Sunderland, Northumberland.** At 7.30 on the evening of the 11th August, 1962, the second coxswain told the honorary secretary that a local fishing boat had broken down off Beadnell Point. A west-south-westerly gale was blowing with a very choppy sea. As no boats were afloat at Beadnell or North Sunderland, it was decided to launch the life-boat, and at 7.50 the life-boat *Grace Darling* was launched on the flooding tide. The fishing boat, which had been on passage from Amble to North Sunderland, was found a mile east of Beadnell with her engine broken down. The life-boat towed her to North Sunderland and then returned to her station, arriving at 9.10.

#### POLISH TRAWLERS GUIDED TO HARBOUR

**Berwick-upon-Tweed, Northumberland.** On the afternoon of the 11th August, 1962, the yacht *My Lady* of Hartlepool, which had a crew of five, grounded on a sandbank just inside the entrance to the harbour at Berwick-upon-Tweed. The crew were safe, but at 9.45 in the evening a local boat put off, with the owner and his son aboard, to try to refloat her. The weather grew worse, and a rope fouled the *My Lady's* propeller. She returned to the dock, but at 10.50 her mooring ropes parted and she drifted rapidly seawards. It was known that her engine was faulty, and at 10.56 therefore the life-boat *William and Mary Durham* was launched. There

was a west-south-west gale and a moderate sea and the tide was flooding. By the time the life-boat reached her the yacht's engine had been started, and she was able to return to the dock under her own power. The life-boat then saw two Polish trawlers trying to reach the harbour. She guided them in and arrived back at her station at 12.30.

#### LAUNCH TO CAPSIZED DINGHY

**Berwick-upon-Tweed, Northumberland.** At 10.30 on the morning of the 12th August, 1962, the honorary secretary noticed a yacht and a sailing dinghy being blown to the north of the harbour in Berwick Bay by the rapidly increasing west-south-westerly breeze. Shortly afterwards the coastguard telephoned to say the dinghy had overturned. There was by this time a fresh breeze blowing from the west-south-west and a choppy sea. The weather was fine. The life-boat *William and Mary Durham* was launched at 11.9 and reached the position given at 11.15. The two occupants of the dinghy had been transferred to the yacht and the dinghy was recovered by a motor boat from the Berwick sailing and canoe club. The life-boat stood by until all the boats were safely back and then returned to her station, arriving at 11.55.

#### ESCORT FOR COBLE IN TOW

**Sunderland, Co. Durham.** At 5.35 on the evening of the 13th August, 1962, the coastguard informed the honorary secretary that a small boat had broken down half a mile north-east of Roker pier and that her crew were waving a flag. At 6.5 the life-boat *Edward and Isabella Irwin* was launched. There was a light north-easterly breeze and a slight sea. The tide was half ebb. The life-boat made a search, but found that the fishing coble *Forward*, which had broken down, had been taken in tow by a motor launch. The life-boat escorted the boats to harbour and arrived back at her station at seven o'clock.

#### TOW FOR CABIN CRUISER WITH ANGLERS ABOARD

**Plymouth, Devon.** At 8.45 on the evening of the 13th August, 1962, the coastguard informed the honorary secretary that a small yacht needed help

near Draystone buoy. There was a moderate breeze blowing from the north-east with a slight sea. The weather was cloudy. The life-boat *Thomas Forehead and Mary Rowse* put out at 9.2 on an ebbing tide and came up with the casualty, which was the cabin cruiser *David*, at 9.25. Three men and two boys had been out fishing in the *David* when her engines had failed. A member of the life-boat crew was placed on board the cabin cruiser, and the life-boat towed her into Plymouth. The two boys were transferred to the life-boat when she entered Plymouth Sound. The life-boat stood by until the *David* was safely moored in Millbay docks and then returned to her station, arriving at 10.40.

#### TOW FOR YACHT WITH NINE ABOARD

**Holyhead, Anglesey.** At 9.30 on the evening of the 13th August, 1962, the coastguard informed the honorary secretary that a yacht was flashing a light off North Stack and appeared in trouble. There was a light north-east breeze, and the sea was smooth. At 9.34 the life-boat *St. Cybi* (Civil Service No. 9) was launched at high water. She found the yacht *Troll* about a mile and a half north-north-west of the South Stack with her engine broken down. Nine people were on board. The life-boat towed the *Troll* to Holyhead and then returned to her station, which she reached at 11.30.

#### RESCUE OF YOUTHS IN DINGHIES

**New Quay, Cardiganshire.** At 10.12 on the morning of the 14th August, 1962, the coastguard reported that two rubber dinghies were drifting out to sea half a mile off Aberayron. At 10.40 the life-boat *St. Albans* was launched. There was a fresh easterly breeze, the sea was rough, and the tide was half ebb. The life-boat found the dinghies three miles north-east of New Quay, each with a youth aboard. The coastguard had asked for a helicopter to come from Brawdy, but the life-boat rescued the two young men before the helicopter arrived. The life-boat took the dinghies in tow and reached her station at 12.10.

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

**Llandudno, Caernarvonshire, and Beaumaris, Anglesey.** At 1.5 on the after-

noon of the 14th August, 1962, the Llandudno coastguard reported that a small motor boat, which had six yachts in tow, was making no headway in a choppy sea about three miles west of the west look-out at Great Orme's Head. At 1.30 the Llandudno life-boat *Annie Ronald and Isabella Forrest* was launched. There was a wind of near gale force blowing from the east-south-east, the sea was moderate, and the tide was half ebb. The Penmon coastguard had notified the Beaumaris life-boat station, and at 1.55 the life-boat *Field Marshal and Mrs Smuts* was also launched. The Llandudno life-boat came up with the motor boat and the yachts at 2.20 and took them all in tow. She towed them to Deganwy, with the Beaumaris life-boat standing by, and arrived back at her station at 8.40. The Beaumaris life-boat reached her station at five o'clock.

Soon after the Llandudno life-boat had come ashore the local police reported that a man was trapped by the tide on the rocks below Little Orme. The man had attracted attention by lighting fires. At nine o'clock the life-boat *Annie Ronald and Isabella Forrest* put to sea again, with a rowing boat in tow. She reached the man twenty-five minutes later. The wind had backed to the east, and there were heavy rain showers and a flooding tide. The coxswain brought the life-boat as close to the rocks as he could, and two members of his crew took the rowing boat through a heavy swell to the trapped man. At the first attempt the man was rescued, and he was transferred to the life-boat, which returned to her station, arriving at 10.10.

#### TWO RESCUED FROM SAILING DINGHY

**New Quay, Cardiganshire.** At 2.10 on the afternoon of the 14th August, 1962, the coastguard informed the honorary secretary that a yacht had capsized off Llanina reef and that her crew of two were unable to right her. Ten minutes later the life-boat *St. Albans* put to sea. There was a strong easterly breeze and a rough sea. It was low water. The life-boat found the local sailing dinghy *Ark*, rescued her crew of two, and towed the dinghy to New Quay, which was reached at 3.15.

### LIFE-BOAT SEARCHES FOR CRABBER IN GALE

**Torbay, Devon.** At 2.10 on the afternoon of the 14th August, 1962, the owner of the crab boat *Torbay Belle*, of Paignton, reported that he felt anxious for the safety of his boat and her crew of three because no wireless message had been received from her. She had left Portland at noon for Brixham. A strong south-by-east breeze was blowing, but by three o'clock it had risen to gale force. At 3.10 the life-boat *Princess Alexandra of Kent* put to sea. She made a search in a very rough sea and a flooding tide and found the crabber ten miles east-north-east of Berry Head. The crabber's wireless transmitter had broken down. The life-boat escorted her to Brixham harbour and arrived back at her station at five o'clock. The owner made a donation to the funds of the Institution.

### YACHT'S CREW RESCUED BY FISHING VESSEL

**North Sunderland, Northumberland.** At 3.55 on the afternoon of the 14th August, 1962, the coastguard informed the honorary secretary that a yacht had capsized about a mile and a half south-east of the harbour. There was a strong south-south-easterly breeze blowing with a rough sea. The weather was fine. The life-boat *Grace Darling* was launched at 4.10 on an ebbing tide. She made for the position given and found that a local fishing vessel had rescued the crew of four of the yacht *Amontillado*. The life-boat closed the fishing vessel, and the second coxswain went on board to find out whether first aid was needed. It was not, but as the four rescued people were wet and cold the second coxswain gave them some of his own clothing. The life-boat then returned to her station, arriving at 4.55.

### TOW FOR BOAT FROM SURVEY SHIP

**Skegness, Lincolnshire.** At 4.45 on the afternoon of the 14th August, 1962, the coastguard informed the honorary secretary that a small boat was burning red flares three-quarters of a mile off Ingoldmells. At 5.15 the life-boat *The Cuttle* was launched. There was a strong breeze blowing from east-by-south, there was

heavy surf, and the tide was flooding. The life-boat found a motor boat with a crew of five from the survey ship H.M.S. *Scott*. She was in a dangerous position in the surf, and the life-boat pulled her clear and escorted her to Wainfleet haven. The life-boat then returned to her station, arriving at eight o'clock.

### YACHT ESCORTED TO ANCHORAGE

**Poole, Dorset.** At 5.20 on the afternoon of the 14th August, 1962, the coastguard informed the honorary secretary that a yacht appeared to be in difficulties off Hook Sands. There was a strong south-easterly breeze with a rough sea. The weather was fine. The life-boat *Bassett Green* put out at 5.35 on a flood tide, and at six o'clock she came up with the yacht *Cashlow*, which had two people on board. She escorted the yacht to an anchorage which was safe, for the wind had by then backed to the south-west and had moderated. The life-boat reached her station, arriving at 7.45.

### MAINMAST SNAPS IN TALL SHIPS RACE

**St. Peter Port, Guernsey.** On the 14th August, 1962, the 50-foot auxiliary gaff yawl *Duet* had been taking part in the Tall Ships Race and was about twenty-five miles off the west coast of Guernsey on the way to Rotterdam when the mainmast snapped. A strong south-westerly wind approaching gale force was blowing with a rough sea. The crew of the escorting frigate H.M.S. *Keppel* saw what had happened, and the frigate was alongside within five minutes. At 9.10 a message was received at the harbour signal station asking for the help of the St. Peter Port life-boat, and at 9.30 the life-boat *Euphrosyne Kendal* put out on the ebbing tide. She made towards St. Martin's Point, and after rounding the point set a course for the *Duet*, which was about twenty-five miles west of Les Hanois. The *Duet* was making progress by using her engine, and she was met by the life-boat about fifteen miles from the island. H.M.S. *Keppel* had meanwhile been standing by the *Duet* and continued to do so until one o'clock, when the life-boat took her in tow. Searchlights from the frigate

helped the tow to be secured, a difficult task in the rough seas. St. Peter Port was finally reached at 4.35 in the morning and the *Duet* was secured at the spur. The life-boat crew came ashore and were given tea by the local branch of the W.V.S. The life-boat finally reached her station at five o'clock. The owner of the *Duet* made a donation to the branch funds.

#### CABIN CRUISER TOWED TO HARBOUR

**Troon, Ayrshire.** At 10.30 on the night of the 14th August, 1962, the coxswain saw a flashing light about two miles north of Lady Isle. The life-boat *James and Barbara Aitken* was launched at 10.45 in a light easterly wind and a slight sea. It was half an hour before high water. The life-boat found the cabin cruiser *Beaver III*, which had a crew of four, four miles north-west of Lady Isle with her engines broken down. She took her in tow to Troon and reached her station at 12.5.

#### YACHT'S CREW FOUND IN STATE OF EXHAUSTION

**Torbay, Devon.** At 10.50 on the night of the 14th August, 1962, the coastguard passed on to the honorary secretary a report from some visitors that flares had been seen in Start Bay off Torcross. The life-boat *Princess Alexandra of Kent* left her moorings at 11.20 in a strong south-easterly wind and a moderate sea one hour before low water. When she reached Torcross several lights could be seen, which caused some confusion, for they were car headlights pointing out to sea. The vessel in distress then fired another red flare, and the life-boat made for the position indicated and found the yacht *Mikado* with two men and a boy on board. They were very exhausted as they had been on board for over twenty-four hours riding out the heavy weather of the day before. Their rigging was damaged and their engine had broken down. The life-boat took the yacht in tow at slow speed across Start Bay and into Brixham harbour. She reached her station at 4.10. The owner of the yacht made a donation to the branch funds.

#### FRENCH TRAWLER TAKEN IN TOW

**Galway Bay.** At 10.45 on the morning of the 15th August, 1962, Valentia radio

station reported that the trawler *Paschal* of Lorient, which had a crew of thirteen, had fouled her propeller and needed help immediately about four miles south of Brannock Island. At eleven o'clock the life-boat *Mabel Marion Thompson* put to sea. There was a strong south-westerly breeze and a heavy swell. It was low water. The life-boat came up with the *Paschal* at 1.30, took her in tow, and made for her station, which she reached at eight o'clock.

#### COBLE ESCORTED TO HARBOUR

**Blyth, Northumberland.** At 5.36 on the evening of the 15th August, 1962, the coastguard informed the honorary secretary that a Newbiggin coble fishing from Blyth was making heavy weather between a mile and two miles south-east of Newbiggin Point. At 5.50 the life-boat *Winston Churchill (Civil Service No. 8)* was launched. There was a light east-north-east breeze and a rough sea, and the tide was ebbing. At 6.6 the life-boat found the coble *Sea Flower*, with a crew of two, east of Blyth pier close to Seaton rocks. She escorted her to Blyth and arrived back at her station at 6.25.

#### FLARES LIT FOR CLIFF SEARCH PARTY

**Weymouth, Dorset.** At 10.36 on the night of the 15th August, 1962, the Wyke coastguard told the honorary secretary that a boy was missing on the cliffs at Durdle Door and said that the police had asked if the life-boat would illuminate the area one hundred yards east of Cliff Arch. At 10.55 the life-boat *Frank Spiller Locke* put to sea in a moderate westerly breeze, a choppy sea and an ebbing tide. She fired parachute flares and used her searchlight to help the shore rescue party, but the boy was not found and the life-boat returned to her station, arriving at 3.25 in the morning. The boy lost his life.

#### TWO LIFE-BOATS IN ALL-NIGHT SEARCH

**Torbay, and Exmouth, Devon.** At 10.44 on the night of the 16th August, 1962, the Brixham coastguard passed on a report from a boat-owner, whose son had put out in a 20-foot motor boat three hours earlier to search for another of his father's boats and had not



returned. At 11.20 the life-boat *Princess Alexandra of Kent* put to sea in a strong south-south-west breeze, a moderate sea and an ebb tide. She searched widely in rain squalls, and at three o'clock the life-boat *Cecil and Lilian Philpott*, on temporary duty at Exmouth, was also launched. Both life-boats searched all night, but they found nothing and it was decided to ask for the help of a helicopter at daybreak. The coastguard asked the R.A.F. at Chivenor for a helicopter, and at 5.50 one was airborne. By the time the helicopter reached the area the Torbay life-boat had found the missing boat off Hope's Nose, Torquay. She escorted her to Paignton harbour, carrying out an exercise with the helicopter on the way, and reached her station at eight o'clock. The life-boat *Cecil and Lilian Philpott* returned to Exmouth at 7.40.

#### YACHT SEEN TO DISAPPEAR IN ROUGH SEA

**Exmouth, Devon.** At 9.25 on the evening of the 16th August, 1962, the coastguard passed on to the honorary secretary a report that a sailing yacht had been seen to disappear between a half and three-quarters of a mile off Ladram Bay near Sidmouth. There was a strong south-westerly wind with a rough sea. At ten o'clock the life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, put out on the ebbing tide. After a thorough search she found the yacht *Caravel II*, which had had to lower her sails and had been forced to tack constantly. The yacht was on passage from Weymouth to Torbay, and she had two people, her owner and his wife, on board. The woman was taken on board the life-boat, which towed the yacht to Exmouth and finally reached her station at 2.20 in the morning. The owner made a gift to the life-boat crew.

#### SURVIVORS FROM RAFT LANDED

**Humber, Yorkshire.** At 5.51 on the morning of the 17th August, 1962, the coastguard informed the honorary secretary that the trawler *Scampton* had picked up a man and a woman from a raft about 40 miles east-north-east of Spurn, and had asked for the life-boat

to meet her and take them off. A rendezvous was arranged at the Spurn lightvessel at 9.30. At 8.35 the life-boat *City of Bradford III* was launched on the ebbing tide in a gentle south-west breeze and a moderate sea. She met the *Scampton* about a mile east-north-east of the Spurn lightvessel at 9.10. The two survivors and their raft and outboard motor were taken on board the life-boat, which made for Grimsby. On the way the life-boat received a message from the Humber lightvessel asking for a pilot, who was on board the lightvessel, to be taken to Grimsby. The pilot was embarked and the life-boat reached Grimsby at 11.45, where the pilot and the survivors were landed. Because of the state of the tide the life-boat remained at Grimsby until four o'clock and then returned to her station, arriving at five o'clock. The two people who had been rescued from the raft had been on board the survey ship *May III* and had left her at nine o'clock the evening before in their raft to go to the survey ship *Vigia*, which was about half a mile away. Their outboard motor had broken down and they had become lost in the darkness. The *Scampton* had picked them up at five o'clock in the morning.

#### ESCORT FOR YACHT WITH TORN MAINSAIL

**Plymouth, Devon.** At 8.30 on the morning of the 17th August, 1962, the Rame Head coastguard informed the honorary secretary that there was a yacht whose sails had carried away two miles east-south-east of Rame Head, and at 8.43 the life-boat *Thomas Forehead and Mary Rowse* put to sea. There was a light west-north-west breeze and a heavy swell. The tide was ebbing. The life-boat found the yacht *Dainty*, with a crew of five, including a woman and a child, south of Penlee Point. The *Dainty's* mainsail was in ribbons, but she was making slow headway under a foresail. The life-boat escorted her until she anchored in Cawsand Bay and then returned to her station, arriving at ten o'clock.

#### RESCUES OF BOYS CUT OFF BY TIDE

**Redcar, Yorkshire.** At 4.15 on the afternoon of the 17th August, 1962, the

coastguard informed the motor mechanic that three boys had been cut off by the tide at Huntcliffe, Saltburn, and that a speed boat was trying to rescue them. A further message was received that the speed boat might have difficulty in taking the boys aboard, and at 4.25 the life-boat *City of Leeds* was launched in a strong north-westerly wind and a moderate sea. It was an hour and a half before high water. On reaching the position the life-boat found that two boys had been rescued by the speed boat but the other was still on the rocks. She took him on board, and members of the crew treated him for shock. The life-boat landed him and reached her station at six o'clock.

#### LIFE-SAVING COMPANY RESCUES TWO FROM CLIFFS

**Padstow, Cornwall.** At six o'clock on the evening of the 17th August, 1962, the coastguard informed the honorary secretary that a man and a woman were cut off by the tide at the foot of high cliffs at Polzeath and that the Port Isaac coastguard life-saving company had gone to their help. The coastguard had also asked for a helicopter. The life-boat *Joseph Hiram Chadwick* put to sea at 6.30. She made for the position given in a light north-westerly breeze, a slight sea and a flooding tide. The life-saving company succeeded in hauling the two people up the cliff, and the life-boat passed the news to the helicopter. The life-boat stood by until the rescued people were safe and then returned to her station, arriving at 7.45.

#### WRECKAGE OF AIRCRAFT FOUND AND LANDED

**Buckie, Banffshire.** At 2.45 on the afternoon of the 18th August, 1962, the coastguard informed the honorary secretary that an aircraft had crashed into the sea two miles north-north-east of the coastguard look-out at Lossiemouth. A helicopter had been summoned, and at 3.5 the life-boat *Laura Moncur* left her moorings. There was a light variable breeze and a smooth sea, and it was high water. On reaching the position, the helicopter asked the life-boat to go to Lossiemouth to pick up a marker buoy and moorings, but as she was entering

harbour the life-boat met the seine-net boat *Argosy*, which was on her way to drop the marker buoy. The life-boat returned to the position and was then asked by the helicopter to pick up a piece of the wrecked aircraft, which was two miles to the south-east. Nothing more was found, and the life-boat landed the wreckage at Lossiemouth and reached her station at 6.20.

#### TWO MEN RESCUED AFTER DINGHY CAPSIZES

**Yarmouth, Isle of Wight.** At 3.10 on the afternoon of the 18th August, 1962, the Needles coastguard informed the honorary secretary that the sailing yacht *Barbecue*, which had a crew of two, had capsized in the Needles channel south of Hurst Point. At 3.20 the life-boat *S.G.E.* put to sea with the second coxswain in command. There was a light south-westerly breeze, the sea was slight, and the tide was ebbing. The life-boat picked up the two yachtsmen, righted the dinghy and towed her to Yarmouth, arriving at 6.50.

#### MAN TAKEN OFF LIGHTVESSEL

**Arklow, Co. Wicklow.** At 7.10 on the evening of the 18th August, 1962, the Wicklow honorary secretary asked if the Arklow life-boat would land a member of the crew of the Codling lightvessel as the man's father was dangerously ill. At 7.28 the life-boat *Inbhear Mor* was launched in a fresh south-westerly breeze, a choppy sea and a flooding tide. She reached the lightvessel at 10.20, took the man on board and landed him at Arklow at 12.55. She then returned to Arklow, arriving at four o'clock in the morning.

#### TOW FOR YACHT TO HARBOUR

**Peterhead, Aberdeenshire.** At 8.50 on the morning of the 19th August, 1962, the coastguard informed the honorary secretary that red flares had been seen from a small yacht off Whinnfold, Cruden Bay. There was a light breeze blowing from the south-south-east with a moderate sea. The life-boat *Julia Park Barry of Glasgow* was launched at nine o'clock on an ebb tide. The weather was fine. The life-boat made for the position given and came up with the casualty at

10.22. She was a small yacht named *Vedette* with a crew of four. The *Vedette* was on passage from Aberdeen to Longhope, but her engine had failed off the shores of Cruden. The life-boat made fast a line and towed the yacht to Peterhead harbour. She then returned to her station, arriving at 12.21.

#### MOTOR BOAT RESCUES CANOEISTS

**Dun Laoghaire, Co. Dublin.** At 4.35 on the afternoon of the 19th August, 1962, the Dalkey civic guard informed the honorary secretary that a canoe, which had a crew of two, had capsized off Dalkey Island, and at 4.58 the life-boat *Dunleary II* was launched. There was a strong southerly breeze, the sea was moderate, and the tide was ebbing. A motor boat also put out from Coliemore. She reached the scene first and picked up the two canoeists. The life-boat met her off Sorrento Point, escorted her to Coliemore and then returned to her station, arriving at 5.50.

#### LIFE-BOAT HELPS YACHT TO WEIGH ANCHOR

**Salcombe, Devon.** At 9.13 on the morning of the 20th August, 1962, the Bolt Head coastguard informed the honorary secretary that the yacht *Maralla*, which had been at anchor a quarter of a mile south-west of Goat Point the whole night, was having difficulty in weighing anchor and was sending morse signals. At 9.30 the life-boat *Samuel and Marie Parkhouse* was launched in a light westerly breeze, a moderate sea and a flooding tide. She helped the yacht to heave up her anchor although the anchor chain parted. The life-boat then returned to her station, arriving at 11.20.

#### TOW FOR DINGHY WITH FIVE YOUNG MEN ABOARD

**Swanage, Dorset.** At 3.22 on the afternoon of the 20th August, 1962, the coastguard told the coxswain that a visitor had reported seeing a sailing dinghy dismasted about one mile north-east of Peveril Point. Nine minutes later the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, was launched. There was a moderate south-south-west breeze, the sea was

choppy, and the tide was ebbing. The life-boat found the sailing dinghy *Puffin*, with five young men on board, three-quarters of a mile south of Peveril Point. They had rigged a sail on the stump of the mast and were rowing for the shore, but the tide was carrying them towards Durlston Head. The life-boat took the *Puffin* in tow and returned to her station, arriving at 4.5. The father of one of the young men made a donation to the funds of the Institution.

#### TOW FOR YACHT WITH TWO ABOARD

**Ilfracombe, Devon.** At 11.50 on the night of the 20th August, 1962, the coastguard informed the honorary secretary that a small boat was flashing sos off Highveer Point, Lynmouth. There was a moderate breeze blowing from the south-east and the weather was overcast. The life-boat *Robert and Phemia Brown* was launched at 12.16 on an ebbing tide. The sea was moderate. The life-boat made for the position given and came up with the yacht *Cariad* at 1.40. The *Cariad*, which had a crew of two, was on passage from Ilfracombe to Cardiff, but her engine had failed and she was being blown off shore by the south-easterly breeze and being carried down the channel on the ebb tide. The life-boat towed her to Ilfracombe, which was reached at 4.10. The life-boat was rehoused on the flood tide at eight o'clock.

#### TOW FOR COXSWAIN'S FISHING BOAT

**Montrose, Angus.** At noon on the 23rd August, 1962, the coxswain reported by radio-telephone from his motor fishing boat *Rosemary* that he needed help two miles off Usan. The life-boat *The Good Hope* was launched at 12.17 with the second coxswain in command in a gentle south-westerly breeze and a moderate sea. The tide was half ebb. The life-boat reached the position given and took the *Rosemary*, which had a broken crankshaft, in tow to Montrose. The life-boat reached her station at 1.30.

#### RESCUES BY HELICOPTER AND PILOT CUTTER

**Lytham-St. Anne's, Lancashire.** At 3.47 on the afternoon of the 22nd

August, 1962, the coastguard informed the motor mechanic that a motor vessel had capsized on the Ribble bar. At 4.12 the life-boat *Sarah Townsend Porritt* was launched with the second coxswain in command in a westerly gale and a very rough sea. It was one hour before high water. When the life-boat reached the position given she found that the motor vessel *Druid* of Glasgow had broached to in a heavy following sea at the entrance to the Ribble estuary. Her whole crew of six had been washed overboard. One man had managed to climb into a life-raft and had been picked up by the Preston pilot cutter. A helicopter from Warton airport had rescued two men who had been clinging to a lifebuoy and had flown them to Warton, where they were taken to hospital. A fourth man had been rescued by another helicopter from the R.A.F. station at Valley, Anglesey.

A fifth man was picked up by the Warton helicopter, which had returned to the position, but as he was unconscious he was lowered into the life-boat, where artificial respiration was applied by the life-boat crew. In the meantime the life-boat coxswain with a crew of two and a doctor on board had put out in the boarding boat to meet the life-boat. The doctor examined the man who had been lowered by helicopter to the life-boat, but found he was dead. His body was taken ashore in the boarding boat while the life-boat, with the coxswain now in command, continued to search for the sixth man. He was not found, and when darkness fell the life-boat returned to her station, arriving at nine o'clock.

#### FIVE RESCUED FROM ROWING BOAT

**Donaghadee, Co. Down.** At 3.30 on the afternoon of the 23rd August, 1962, the Orlock coastguard passed on to the honorary secretary a report from the Blackhead lighthouse that a rowing boat with a crew of five was in difficulties south-east of Blackhead. At 3.45 the life-boat *Sir Samuel Kelly* was launched. There was a strong westerly breeze and a choppy sea, and the tide was flooding. The life-boat found the boat a mile off Blackhead, rescued the five people, and

towed the boat to Donaghadee, which she reached at 6.40.

#### TOW FOR SCHOONER WITH SEA CADETS ABOARD

**Weymouth, Dorset.** At 5.16 on the afternoon of the 23rd August, 1962, the coastguard informed the honorary secretary that a yacht was burning flares half a mile off Abbotsbury. Seven minutes later the life-boat *Frank Spiller Locke* left her moorings in a south-westerly gale and a moderate sea. It was two hours before low water. The life-boat found the schooner *The Garland* of Cowes, with her master and nine sea cadets on board, six miles north-west of Portland Bill. The life-boat escorted her round Portland Bill. Then as the drogue rope had fouled the schooner's propeller and her engines were now out of action, the life-boat took her in tow to Weymouth harbour, which was reached at ten o'clock. The master of the schooner and parents of the cadets jointly made a contribution to the Institution's funds.

#### YACHT TAKEN IN TOW IN GALE

**Clacton-on-Sea, Essex.** At 5.40 on the evening of the 23rd August, 1962, the coastguard informed the honorary secretary that a yacht was burning a red flare a quarter of a mile south-south-east of Clacton pier. The life-boat *Sir Godfrey Baring* was launched at 5.52 in a south-westerly gale and a rough sea. It was nearly high water. The life-boat found the yacht *Aslaug* with four people on board two miles south-east of Clacton pier. Her mainsail was damaged and her engine had broken down. Because of the gale-force wind the coxswain decided to tow the yacht to Harwich harbour, which was reached at 8.57. The life-boat remained at Harwich until the next day.

#### FISHING COBLE TAKEN IN TOW

**St. Abbs, Berwickshire.** At nine o'clock on the morning of the 24th August, 1962, the principal keeper of the St. Abbs Head lighthouse telephoned to say the local fishing coble *Mary*, which had a crew of four, had broken down off the head and had asked for a tow. The coble was in no immediate danger, but as no

other suitable boat was available, the life-boat *W. Rose Macarthur of Glasgow* was launched at 9.35. There was a fresh westerly breeze, the sea was moderate, and the tide was flooding. The life-boat found the *Mary* under the cliffs near the lighthouse, towed her to St. Abbs, and arrived back at her station at 10.10.

#### TWO CAPSIZED DINGHIES TAKEN IN TOW

**Falmouth, Cornwall.** At 10.56 on the morning of the 24th August, 1962, the coastguard informed the honorary secretary that a dinghy had capsized a mile and a half off Nare Head, near Portscatho, and nine minutes later the life-boat *Crawford and Constance Conybear* put to sea. There was a light west-south-west breeze, the sea was choppy, and the tide was flooding. The life-boat made a search and found a Kestrel-type dinghy three-quarters of a mile west of Nare Head. She had only just capsized and was not the casualty originally reported, but the life-boat helped the crew to get on board her, and a motor launch took the dinghy in tow. The life-boat searched for the other dinghy and found her abandoned about a quarter of a mile east of Nare Head. Her crew of four were on the rocks at the foot of a cliff. The life-boat stood by until they reached the cliff top and then took their dinghy on board and returned to her station, arriving at 2.30.

#### SAILING DINGHY BEACHED AFTER CAPSIZE

**Arklow, Co. Wicklow.** At 12.20 on the afternoon of the 24th August, 1962, the mechanic informed the honorary secretary that a sailing dinghy had capsized a mile and a half north-east of Arklow harbour. The life-boat *Inbhear Mor* was launched at 12.30 in strong south-westerly wind and a choppy sea. The tide was half ebb. On reaching the position given, the life-boat found that the sailing dinghy had been righted and her crew of two were baling. The life-boat towed her near the shore, and her crew were then able to beach her. The life-boat returned to her station, arriving at 1.5.

#### BODY OF SWIMMER LANDED

**Sennen Cove, Cornwall.** At one o'clock

on the afternoon of the 25th August, 1962, the coastguard [informed the honorary secretary that a young woman had been swept from the rocks under Lands End by a large wave. At 1.27 the life-boat *Susan Ashley* was launched in a moderate westerly wind and a choppy sea with a heavy ground swell. It was one hour before high water. People on the cliff top directed the life-boat to where the woman was floating face downwards about two hundred yards out and close to a big island rock known as *Enys Dodman*. The life-boat picked her up and landed her, but a doctor who then examined her found that she was dead. The life-boat reached her station at 2.30.

#### LIFE-BOAT TAKES OVER TOW OF YACHT

**Holy Island, Northumberland.** At six o'clock on the evening of the 25th August, 1962, the coastguard informed the honorary secretary that a message had been intercepted from the motor vessel *Ettrick* that she had the disabled yacht *Cuprous* of Southampton, with two men on board, in tow five miles north-east of *Emmanuel Head*. She was trying to tow the yacht to Holy Island but to do so she might need help. The life-boat *Gertrude* was launched at 6.20 in a moderate westerly wind and a moderate sea an hour and a half after low water. She met the motor vessel in the channel off the Plough Seal buoy and took over the tow. The *Cuprous* was moored safely in Holy Island harbour, and the life-boat reached her station at seven o'clock.

#### TOW FOR MOTOR CRUISER IN FULL GALE

**Dun Laoghaire, Co. Dublin.** At eight o'clock on the evening of the 25th August, 1962, the harbour constable told the motor mechanic that a yacht was broached to four and a half miles east-north-east of Dun Laoghaire. A full westerly gale was blowing when the life-boat *Dunleary II* left her moorings at 8.8 on a flooding tide in a very rough sea. The life-boat found the motor cruiser *Rosalind* with five people on board. Her engines had broken down, and the life-boat crew at their second

attempt managed to get a tow rope aboard. The *Rosalind* was then towed into harbour, where her crew were landed and the yacht was moored. The life-boat reached her moorings at 10.15. The owner of the vessel expressed his thanks.

#### FISHING BOATS ESCORTED IN ROUGH SEA

**St. Abbs, Berwickshire.** On the morning of the 26th August, 1962, a gale warning was issued and the southerly breeze did in fact increase in force. Three local fishing boats were at sea in weather which was growing worse and poor visibility. At noon the life-boat *W. Ross Macarthur of Glasgow* was launched. She made a search in a rough sea, heavy rain and a flooding tide and found the fishing boats off St. Abbs Head. She escorted them to the harbour and arrived back at her station at one o'clock.

#### HELICOPTER RESCUES TWO FROM DINGHY

**Minehead, and Weston-super-Mare, Somerset.** At 11.30 on the morning of the 26th August, 1962, the police at Minehead reported that a dinghy, with a crew of two, was in difficulties off Dunster beach, and at 11.55 the life-boat *B.H.M.H.* was launched. There was a south-south-easterly gale with a rough sea and a flooding tide. A helicopter from Chivenor took off, and at 12.22 the Weston-super-Mare life-boat *Calouste Gulbenkian* was also launched. Both life-boats made for the position, but the helicopter found the fishing dinghy *E286* four miles off Watchet and rescued the two men. The helicopter landed them on the beach, and the Minehead life-boat towed the dinghy to her station, arriving at 2.15. The Weston-super-Mare life-boat was recalled to her station, which she reached at 1.15.

#### CREW TAKEN OFF DISMASTED YACHT

**Redcar, Yorkshire.** At 12.40 on the afternoon of the 26th August, 1962, the coastguard informed the motor mechanic that a small yacht appeared to be in difficulties a mile and a half north-east of Saltscar buoy. The life-boat *City*

*of Leeds* was launched at 12.48 in a south-westerly gale and a rough sea. It was an hour and a half before high water. The life-boat made for the position given and found the yacht dismasted and with her engine broken down. Her crew of three were taken on board the life-boat, which then towed the yacht to harbour. The yacht's crew were treated on board the life-boat for shock. The life-boat reached her station at 3.40.

#### RESCUES FROM THREE YACHTS IN TURN

**Southend-on-Sea, Essex, and Margate, Kent.** At 1.5 on the afternoon of the 26th August, 1962, the coastguard informed the honorary secretary at Southend-on-Sea that a small sailing dinghy had capsized near the West Middle buoy and that her crew of two were clinging to the dinghy. The life-boat *Greater London II (Civil Service No. 30)* was launched at 1.38 in a south-westerly gale and a very rough sea. The tide was half ebb. The coastguard also reported that a helicopter was in the area. Information was then received that the dinghy was near the Redsands forts, and the life-boat made for this position. A yacht was sighted one mile west of the forts, and her crew told the coxswain that the capsized boat was to the east of them and that her crew could be seen sitting in the waterlogged boat. The coxswain was asked to tow the yacht to sheltered waters as the gale had increased to force 9, but thought the dinghy probably needed help more urgently, and he told the yacht's crew that he would come back for them. As the life-boat came up on the lee side of the dinghy, one of the men grabbed hold of the life-boat, once again capsizing the dinghy and throwing the second man into the sea. He was quickly recovered by the life-boat's crew, and with the first man safely on board too the coxswain made for the yacht, which was then a quarter of a mile to the west. Her crew of three, two men and a woman, were by then ready to leave their yacht, and the life-boat took them on board.

A message was then received by radio telephone that some small boats were in difficulties off Warden point and that

the Southend pilot boat *Thames Server* had offered to help the life-boat. On her way the life-boat met a fishing boat from Whitstable, whose crew told the coxswain that four men had been rescued from two of the small boats. The next message to be received by the life-boat was that another yacht was in difficulties at the West Barrow buoy. The five rescued people on board the life-boat were having a very uncomfortable time because of the heavy seas and were all exhausted, and the coxswain decided that as the services of the life-boat might be needed for some hours he would transfer them to the pilot boat. The life-boat therefore made for the lee of a large tanker, where with difficulty the five people were transferred to the pilot boat.

The life-boat then made for the West Barrow buoy and found a yacht with her sails blown away and her engine broken down. The yacht was rolling and pitching very badly, and the coxswain took the life-boat in on the yacht's port side and rescued the crew of four. In the meantime the Customs vessel *Venturer* had arrived, and the four men were transferred to her. The life-boat continued searching until a message was received that no one else was in difficulties, and she returned to her station, arriving at 11.59. The Margate life-boat *North Foreland (Civil Service No. 11)* was also asked to help in the search, and she launched at 4.5 and finally reached her station at 10.25. The father of a member of the crew of one of the yachts made a contribution to the Institution's funds.

#### HELP FOR YACHT AFTER TOW-ROPE PARTS

**St. David's, Pembrokeshire.** At 2.55 on the afternoon of the 26th August, 1962, the coastguard informed the honorary secretary that the yacht *Cergio* was in tow of the French trawler *Belle Garce* thirteen miles west of the South Bishop. As the weather was bad, the help of the life-boat was asked for. The life-boat *Swn-y-Mor (Civil Service No. 6)* was launched at 3.15 in a south-south-westerly gale and a very rough sea. It was two hours before high water. The life-boat made towards the two vessels and reported seeing them off St. Ann's

Head. Later a message was received that the trawler and yacht were well ahead of the life-boat in Milford Haven. The honorary's secretary's personal experience of the haven in rough weather made him disinclined to recall the life-boat, and in fact the towing rope eventually parted four times. On the last occasion the yacht and the trawler drifted apart and the life-boat steamed towards the yacht and took her in tow. The yacht was eventually moored alongside a jetty in Milford Haven at 7.30. Because of the conditions at the life-boat slipway the life-boat remained overnight and returned to her station the next day.

#### YACHT TAKEN IN TOW IN GALE

**Howth, Co. Dublin.** At 3.47 on the afternoon of the 26th August, 1962, the Baily lighthouse-keeper informed the honorary secretary that a motor yacht which he had kept under observation for twenty-five minutes was out of control. The life-boat *A.M.T.* left her moorings at 4.5 in a west-south-westerly gale and a rough sea. It was low water. The life-boat found the motor yacht *Lady Sophie* of Dun Laoghaire, with four people on board, making very little progress in the severe weather conditions. She took her in tow to moorings alongside the west pier. The life-boat reached her own moorings at 6.40.

#### COBLES ESCORTED IN NEAR GALE

**Bridlington, Yorkshire.** At 4.30 on the afternoon of the 26th August, 1962, the harbour master told the honorary secretary he felt anxious for the safety of the fishing cobbles *Kingfisher*, *Lily* and *Three Brothers*, which had each left harbour that morning with a party on board for a day's fishing off Flamborough Head. The weather had worsened during the day, and at 4.50 the life-boat *Tillie Morrison, Sheffield II* was launched in a near gale blowing from the south-south-west, a rough sea and an ebbing tide. She made for the north bay, where she met the three cobbles. She escorted them all to the harbour and reached her station at 6.30.

#### CREW TAKEN OFF MOTOR BOAT IN GALE

**Howth, Co. Dublin.** At 7.40 on the evening of the 26th August, 1962, the

garda informed the honorary secretary that flares had been seen at first in the direction of Rockabill and later from a boat at Lough Shinney. The life-boat *A.M.T.* put out at 8.4 and made for Lough Shinney. There was a westerly gale and a choppy sea, and it was one hour before high water. The life-boat reached the lough at 9.5 and found the motor boat *Ark of Connemara* of Dun Laoghaire with her engine broken down. Her anchors were holding, and it was decided to leave the boat in what was a reasonably sheltered position. The life-boat took off the motor boat's crew of four and returned to her station, arriving at 10.35.

#### YACHT FOUND DRAGGING ANCHOR IN GALE

**Dover, Kent.** At 9.30 on the evening of the 26th August, 1962, a message was received that the yacht *Marabu* of the Royal Naval Sailing Association, which was sheltering in Dover harbour, was dragging her anchor. She had a crew of eleven. Two red flares were fired from the yacht, and at 9.42 the life-boat *Cunard*, on temporary duty at the station, left her moorings. There was a west-south-westerly gale, the sea was rough, and it was high water. The life-boat took the yacht in tow into Wellington dock and reached her station at 10.30.

#### YACHT TAKEN IN TOW TO HARBOUR

**Shoreham Harbour, Sussex.** At 11.51 on the morning of the 28th August, 1962, the coastguard informed the honorary secretary that the auxiliary yacht *Diana*, of Shoreham, which had a crew of three, was burning red flares half a mile south of the power station. Nine minutes later the life-boat *Rosa Woodd and Phyllis Lunn* was launched. There was a fresh south-south-west breeze, the sea was rough, and the tide was ebbing. The life-boat found that the *Diana* had broken down and put two of her crew aboard. She then took the yacht in tow and berthed her in the harbour. The life-boat reached her station at two o'clock. A helicopter also took off but was not needed.

#### RAILWAYS STEAMERS HELP TO FIND FISHING BOAT

**St. Helier, Jersey.** At 4.10 on the morning of the 30th August, 1962, the harbour office informed the honorary secretary that the 28-foot fishing boat *Pinafore*, which had put out with a crew of four, had not returned. At 4.30 the life-boat *Lloyd's*, on temporary duty at the station, put to sea. There was a light northerly breeze with a swell, and the tide was flooding. The British Railways steamers *Cranbourne* and *Moose*, which were bound for Jersey, were asked to keep a look-out. The *Cranbourne* picked up two boats on her radar, but they did not need help, and later the *Moose*, which was to the northward, reported an echo on her radar two and a half miles west of Corbière. This proved to be from the *Pinafore*, and the *Moose* stood by until the life-boat arrived. The life-boat took off the four people, put one of her own crew on board, and towed the fishing boats to St. Helier, which was reached at 7.46.

#### LIFE-BOAT ESCORTS YAWL WITH SIX CHILDREN ABOARD

**Valentia, Co. Kerry.** At 4.55 on the afternoon of the 31st August, 1962, a message was received from Cahirciveen that six children were adrift in a yawl under oars and were being blown seawards about a mile and a half off Cuascrom harbour in Dingle Bay. At 5.10 the life-boat *Peter and Sarah Blake*, on temporary duty at the station, left her moorings and made for the position in a fresh south-easterly breeze and a moderate sea. It was high water. The life-boat found the yawl near the harbour entrance, escorted her in and then returned to moorings, arriving at 6.40. The parents of the children expressed their thanks.

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

**New Brighton, Cheshire.**—August 2nd.  
**Weston-super-Mare, Somerset.**—August 2nd.

**Exmouth, Devon.**—August 3rd.  
**Swanage, Dorset.**—August 3rd.



**Clacton-on-Sea, Essex.**—August 3rd.  
**Selsey, Sussex.**—August 3rd.  
**Stronsay, Orkneys.**—August 4th.  
**Southend-on-Sea, Essex.**—August 4th.  
**St. Mary's, Scilly Islands.**—August 4th.  
**Stornoway, Hebrides.**—August 4th.  
**Yarmouth, Isle of Wight.**—August 4th.  
**Ramsey, Isle of Man.**—August 4th.  
**Clacton-on-Sea, Essex.**—August 5th.  
**St. Peter Port, Guernsey.**—August 5th.  
**Yarmouth, Isle of Wight.**—August 5th.  
**Hastings, Sussex.**—August 5th.  
**St. Peter Port, Guernsey.**—August 6th.  
**Barmouth, Merionethshire.**—August 6th.  
**Wells, Norfolk.**—August 6th.  
**Cromer, Norfolk.**—August 7th.  
**Bembridge, Isle of Wight.**—August 7th.  
**The Lizard / Cadgwith, Cornwall.**—August 7th.  
**Fishguard, Pembrokeshire.**—August 7th.  
**Holyhead, Anglesey.**—August 8th.  
**Bembridge, Isle of Wight.**—August 10th.  
**Yarmouth, Isle of Wight.**—August 10th.  
**Padstow, Cornwall.**—August 10th.  
**Sennen Cove, Cornwall.**—August 10th.  
**Poole, Dorset.**—August 11th.  
**Cromarty, Ross and Cromarty.**—August 11th.  
**New Brighton, Cheshire.**—August 12th.  
**Clacton-on-Sea, Essex.**—August 13th.  
**St. David's, Pembrokeshire.**—August 14th.  
**Shoreham Harbour, Sussex.**—August 14th.  
**Newhaven, Sussex.**—August 14th.  
**Beaumaris, Anglesey.**—August 14th.  
**Humber, Yorkshire.**—August 15th.  
**Moelfre, Anglesey.**—August 15th.  
**St. Mary's, Scilly Islands.**—August 15th.  
**St. Mary's, Scilly Islands.**—August 15th.  
**Selsey, Sussex.**—August 15th.  
**Holyhead, Anglesey.**—August 16th.  
**Walmer, Kent.**—August 16th.  
**Exmouth, Devon.**—August 17th.  
**Portrush, Co. Antrim.**—August 17th.

**Baltimore, Co. Cork.**—August 17th.  
**Salcombe, Devon.**—August 17th.  
**Troon, Ayrshire.**—August 18th.  
**Appledore, Devon.**—August 19th.  
**Howth, Co. Dublin.**—August 19th.  
**Padstow, Cornwall.**—August 19th.  
**Torbay, Devon.**—August 20th.  
**Tenby, Pembrokeshire.**—August 20th.  
**Hartlepool, Co. Durham.**—August 20th.  
**Barrow, Lancashire.**—August 20th.  
**Falmouth, Cornwall.**—August 21st.  
**Plymouth, Devon.**—August 21st.  
**Walmer, Kent.**—August 21st.  
**Cromer, Norfolk.**—August 22nd.  
**Dungeness, Kent.**—August 23rd.  
**Llandudno, Caernarvonshire.**—August 23rd.  
**Dunmore East, Co. Waterford.**—August 24th.  
**New Brighton, Cheshire.**—August 25th.  
**St. Ives, Cornwall.**—August 25th.  
**Bembridge, Isle of Wight.**—August 26th.  
**Padstow, Cornwall.**—August 26th.  
**Yarmouth, Isle of Wight.**—August 26th.  
**Weston-super-Mare, Somerset.**—August 26th.  
**Margate, Kent.**—August 26th.  
**Weymouth, Dorset.**—August 26th.  
**Clacton-on-Sea, Essex.**—August 26th.  
**Teesmouth, Yorkshire.**—August 26th.  
**Wells, Norfolk.**—August 26th.  
**St. Helier, Jersey.**—August 27th.  
**Barmouth, Merionethshire.**—August 27th.  
**Salcombe, Devon.**—August 27th.  
**Southend-on-Sea, Essex.**—August 27th.  
**Redcar, Yorkshire.**—August 28th.  
**Selsey, Sussex.**—August 29th.

## SEPTEMBER

DURING September life-boats were launched on service 117 times and rescued 69 lives.

## INJURED CHINESE SEAMEN TAKEN OFF SHIP

**Penlee, Cornwall.** On the 1st September, 1962, news was received that the motor vessel *Ben Hope* was approaching Penzance with two injured men on board. They had been severely burnt in

an accident in the engine room. At 2.30 in the afternoon the life-boat *Solomon Browne* was launched in a moderate south-south-east breeze, a choppy sea and a flooding tide. She picked up a doctor and a stretcher at Newlyn and met the *Ben Hope* five miles south of Penzance at four o'clock. The doctor was put on board, and at 4.35 he and the two injured men, who were Chinese, came on board the life-boat, which landed them at Newlyn at five o'clock. The life-boat then returned to her station, arriving at 5.30.

#### BOAT FOUND AFTER DRIFTING ALL NIGHT

**Ilfracombe, Devon.** At 7.55 on the morning of the 2nd September, 1962, the police told the honorary secretary that the proprietor of the Lee Bay Hotel had reported that three of his staff and a visitor had left in a rowing boat at ten o'clock the night before for a short fishing trip but had not returned. The honorary secretary asked the coast-guard for air assistance, and at 8.30 the life-boat *Robert and Phemia Brown* was launched. There was a light south-easterly breeze and a choppy sea, and it was high water. A helicopter spotted the small rowing boat about three miles north-west of Torrs Point. The boat had been carried out in the channel by an off-shore wind and an ebbing tide and had been adrift all night. The helicopter rescued three men, and the fourth man, who had been at the oars throughout and was very exhausted, was taken aboard the life-boat. After being given first aid he was brought ashore at Ilfracombe, where the rowing boat was beached. The three men picked up by the helicopter were landed at Lee, and the life-boat finally reached her station at 10.20.

#### ESCORT FOR YACHT IN TOW

**Fowey, Cornwall.** At 8.56 on the evening of the 2nd September, 1962, the Polruan coastguard told the coxswain that the sailing yacht *Why* of Fowey had put out that afternoon with a crew of three but had not returned. A boatman had reported seeing a yacht between Par harbour and Gwineas rock, and at 9.11 the life-boat *Deneys*

*Reitz* put to sea. There was a light south-south-easterly breeze and a moderate sea. The tide was ebbing. The life-boat made a search and found the yacht four miles south of Blackhead in tow of a fishing boat from Polperro. The life-boat escorted the boat to Fowey, secured the yacht to the Swing buoy, and arrived back at her station at three o'clock in the morning.

#### PARACHUTE FLARES SHOW YACHT IN DANGER

**Dunmore East, Co. Waterford.** At 9.5 on the evening of the 2nd September, 1962, the honorary secretary received messages from the coast life-saving service and the civic guards that rockets and flares had been seen one mile from Brownstown Head. At 9.20 the life-boat *Annie Blanche Smith* left her moorings in a strong north-easterly wind and a moderate sea. It was an hour and a quarter after high water. The life-boat reached the position but nothing unusual was seen, and she made for Tramore bay. Two parachute flares were fired from the life-boat, and by this means the yacht *Marjory Gaw* of Littlehampton was found in a most dangerous position in shoal water and among rocks. Her crew of two had lost their bearings. The life-boat closed the yacht and escorted her to safety in Dunmore East harbour. The life-boat reached her station at 12.30. It was later learnt that no flares had been fired from the yacht, and the arrival of the life-boat was, in a sense, an extremely fortunate accident. There had been a thunderstorm, and the vivid lightning had evidently been mistaken by the coast watchers for rockets.

#### TOW FOR FISHING BOAT WITH BROKEN RUDDER

**Sunderland, Durham.** At 3.12 on the afternoon of the 3rd September, 1962, the coastguard informed the honorary secretary that a beach attendant at Seaburn had reported a boat burning red flares two miles north of Roker pier. At 3.40 the life-boat *Edward and Isabella Irwin* was launched with the second coxswain in charge. There was a light south-south-west breeze, the sea was calm, and the tide was flooding.

The life-boat made a search and found the fishing boat *Nessie* with a crew of four. Her rudder had broken off. The life-boat towed her to Sunderland south dock and arrived back at her station at 5.5.

#### LIFE-BOAT, HELICOPTER AND MOTOR BOATS GO TO YACHT

**Criccieth, Caernarvonshire.** At 7.20 on the evening of the 3rd September, 1962, the coxswain told the honorary secretary that he could see a sailing dinghy aground in Portmadoc estuary, and ten minutes later the life-boat *Robert Lindsay* was launched. There was a strong south-south-west breeze, the sea was rough, and the tide was flooding. The life-boat found the sailing dinghy *Scorpion*, with a crew of two, on a sandbank. Two motor boats had also put out, and a Royal Air Force helicopter, which had arrived from Valley, landed on the sandbank. The motor boats took off the dinghy's crew, and the helicopter, not being needed, returned to her base. The motor boats refloated the dinghy and towed her to Portmadoc harbour, the life-boat escorting them. The life-boat arrived back at her station at 9.30. The crew of the *Scorpion* made a donation to the Institution's funds.

#### FOUR PEOPLE FOUND ON BEACH

**St. Peter Port, Guernsey.** At 12.8 early on the morning of the 4th September, 1962, a bright, flashing light was seen on Jethou, and at 12.25 the life-boat *Euphrosyne Kendal* put to sea in a moderate south-westerly breeze, a choppy sea and an ebbing tide. She took a dinghy with her. Four people were found stranded on Jethou beach. They had been returning from Herm in the speedboat *Jezebel*, but the boat had struck a rock off Jethou and her propeller had been damaged. Using their dinghy the life-boat crew ferried the four people to the life-boat, which returned with them to her station, arriving at 1.45.

#### YACHT TOWED INTO HARBOUR

**Weymouth, Dorset.** At 6.24 on the evening of the 5th September, 1962, the coastguard informed the honorary secretary that a yacht was firing distress

flares two miles south of Portland Bill. The life-boat *Frank Spiller Locke* left her moorings in a gentle west-south-westerly breeze, a smooth sea and an ebbing tide. She made for the position given and took the yacht *Fairwinds* of Leigh, which had a crew of four, in tow. The yacht's engine had broken down. The life-boat finally reached her station at 9.15.

#### EXPLOSION ABOARD GERMAN MOTOR VESSEL

**Hastings, Sussex.** At 2.58 on the morning of the 6th September, 1962, the Fairlight coastguard informed the honorary secretary that a red flare had been seen six miles east-south-east of Fairlight look-out. At 3.25 the life-boat *M.T.C.* was launched. There was a south-westerly gale and a rough sea, and it was high water. The life-boat found that the Netherlands motor vessel *Zwaluw* had taken on board the entire crew of eight of the motor vessel *La Paloma* of Brake, West Germany. The motor vessel had been laden with pitch, there had been an explosion, and she was now on fire. The life-boat stood by the *La Paloma*, and later the *Zwaluw* took the German vessel in tow. The life-boat then started back for her station, but as the tow rope parted, she returned to the scene and transferred the *La Paloma's* captain and a crew member from the *Zwaluw* to the *La Paloma*. The French tug *Hardi* reached the position during the morning, took over the tow and made for Dover. The *Zwaluw* continued on her way, and the life-boat, being no longer needed, reached her station at two o'clock in the afternoon.

#### SIX RESCUED FROM TWO BOATS

**Tenby, Pembrokeshire.** At 3.45 on the afternoon of the 6th September, 1962, the coastguard informed the honorary secretary that four children were in difficulties in a rowing boat off Proud Giltar. Twelve minutes later the life-boat *Henry Comber Brown* was launched with the western district inspector of life-boats in command. She made for the position in a fresh westerly breeze, a moderate sea and an ebbing tide and found two small rowing boats about a

hundred yards from the cliffs. Three girls and a boy were in one of them, and two men, who had put out to their help, were in the other boat. Both boats, which were half full of water, were in considerable danger. The life-boat rescued the six people, took the boats on board, and made for Tenby, which she reached at five o'clock.

#### TOW FOR YACHT WITH ENGINE BREAKDOWN

**Troon, Ayrshire.** At 3.30 on the afternoon of the 7th September, 1962, the pilot at Troon harbour informed the honorary secretary that a small cabin cruiser appeared to be in difficulties and drifting close to the rocks at Barassie, one mile north of Troon harbour. At 3.53 the life-boat *James and Barbara Aitken* left her moorings in a fresh to strong westerly wind and a moderate sea. It was two hours before high water. The life-boat found the cabin cruiser *Maureen* with one man on board. Her engine had broken down, and the life-boat took her in tow to harbour, reaching her station at 4.29.

#### YACHT TOWED IN AS GALE SPRINGS UP

**Portpatrick, Wigtownshire.** At 6.35 on the evening of the 8th September, 1962, the coastguard informed the honorary secretary that a yacht needed help immediately twenty-five miles north-west of Portpatrick. There was a moderate south-westerly breeze with a slight sea, and it was just after high water. At 6.48 the life-boat *The Jeanie* put out and on reaching the position given found the motor yacht *Seawitch* broken down with engine trouble. There were nine people on board. The *Seawitch* was taken in tow. The weather began to deteriorate, and a south-westerly gale sprang up as the life-boat towed the yacht to safety. The life-boat reached her station at three o'clock the next morning. The owner made a donation to the branch funds and a gift to the life-boat crew.

#### TOW FOR CABIN CRUISER THROUGH HEAVY SEAS

**Troon, Ayrshire.** At 11.45 on the morning of the 9th September, 1962, the pilot at Troon harbour told the

coxswain that a cabin cruiser was drifting close to Gailes shore. At 11.55 the life-boat *James and Barbara Aitken* left her moorings in a south-westerly gale and a rough sea. It was two hours after low water. When the position given was reached it was found that another cabin cruiser *Aquila* had connected a tow line to the cabin cruiser *Thistle*, which had engine trouble, but because of the heavy seas no headway could be made. The life-boat took over the tow line, and the *Thistle*, which had four men on board, was towed to Troon. The life-boat reached her station at 12.55.

#### YACHT REFLOATED IN NEAR GALE

**Fleetwood, Lancashire.** At 1.7 on the afternoon of the 9th September, 1962, the coastguard informed the honorary secretary that a yacht was aground on the east side of the Wyre Channel abreast of no. 8 buoy, and that several pleasure and fishing boats were near by. By 1.30 these boats had returned to harbour. They had been unable to give any help because of the weather conditions. There was a south-south-westerly wind of near gale force and a rough sea. The tide was half flood. The life-boat *Ann Letitia Russell* was launched at 1.35, and on reaching the position she found the yacht *Osterling*, which had a crew of two, bumping heavily. A tow line was connected, and after waiting half an hour for the tide to make, the yacht was refloated, and the life-boat towed her to Fleetwood. The life-boat reached her station at 3.45. The owner of the yacht made a gift to the life-boat crew.

#### FISHING BOAT TOWED THROUGH HEAVY SEAS

**Howth, Co. Dublin.** At 1.13 on the afternoon of the 9th September, 1962, the Baily lighthouse keeper reported that he had received a radio message from Lambay Island that the fishing boat *Ranger* of Malahide had lost her rudder and was drifting towards Rockabill. At 1.28 the life-boat *A.M.T.* put to sea. There was a wind of near gale force blowing from the north-west, the sea was rough, and it was low water. The owner of the *Ranger* had swum to

Lambay to make contact with the life-boat station, and he had asked if the life-boat could pick him up off Lambay on her way to the *Ranger*. The life-boat did so and found the *Ranger* four and a half miles north-east of Lambay. There was an angling party of twelve on board. Two members of the life-boat crew boarded the fishing boat, and the life-boat towed her to Howth, arriving at 5.30.

#### TOW FOR CATAMARAN IN NEAR GALE

**Fishguard, Pembrokeshire.** At 2.3 on the afternoon of the 9th September, 1962, the coastguard informed the honorary secretary that a motor yacht appeared to be in difficulties north-north-east of Fishguard. The life-boat *Howard Marryat* was launched at 2.19 in a near gale blowing from the south-south-west and a rough sea. It was two hours before high water. The life-boat found the catamaran *Catrina* five miles north-north-east of Fishguard broken down with engine trouble. She had a crew of four. A line was connected, and the life-boat towed her into Fishguard harbour, reaching her station at 4.45.

#### DOCTOR PUT ABOARD MOTOR VESSEL

**Penlee, Cornwall.** At 2.30 on the afternoon of the 9th September, 1962, the honorary secretary was informed that the motor vessel *Uskport*, on passage from Newport, Monmouthshire, to Tunis was approaching Mount's Bay with a man on board who had had an internal haemorrhage. There was a moderate south-west breeze with a moderate sea. The tide was ebbing. At 5.30 the life-boat *Solomon Browne* was launched and made for Newlyn to pick up a doctor and a stretcher. She met the *Uskport* four miles south of Penzance. The doctor was put on board, and shortly afterwards the sick man was lowered into the life-boat, followed by the doctor. The life-boat then returned to Newlyn, where an ambulance was waiting to take the sick man to hospital. Because of the heavy swell on the slipway at her station the life-boat was moored at Newlyn. She reached her station at four o'clock the next afternoon.

#### YACHT'S CREW TAKE TO DINGHY

**New Brighton, Cheshire.** At 5.25 on the afternoon of the 9th September, 1962, the coastguard informed the honorary secretary that a yacht had foundered off Harrison drive and that her crew had taken to a water-logged dinghy. There was a moderate westerly breeze with a choppy sea. The weather was fine. The life-boat *Norman B. Corlett* left her moorings at 5.40 on a flooding tide and made for the position given. She came up with the casualty at 5.55 and found that the two people had been landed by the beach patrol in a privately owned speed boat. The life-boat towed the dinghy to Harrison drive and then returned to her station, arriving at 6.35.

#### FISHING VESSEL'S CREW TAKEN OFF ROCKS

**Lerwick, Shetlands.** At 3.52 on the afternoon of the 11th September, 1962, the coastguard informed the honorary secretary that the motor fishing vessel *Serene* had sent a radio message that another motor fishing vessel, *Eclipse*, was ashore at the north end of Green Holm and that her crew were on the holm. The *Serene* was unable to take the men off because of the shallow water, and at 4.7 the life-boat *Claude Cecil Staniforth* left her moorings, taking her boarding boat with her. There was a light north-westerly breeze and a slight sea. It was one hour after low water. When the position was reached the crew of three of the *Eclipse* were taken on board the life-boat, and as the fishing vessel was fast to the rocks full of water, the life-boat returned to her station, which she reached at 5.45.

#### SICK MAN TAKEN OFF U.S. NAVAL VESSEL

**Fraserburgh, Aberdeenshire.** At 5.8 on the afternoon of the 11th September, 1962, the coastguard informed the honorary secretary that the United States naval vessel *Upshur*, which was 32 miles north-east of Fraserburgh, had a sick man on board who needed medical help. There was a light easterly breeze blowing with a slight sea. The weather was cloudy. The life-boat *The Duchess of Kent* was launched at 5.34 on a flood

tide with a doctor on board. She came up with the *Upshur* at 6.40, and after examining the patient the doctor decided he needed hospital treatment. The sick man was transferred to the life-boat, which returned to Fraserburgh, arriving at 7.40. An ambulance was waiting on the pier to take the man to hospital. The life-boat was rehoused at 7.50.

#### LIFE-BOAT TAKES TWO BOATS IN TOW

**Southend-on-Sea, Essex.** At 5.54 on the evening of the 11th September, 1962, the coastguard informed the honorary secretary that the motor vessel *Pertinence* of Rochester had taken the cabin cruiser *Istar*, which had two men aboard, in tow off Barrow no. 13 buoy and was making for Southend-on-Sea. The life-boat was asked to take over the tow. At 6.20 the life-boat *Greater London II* (*Civil Service No. 30*) was launched in a south-westerly wind of near gale force and a rough sea. It was an hour and a half after low water. On her way to the rendezvous arranged with the *Pertinence* the life-boat found a ship's boat adrift from s.s. *Coptic* of Southampton. She towed this boat back to the *Coptic* and continued on her way to meet the *Pertinence*. At West Shoebury buoy the *Istar* was handed over, and the life-boat took her in tow to Southend. After the two men on board her had been landed the cabin cruiser, which had run out of petrol, was safely moored, and the life-boat reached her station at 7.30.

#### FISHING VESSEL ESCORTED IN NEAR GALE

**Whitby, Yorkshire.** At 8.40 on the morning of the 12th September, 1962, the coastguard informed the honorary secretary that a small fishing vessel had broken down off Whitby harbour and that the motor fishing vessel *Golden Hope* was standing by her. It was low water and the weather was rapidly growing worse with a near gale blowing from the north-north-east. The life-boat *Mary Ann Hepworth* was launched at 8.45 with the bowman in command. There was a very rough sea and it was low water. The life-boat stood by the

fishing coble *Sea Fisher* until her crew of two had repaired their engine, and then escorted her into harbour. The life-boat stood by the bar while four other fishing boats entered harbour. She finally reached her station at 12.15.

#### COBLE ESCORTED TO SAFETY OF BAY

**Flamborough, Yorkshire.** On the 12th September, 1962, the local fishing coble *Provider* was out fishing from the north landing when a northerly gale sprang up. The life-boat coxswain went to the landing, and as the weather was growing worse, by 9.30 it was felt that the coble might be in danger. At 9.40 the life-boat *Friendly Forester* was launched at low water. She made for a position three miles north of the North Landing and found the *Provider* trying to return to harbour. Because of the heavy swell she could not make it, and the life-boat escorted her round Flamborough Head into the safety of Bridlington Bay. The life-boat then returned to her station, which she reached at 11.45.

#### SMALL BOY MAROONED ON ROCK

**Torbay, Devon.** At 5.44 on the evening of the 12th September, 1962, the coastguard informed the honorary secretary that a young boy was marooned on Cradle Rock. It was not possible for the coastguard to send down a cliff rescue party and the boy was too young to fasten himself to their ropes. It would be several hours before the tide fell enough to allow him to walk ashore, by which time it would be dark. The life-boat *Princess Alexandra of Kent* left her moorings at 6.20 with her boarding boat in tow. There was a gentle north-westerly breeze and a smooth sea, and it was high water. The boy was taken off the rocks by the boarding boat, transferred to the life-boat, and landed at the harbour at 7.10.

#### YACHT RESCUES CREW OF CAPSIZED CATAMARAN

**Barry Dock, Glamorganshire.** At 11.25 on the morning of the 16th September, 1962, the life-boat coxswain, while working in his garden, saw what appeared to be a capsized yacht drifting down channel off Sully Island. A fresh north-west wind was blowing with a rough sea. The tide was ebbing. At

11.34 the life-boat *Rachel and Mary Evans* was launched, and on clearing the harbour found the yacht *Otter*. The yacht had already picked up the crew of two of the capsized boat, a catamaran, but had herself broken down. She was in no danger, and the two men were transferred to the life-boat and landed at Barry. The Newport pilot launch took the catamaran in tow to Barry harbour. The life-boat reached her station at 12.30.

#### MOTOR CRUISER AGROUND NEAR SEA WALL

**Newhaven, Sussex.** At 1.20 on the afternoon of the 16th September, 1962, the coastguard informed the honorary secretary that a small vessel was burning red flares in Seaford Bay, and at 1.50 the life-boat *Kathleen Mary* was launched. There was a moderate south-westerly breeze, the sea was rough, and it was high water. The life-boat found the motor cruiser *Dahlia*, which had a crew of two, ashore against the sea wall in Seaford Bay. A line was fired and a tow rope passed, and the yacht was towed to harbour. She had been severely damaged and was beached in Sleeper's Hole. The life-boat reached her station at 3.15.

#### TOW FOR YACHT ADRIFT FOR TWO DAYS

**Humber, Yorkshire.** At 6.28 on the evening of the 16th September, 1962, the coastguard informed the coxswain superintendent that a yacht was drifting towards some ships which were at anchor at the mouth of the river Humber near Hail Sand buoy. At 6.40 the life-boat *City of Bradford III* was launched in a moderate westerly wind and a moderate sea. It was an hour and a half before high water. The life-boat found the yacht *Kathene*, which was fitted with an engine, broken down four and a half miles south-south-east of Spurn. She had run short of petrol, and the life-boat took her in tow to Grimsby, which was reached at 8.30. Because of the state of the tide the life-boat remained at Grimsby until 4.30 the next morning and eventually reached her station at 5.30. The crew of two of the yacht had been adrift for two days,

and her owner made a gift to the life-boat crew.

#### MOTOR BOAT BREAKS DOWN ON FISHING TRIP

**Ballycotton, Co. Cork.** At 7.30 on the evening of the 16th September, 1962, the second coxswain told the honorary secretary that a visitor had reported that a boat was burning flares off Ballycotton. The life-boat *Ethel Mary* left her moorings at 7.45 in a gentle north-westerly breeze and a slight sea. It was high water. The life-boat found the 27-foot motor pleasure boat *St. Philomena*, which had six people on board, broken down with engine trouble two miles east-by-north of Ballycotton harbour. The motor boat had been out on a fishing trip. The life-boat took her in tow to the harbour and reached her station at 8.46.

#### FIRST RESCUE FROM HOVERCRAFT

On the 17th September, 1962, the first rescue of the crew of a hovercraft was carried out by the Rhyl, Flintshire, life-boat. For a full account of this service, for which Coxswain Harold Campini was awarded the silver medal for gallantry, see page 343.

#### HELICOPTER TAKES OFF CREW OF MOTOR CRUISER

**Wells, Norfolk.** At 12.20 on the afternoon of the 19th September, 1962, the coastguard told the life-boat coxswain that a motor cruiser might need help in the channel near the harbour bar. She was in broken water and a sprat boat had her in tow. At 1.5 the coastguard reported that the tow rope had parted, and at 1.30 the life-boat *Lucy Lavers*, on temporary duty at the station, was launched. There was a strong northerly breeze, the sea was rough, and the tide was ebbing. The life-boat found the motor cruiser *Y.811* with a crew of two, anchored in broken, confused seas just inside the outer bar of the harbour. The life-boat went alongside, and a helicopter also reached the scene shortly afterwards. The helicopter took off one of the yacht's crew, landed him on the beach and then returned for the other man. In the

meantime the life-boat crew had been trying to take the cruiser in tow. The helicopter took off the second man, and the life-boat put two men aboard *Y.811*. A tow rope was secured and the men re-embarked in the life-boat, which towed the motor cruiser to Wells, arriving at 2.40. The two men who had been on board the motor cruiser made a gift to the life-boat crew.

#### SICK MAN TAKEN OFF DRIFTER

**Humber, Yorkshire.** At 3.18 on the morning of the 21st September, 1962, the coastguard informed the coxswain superintendent that a member of the crew of the drifter *Tea Rose* of Fraserburgh was thought to have appendicitis, and that the vessel was making for the River Humber accompanied by H.M.S. *Soberton*. The help of a doctor was asked for, and at 4.15 the life-boat *City of Bradford III* was launched with a doctor on board. There was a gentle north-west-by-westerly breeze and a slight sea. It was an hour and a half after high water. The life-boat met the drifter off the Spurn lightvessel at 4.40, and the doctor was put aboard her. The life-boat and the drifter then continued at full speed to the river, and at the Lower Burcom buoy the doctor and the patient were transferred to the life-boat. They were landed at Grimsby, where an ambulance was waiting to take the patient to hospital. The doctor had diagnosed kidney trouble. The life-boat reached her station at 7.35.

#### LEAKING YACHT TOWED TO HARBOUR

**Cromer, Norfolk.** At 7.35 on the morning of the 23rd September, 1962, the coastguard informed the honorary secretary that a yacht anchored between East Runton and Cromer was leaking badly and needed a tow to Yarmouth. The life-boat *Henry Blogg* was launched at 8.5 in a light south-easterly breeze and a smooth sea. The tide was half flood. The life-boat reached the yacht *Elizabeth Ann*, which had a crew of two and also had two fishermen from Sheringham on board who were helping with the pump. As the yacht's engine had broken down, the life-boat took her in tow to Yarmouth, which was reached at 1.45. The life-boat

then returned to her station, arriving at 6.40.

#### MOTOR CRUISER FOUND BY AID OF SEARCHLIGHT

**Tenby, Pembrokeshire.** At 6.37 on the evening of the 23rd September, 1962, the coastguard informed the honorary secretary that a cabin cruiser had broken down, had run out of fuel and was drifting westward of Burry Holm. There was hardly any wind and the sea calm. The tide was ebbing. At 6.46 the life-boat *Henry Comber Brown* was launched and made for Rhossili Bay. By the use of her searchlight she found the motor cruiser and took her in tow. The motor cruiser's crew of two were taken on board and given food, and the life-boat then towed her into Tenby harbour and reached her station at 12.45.

#### ESCORT FOR DINGHY WITH TWO CHILDREN ABOARD

**Filey, Yorkshire.** At 7.33 on the evening of the 23rd September, 1962, the coastguard passed on to the honorary secretary a report from a doctor's wife that the doctor and two children aged six and nine had gone out in a dinghy early in the afternoon and had not returned. There was a light westerly breeze with a smooth sea, and it was shortly after low water. At 7.50 the life-boat *The Isa & Penryn Milsted* was launched. She found the dinghy off Filey Brig being escorted by the Scarborough fishing boat *F. and S. Colling*. The dinghy had run out of fuel, and the fishing boat had supplied her with petrol. The life-boat escorted the dinghy ashore and then returned to her station, arriving at nine o'clock.

#### LAUNCH TO DINGHIES AND WOMAN OVERBOARD

**New Brighton, Cheshire.** At 7.33 on the evening of the 23rd September, 1962, the coastguard informed the honorary secretary that a yacht was in difficulties near C 16 buoy in the river Mersey. The coastguard was asked for more detailed information, and the honorary secretary was told that the yacht had capsized and that a hopper was standing by. The life-boat *Norman*



*B. Corlett* left her moorings at 7.50 in a light south-westerly breeze and a smooth sea. It was low water. The life-boat reached the position and found the hopper *No. 27*, whose crew told the coxswain that two sailing dinghies had been in trouble. The crew of two of one dinghy had been rescued by helicopter and the crew of the other had swum ashore. One of the abandoned dinghies was found and taken in tow by the life-boat to New Brighton. At 8.45 a further message was received from the coastguard that the police had reported that a woman had fallen overboard from the Liverpool-Birkenhead ferry. The life-boat carried out a search but found nothing and returned to her station, arriving at 11.20.

#### TWO TAKEN OFF LEAKING FISHING VESSEL

**Fleetwood, Lancashire.** On the afternoon of the 24th September, 1962, several people reported that a vessel was aground between the nos. 6 and 4 buoys in the Wyre Channel, and a radio message to the same effect had been received by the coastguard. At 3.45 it was decided to launch the life-boat *Ann Letitia Russell*. There was a light south-south-westerly breeze and a calm sea. It was low water. The life-boat found the fishing vessel *Zyava III* with a crew of two. There was little danger to the crew, and the vessel could be expected to refloat when the tide rose. There was, however, a cracked plank on the starboard side of the vessel, and water began to come in. Attempts by the life-boat crew to refloat her were unsuccessful, and the life-boat took on board her crew of two and landed them, reaching her station at 7.30.

#### MOTOR FISHING VESSEL TOWED TO HARBOUR ENTRANCE

**Stromness, Orkneys.** At 11.21 on the night of the 25th September, 1962, the coastguard informed the coxswain that the motor fishing vessel *Wave Sheaf* of Lossiemouth was ashore near the Point of Ness and that the Stromness life-saving apparatus team were standing by. The life-boat *Archibald and Alexander M. Paterson* was launched at 11.40 in a moderate south-south-

easterly breeze and a moderate sea. The tide was ebbing. Shortly after launching the life-boat grounded on the bank inside the Black buoy, but she refloats at 7.45 and made for the position given. By this time the *Wave Sheaf* had also refloats, and with the help of the motor vessel *Incentive* the life-boat towed her to the harbour entrance. The life-boat reached her station at 8.15. She was not damaged.

#### YACHT FOUND AFTER NIGHT SEARCH

**Bembridge, Isle of Wight.** At 2.2 on the morning of the 28th September, 1962, the coastguard informed the honorary secretary that red flares had been seen about four miles south-west of the Ventnor look-out. Four minutes later the coastguard reported that flares had also been seen four miles south-east from Atherfield look-out. The life-boat *Jesse Lumb* was launched at 2.22 in a south-westerly wind of near gale force and a rough sea. The tide was ebbing. After an extensive search, in which she was joined by a helicopter at dawn, the life-boat found the yawl *Elaine* with a crew of two. The yacht's sails had been torn, and the life-boat took her in tow to Bembridge harbour, which was reached at 11.20. The life-boat reached her station at 12.15. The life-boat's second coxswain injured his hand while firing parachute flares, and he was taken to hospital, where eight stitches were inserted.

#### CABIN CRUISER TOWED INTO HARBOUR

**Walmer, Kent.** At 5.38 on the morning of the 28th September, 1962, the coastguard informed the honorary secretary that red rockets had been seen two miles off shore east of the look-out. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched in a moderate southerly breeze and a choppy sea. The tide was ebbing. The life-boat found the cabin cruiser *Picquigny* at anchor with a crew of three. Her engine had broken down, and she was leaking badly. The life-boat took her in tow and berthed her alongside the west pier at Ramsgate. The life-boat reached her station at 10.15.

**MISSING BUOY TAKEN IN TOW**

**Weymouth, Dorset.** At 2.10 on the morning of the 29th September, 1962, the coastguard informed the honorary secretary that a red flashing light had been seen south-east-by-south of Portland Bill moving west. There was a light west-by-south breeze with a smooth sea. The tide was ebbing. At 2.30 the life-boat *Frank Spiller Locke* made for the position given. Within half an hour she was given a new position, and less than a quarter of an hour later another one. Nothing was found, and it was reported from Portland Bill that the light had been lost to view. The life-boat, after twice checking her position with Portland Bill by burning white flares, continued to search without success. She was now given a fourth position, and it was thought that the flashing light might have been a degaussing buoy that was missing from Portland range. The tide was now turning, and the life-boat sighted the buoy one mile south of Portland Bill and towed it to Portland harbour. After handing it over to an Admiralty tug she returned to her station, which she reached at eight o'clock.

**MOTOR BOAT AGROUND AT HARBOUR MOUTH**

**Courtmacsherry Harbour, Co. Cork.** At 9.30 on the morning of the 29th September, 1962, the coxswain saw the motor boat *Puffin* enter the harbour on her return from the fishing grounds to shelter from a gale which was blowing up. The *Puffin* struck the sandbank at the mouth of the harbour on the leeward side. A strong south-east gale was blowing with a rough sea, and at 1.20 at low water the life-boat *Sir Arthur Rose* put out. The *Puffin* had failed to float off the sandbank and had been left broadside on to the weather by the falling tide. The crew had a kedje anchor out, but it was thought that this might not hold when the tide began to flood. The boat might then have been carried further up the bank to a position where the life-boat could not have reached her. The life-boat stood by, but the *Puffin* refloated with the rising tide, and the life-boat returned to her station, arriving at 3.45.

**YACHT TOWED OFF ROCKS IN GALE**

**Angle, Pembrokeshire.** At 12.47 on the afternoon of the 29th September, 1962, the coastguard informed the honorary secretary that a yacht was in distress close inshore off West Dale Point. There was a south-easterly gale with a rough sea, and the weather was overcast. The life-boat *Richard Vernon and Mary Garforth of Leeds* was launched at 1.5 and made for the position given. It was low water. The life-boat came up with the casualty, the yacht *Marjory Gaw* of Littlehampton, at 1.50. The yacht was drifting on to rocks below H.M.S. *Keete*, the ex-naval establishment. The life-boat closed the yacht and took off the crew of four, two of whom were women. A manila line was then made fast to the yacht, but this quickly parted, and the second coxswain boarded the yacht and made fast a nylon rope. The life-boat, with the yacht in tow, then made for Pembroke dock, where the yacht was moored. The life-boat returned to her station at 5.45.

**BOWMAN PUT ON BOARD IN HEAVY SEAS**

**Weymouth, Dorset.** At 1.40 on the afternoon of the 29th September, 1962, the coastguard informed the honorary secretary that a motor cabin cruiser was firing red flares close to Portland Bill. There was a moderate south-south-west wind with a rough sea. The tide was ebbing. At 1.55 the life-boat *Frank Spiller Locke* made for the position given and found the motor cruiser near the s.s. *Sambur*. The life-boat went alongside the motor cruiser, and with some difficulty in the heavy seas the bowman was put on board. Two people were found on board the cabin cruiser. They seemed to be in a state of shock and hardly able to move. The life-boat took the cabin cruiser in tow, and with the bowman, who had been left on board, steering her brought her slowly to moorings in Weymouth harbour. The life-boat then returned to her station, which she reached at 5.5.

**TOW FOR MOTOR LAUNCH DRIFTING ON TO LEE SHORE**

**Falmouth, Cornwall.** At 5.18 on the afternoon of the 29th September, 1962,

the coastguard informed the honorary secretary that a yacht at anchor off Restronguet Point was dragging on to a lee shore. The life-boat *Crawford and Constance Conybeare* left her moorings at six o'clock in a southerly wind of storm force and a very rough sea. The tide was flooding. The life-boat came alongside the open motor launch *Y-Not*, which was then thirty feet from the shore, and found one man on board. A line was passed, and the life-boat towed the launch to a safe anchorage in Restronguet Creek. The life-boat reached her station at 7.7.

#### MAN AND BABY TAKEN OFF YACHT

**Poole, Dorset.** At 9.10 on the evening of the 29th September, 1962, the police informed the honorary secretary that a yacht was missing inside the harbour with a man and a baby on board. The yacht had grounded at 5.30 and the man's wife had been put ashore by a passing craft. When the owner went to look for his vessel he found that the yacht was no longer in the position where she had grounded. The life-boat *Bassett Green* left her moorings at 9.20 in a south-easterly gale and a rough sea. The tide was flooding. The life-boat found the yacht *Margara Della* at anchor, and the man and baby were taken on board. They were landed at Poole quay, and the life-boat reached her station at 11.12.

#### LIFE-BOAT BREAKS ADRIFT AT NIGHT

**Lytham-St. Anne's, Lancashire.** During the night of the 29th September, 1962, the Workington life-boat *Manchester and Salford XXIX*, which was at moorings off Lytham after survey broke adrift and was driven ashore, being slightly damaged. During the night the wind increased to hurricane force, gusting up to 90 m.p.h. The next morning the life-boat, manned by a Lytham crew, returned to Freckleton for repairs and on her way came up with a capsized dinghy, whose crew of two were in the water. The two men were taken on board the life-boat, and the dinghy was made fast until a rescue launch arrived from the Ribble cruising club. The men were transferred to the launch, which took

the dinghy in tow, and the life-boat continued on her passage to Freckleton.

#### EMPTY CABIN CRUISER AND DINGHY FOUND

**Poole, Dorset.** At 2.35 on the morning of the 30th September, 1962, the police informed the coastguard that two men were missing in a cabin cruiser. They had left twelve hours earlier to dig for bait at Goathorn inside Poole harbour. The coastguard reported this to the honorary secretary at 2.50, and the life-boat *Bassett Green* left her moorings at 3.10 in a southerly gale and a very rough sea at high water. The life-boat found the cabin cruiser *Sea Knight* ashore on Furzey Island with no one on board, and a search party was landed on the island. The men were not found but it was learnt that a dinghy was missing from the island. The search party returned to the life-boat, which then made for Brownsea Island and found the dinghy upside down. At 8.42 Niton radio reported that the two men had been landed safely at Sandbanks by the Brownsea Island boatmen, and the life-boat was recalled. She towed the cabin cruiser to safe moorings near by and then returned to her station, arriving at 10.15.

#### RESCUE LAUNCH AND DINGHY TOWED TO HARBOUR

**Rhyl, Flintshire.** At 12.30 on the afternoon of the 30th September, 1962, the coastguard told the motor mechanic that a sailing dinghy had capsized near the entrance to the harbour. At 12.40 the life-boat *Anthony Robert Marshall* was launched in a west-south-westerly gale and a rough sea. It was high water. The life-boat reached the position and found the sailing dinghy *West Wind* with the Rhyl yacht club rescue launch alongside her. The two members of the sailing dinghy's crew were taken on board the life-boat. The coxswain then learnt that a wire halliard from the dinghy had fouled the propeller of the launch. Attempts were made to cut the wire, but they were unsuccessful. The life-boat therefore towed the launch to the harbour, where the crew of the dinghy were put ashore. The life-boat then returned

to the sailing dinghy, which was half a mile east of her original position and drifting fast. The dinghy was righted, and the life-boat towed her back to the harbour, reaching her station at 3.45.

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

**Falmouth, Cornwall.**—September 1st.  
**The Mumbles, Glamorganshire.**—September 2nd.  
**Hoylake, Cheshire.**—September 2nd.  
**Portpatrick, Wigtownshire.** — September 2nd.  
**Lowestoft, Suffolk.**—September 3rd.  
**Tenby, Pembrokeshire.** —September 4th.  
**New Brighton, Cheshire.**—September 4th.  
**Barry Dock, Glamorganshire.** — September 4th.  
**Weymouth, Dorset.**—September 6th.  
**Appledore, Devon.**—September 6th.  
**Weymouth, Dorset.**—September 7th.  
**Appledore, Devon.**—September 8th.  
**St. Ives, Cornwall.**—September 9th.  
**Plymouth, Devon.**—September 9th.  
**Barry Dock, Glamorganshire.** — September 9th.  
**Redcar, Yorkshire.**—September 10th.  
**St. Mary's, Scilly Islands.** — September 11th.  
**Troon, Ayrshire.**—September 12th.  
**Flamborough, Yorkshire.**—September 13th.  
**The Mumbles, Glamorganshire.** — September 13th.  
**Lowestoft, Suffolk.**—September 13th.  
**Aldeburgh, Suffolk.**—September 14th.  
**Clovelly, Devon.**—September 14th.  
**Aldeburgh, Suffolk.**—September 15th.  
**Dover, Kent.**—September 15th.  
**Kirkcudbright.**—September 16th.  
**Bembridge, Isle of Wight.**—September 16th.  
**Bembridge, Isle of Wight.**—September 16th.  
**Rhyl, Flintshire.**—September 16th.  
**Dunmore East, Co. Waterford.** — September 16th.

**Falmouth, Cornwall.** — September 16th.

**Hoylake, Cheshire.**—September 16th.  
**Llandudno, Caernarvonshire.** — September 16th.

**Shoreham Harbour, Sussex.** — September 16th.

**Margate, Kent.**—September 16th.

**Redcar, Yorkshire.**—September 16th.

**Tynemouth, Northumberland.** — September 16th.

**Moelfre, Anglesey.**—September 17th.

**Clacton-on-Sea, Essex.**—September 19th.

**Walmer, Kent.**—September 19th.

**Shoreham Harbour, Sussex.** — September 21st.

**Newhaven, Sussex.**—September 22nd.

**Llandudno, Caernarvonshire.** — September 23rd.

**Dover, Kent.**—September 23rd.

**Dover, Kent.**—September 27th.

**Salcombe, Devon.**—September 27th.

**Fleetwood, Lancashire.** —September 29th.

**Yarmouth, Isle of Wight.**—September 29th.

**Weymouth, Dorset.**—September 29th.

**St. Mary's, Scilly Islands.** — September 29th.

**Weston-super-Mare, Somerset.** — September 29th.

**Seaham, Co. Durham.**—September 29th.

**Yarmouth, Isle of Wight.**—September 30th.

**Galway Bay.**—September 30th.

**Walton and Frinton, Essex.** — September 30th.

**Walton and Frinton, Essex.** — September 30th.

**Skegness, Lincolnshire.** —September 30th.

**Humber, Yorkshire.** — September 30th.

**Barry Dock, Glamorganshire.** — September 30th.

**Barry Dock, Glamorganshire.** — September 30th.

**Penlee, Cornwall.**—September 30th.

**Wells, Norfolk.**—September 30th.

**Wells, Norfolk.**—September 30th.

**Torbay, Devon.**—September 30th.