

THE LIFE-BOAT

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Notes of the Quarter

THE Institution is at present engaged on a major programme of construction and modernization, and at the time of going to press there are no fewer than 17 new life-boats in various stages of construction. The total cost of this boat building programme will be approximately £575,000. Two of the life-boats, both of which are nearing completion, are of the 47-foot Watson type, the remainder being 37-foot Oakley boats. For a number of years now all life-boats have been built either at Cowes in the Isle of Wight or Littlehampton in Sussex, but three life-boats now on order are to be built in Scotland, two at Buckie and one at Sandbank on the Clyde.

The principal reason for undertaking this large new programme is to be found in the many important advances made in recent years in the design of life-boats, of which readers of this journal will be aware. The Institution's latest type of life-boat was exhibited to the life-boat societies of the world at Leith docks during the ninth international conference. A full account of this conference appears on pages 502-5. Much interest was also aroused in the life-boats of other nations which were exhibited, and a number of life-boat stations had first-hand opportunities of inspecting the new Dutch and German boats. The value of these conferences in spreading knowledge of new designs and new techniques among the life-boat societies of the world is becoming increasingly apparent. The various life-boat societies will meet again in 1967, when the tenth international life-boat conference is to be held at Dinard and St. Malo in France.

ANOTHER BUSY SUMMER

Life-boats were launched on service 93 times in June 1963. This is the highest figure for the month of June ever re-

corded, the previous record having been set up in June 1959, when there were 84 launches on service. This new figure is further evidence of the continually increasing demands made on the life-saving services in the summer months, and there is already evidence that the new plans launched by the Institution to meet these demands are proving successful. Of the fast inshore rescue boats, which were described in the June 1963 number of the *Life-boat* on page 449, four are now in service at the life-boat stations at Aberystwyth, Gorleston, Redcar and Wells. Other places on the English coast at which these boats are now in operation are Mudeford (Hampshire), Southwold (Suffolk), West Mersea (Essex) and Whitstable (Kent). On the 3rd June the first life-saving service by one of the Institution's inshore rescue boats was carried out when the Aberystwyth boat rescued three people and a dog who had been cut off by the rising tide.

The inshore rescue scheme, which has been launched jointly by the Institution and the Ministry of Transport during the summer of 1962, and whose purpose is to take advantage of the services of private boat owners, is also proving successful. There are now some 150 places between Berwick-on-Tweed and Portland Bill at which local boat-owners are co-operating in the scheme.

CLOSING OF STATIONS

The Cadgwith life-boat station was closed on the 31st May, 1963. When the new Lizard-Cadgwith station, which was formally opened by the Duke of Edinburgh on the 7th July, 1961, was built it was intended that it should replace both the existing stations at the Lizard and Cadgwith. The Lizard station was closed in October 1961, but the Cadgwith station was retained for nearly two

years. A station was first established at Cadgwith in 1867. The Cadgwith life-boat crews have a magnificent record and have saved 388 lives. The last of the Cadgwith station life-boats was paid for by the Girl Guides of the Empire and was named *Guide of Dunkirk*.

It has also been necessary temporarily to close the life-boat station at Eyemouth, Berwickshire. Extensive improvements are being made to the harbour, and these will involve the demolition of the slipway from which the life-boat has been launched. Alternative launching sites in the area have been investigated but nothing has been found to be suitable. The possibility of placing a life-boat at moorings will be further examined when the alterations to the harbour are completed. The Eyemouth life-boat is being placed temporarily in the reserve fleet and it is hoped that the station will be reopened in about two years.

EXHIBITIONS IN LONDON

Londoners and visitors to London now have the opportunity of seeing two life-boat exhibitions of exceptional quality. One of these is at the National

Maritime Museum at Greenwich, the exhibition having been formally opened by Vice-Admiral John Hughes-Hallett, Parliamentary Secretary to the Minister of Transport, on the 24th July. This is the most comprehensive exhibition of modern methods of life-saving at sea to be staged in this country, and it is expected to remain open until the last weeks of 1963. It was staged by the Central Office of Information, acting for the Ministry of Transport, and in addition to the work of the R.N.L.I. and the Coastguard, the parts played by the Royal Navy, the Royal Air Force, Trinity House, the G.P.O., the Meteorological Office and Lloyd's are also shown.

Earlier in the year, in February 1963, the first gallery in the new block of the Science Museum in South Kensington was opened, and this has a permanent display including a number of models of life-boats presented in an extremely attractive fashion. Other parts of the display include scale models of ships dating back to the sixteenth century, dockyard scenes of the eighteenth century, a meeting of the Navy Board in 1677 and a section of a Viking ship.

Ninth International Life-boat Conference

The ninth international life-boat conference was held in Edinburgh from 4th to 6th June, 1963. Apart from the British delegation there were representatives of sixteen nations present. Of the European countries there were delegations from the life-boat societies of Belgium, Denmark, France, the Federal German Republic, Iceland, the Netherlands, Norway, Poland, Sweden and the U.S.S.R. There were also representatives of the Governments of Ireland and Portugal. Life-boat societies outside Europe represented were those of Japan and the United States of America, and there were Government representatives of Chile and India.

The Finnish life-boat society had intended to send a delegation, but on the opening day of the conference a telegram was received stating that Captain U. Lindqvist, the managing

director of the society, had recently been killed in a motor accident and the delegation would not therefore attend. A message of sympathy to the society was sent on behalf of the delegates.

Ten Life-saving Vessels

Ten life-saving vessels assembled at Leith docks. There were life-boats of both the Dutch life-boat societies in addition to rescue cruisers from Germany and Norway, and a Swedish fast rescue boat. Five of the Institution's life-boats were also on view. One was the recently completed 48-foot 6-inch prototype life-boat now stationed at Yarmouth in the Isle of Wight; the others were the Aberdeen, Arbroath, Boulmer and Dunbar life-boats.

The delegates first met at a tea party on the afternoon of 3rd June, when Consul H. Helms, the head of the

German delegation, who had acted as hosts at the eighth international conference, formally handed over this duty to Earl Howe, Chairman of the Committee of Management of the R.N.L.I. In the evening the delegates were the guests of the Edinburgh Corporation at a dinner at the City Chambers.

Songs by Fisherwomen's Choir

The formal opening of the conference took place at noon on 4th June, when Princess Marina, Duchess of Kent, the President of the Institution, welcomed the delegates and inaugurated the conference. While the delegates, the crews of the visiting life-boats and representatives of the City of Edinburgh and of the Scottish branches of the Institution were assembling, the Newhaven Fisherwomen's Choir dressed in their traditional costume sang a number of Scottish songs ending with the well known *Callar Herrin*. Miss Faith Davidson, daughter of the Kirkcudbright coxswain, then presented a bouquet to Princess Marina, who, in welcoming the delegates, said: "We in this country have found by experience over very many years that whenever you have discovered new methods of design or construction, new equipment or other devices you have shared them with us, and with others for our mutual benefit. That is why we are meeting today; there is so much that we can learn from each other, and so much that can be contributed to the common cause of saving life at sea."

Lord Howe then spoke, and after stating that he had attended several of the earlier conferences he added: "I have seen their value increase over the years. We have all of us been continually engaged in the task of improving and modernizing our life-saving vessels and equipment, and a study of the papers submitted to this conference shows particularly the many advances in recent years in nearly all countries."

St. Peter Port Gold Medal

Mr. Stirling Whorlow, the Secretary of the Institution, read the citation of the service carried out by the St. Peter Port life-boat on 5th February, 1963,

for which Coxswain Hubert Petit was awarded the gold medal for gallantry, and Princess Marina then presented the medal to the coxswain.

Vice-Admiral d'Harcourt, President of the French Central Life-boat Society, proposed a vote of thanks to Princess Marina, in which he said that the delegates all knew of the splendid work Her Royal Highness was doing in bringing so many people in the British Isles to contribute to the work of life-saving at sea. In an eloquent speech seconding the motion Lord Saltoun, Convener of the Scottish Life-boat Council, said that there were very few things that he knew of on which all Scotsmen were agreed but that Her Royal Highness had a whole nation in her service and united. He ended: "In the name of the Royal National Life-boat Institution and in the name of the whole people of Scotland I thank you."

Film of U.S. Coast Guard Boat

Conference sessions were held both in the morning and in the afternoon of the 4th June. The first session was devoted to the subject of boat design and construction. Papers were discussed on new life-saving vessels now in service in the Netherlands, in Norway, in the United States and in Great Britain. The British boat described was the new 48-foot 6-inch prototype life-boat. A film was shown of the new U.S. Coast Guard 44-foot life-boat, which aroused great interest, and a model of the boat was also shown to the delegates.

In the afternoon the main theme of discussions was that of inshore rescue work. Papers were considered on the subjects of inflatable life rafts used by the Icelandic Society, Japanese inflatable life rafts, the inflatable rescue craft used by the Breton Life-boat Society, a jumping-net used by the Swedish Society, United States amphibious helicopters and co-operation between Polish rescue vessels and tugs. A proposal put forward by Captain Hans Hansson of the Swedish Life-boat Society on the subject of radio communications between protected vessels and armed forces during armed conflicts was also considered.

On the evening of the 4th June the delegates dined as guests of the Glasgow Corporation.

Discussions on First Aid

The first hour and a half of the morning of 5th June were given up to discussions on first aid and the protection of crews, papers on first aid submitted by the Dutch and Breton Life-boat Societies and the R.N.L.I. being considered. The protective clothing provided for life-boat crews by the United States Coast Guard was also discussed at length, and a paper was considered on the protection of life-boats and crews from fire on board tankers which had been submitted by the Royal South Holland Society.

The delegates then visited Leith docks, where Princess Marina personally inspected all the life-boats on view and spoke to the crews. A capsizing demonstration was given of the 37-foot self-righting Oakley life-boat stationed at Boulmer.

Oldest Life-boat in Existence

A buffet luncheon was held in a marquee alongside the docks. In this marquee an exhibition arranged by the Scottish *Daily Express* in conjunction with the R.N.L.I. was staged. One of the principal attractions was the oldest life-boat in existence, the *Zetland*, built in 1800, which had been specially brought from Redcar by permission of the Redcar Town Council and under the personal supervision of Mr. Tom Picknett, a former coxswain of the Redcar life-boat, who was a member of the Redcar crew for more than twenty years. The various life-boats and other rescue vessels then put to sea, the delegates choosing the boats in which they wished to embark.

In the evening a reception given by Her Majesty's Government was held in Edinburgh Castle and was graced by the presence of Princess Marina. The delegates and their ladies were greeted by Vice-Admiral John Hughes-Hallet, Parliamentary Secretary to the Ministry of Transport, and Mr. R. C. Brooman-White, Joint Parliamentary Under Secretary of State for Scotland, and Mrs.

Brooman-White. The delegates then watched the Argyll and Sutherland Highlanders beat retreat on the esplanade of Edinburgh Castle.

The final day, Thursday, 6th June, was given up to conference sessions both in the morning and in the afternoon. The first papers discussed were on a Norwegian proposal for a rescue and weather ship in the North Sea and a recommendation put forward by the Swedish society that more concerted efforts should be made to chart the world's rescue services. The R.N.L.I. undertook to do its best to obtain the information required.

New French Life-boat Stations

Four papers on the subject of communications, two from Sweden and one each from Germany and Norway, were then discussed. These were followed by papers on the establishment of the new life-boat stations at Etel and La Continière in France and at the Lizard-Cadgwith in Britain.

The final session dealt with a number of varied subjects. A proposal put forward from the Netherlands that all life-boat societies should contribute to the cost of preparing the reports by purchasing the number of papers they required was agreed, but Lord Howe stated that the R.N.L.I. would be financially responsible for the production of the reports on the present conference. Lieut.-Commander H. Th. de Booy, Director of the Royal North and South Holland Life-boat Society, also proposed a vote of thanks to the Postmaster-General for honouring the conference by the issue of special postage stamps.

Experiences in Typhoon

Among other subjects discussed were the experiences of the Japanese Rescue Society in the typhoon of 1959 and rescue problems specifically affecting the Norwegian, Icelandic and Swedish Life-boat Societies.

In the evening the delegates were the guests of the Scottish Shipowners' Association at a cocktail party and of the R.N.L.I. at a farewell dinner and dance. At this dinner Lord Howe

announced that it appeared to be the general feeling of the delegates that the tenth international life-boat conference should be held in France, and this suggestion met with the warm approval of the delegates.

On the afternoon of the 6th June a number of demonstrations were held in Leith docks in conjunction with the exhibition staged by the Scottish *Daily Express* and the R.N.L.I., both the exhibition and the demonstrations being open to the general public. The demonstrations included a capsizing of the Boulmer life-boat, the launching and recovery of the daughter boat from the German rescue cruiser and the Swedish use of the jumping-net.

New Forth Bridge

Entertainment provided for the ladies who accompanied the delegates included visits to the new Forth bridge and to the Trossachs, a sight-seeing tour of the City of Edinburgh and a visit to Munro Spun Factory. Members of the crews of the life-boats witnessed the ceremony of beating the retreat, were taken on a tour of the border country and were guests at two dinners at which members of the Committee of Management of the R.N.L.I. acted as hosts.

Of the five visiting life-boats the Norwegian and Swedish vessels made

direct passages to and from their countries. The life-boat *Koningin Juliana* of the South Holland Life-boat Society called at Gorleston and Teesmouth on her way to Leith and at Tynemouth on her return. The life-boat *Carlot* of the North and South Holland Life-boat Society called at Tynemouth and Gorleston on her return journey, and the German life-boat *Georg Breusing* called at Dundee, Aberdeen, Dover, Shoreham and Ramsgate after the conference. On 13th June she took part together with the Walmer and Dover life-boats in a search for survivors after a collision in fog. An account of the service appears on page 546.

Before the conference was opened a service was held in St. Giles Cathedral in Edinburgh on Sunday the 2nd June, when prayers were said for the work of the life-boat services of all countries.

On the 4th June, to mark the opening of the conference, a ceremony took place at Douglas in the Isle of Man at which Air Vice-Marshal Sir Geoffrey Bromet, a Vice-President of the Institution, laid a wreath on the tomb of Sir William Hillary, the founder of the Institution, and called attention to Hillary's precept that "the people and vessels of every nation, whether in peace or war" should be "equally objects of this Institution."

The G.P.O. "Medico" Service

by K. J. Ley

ONE of the lesser known services to which the R.N.L.I. makes a big contribution is the Post Office "Medico" service. The twelve G.P.O. coast radio stations, including the world-wide radiotelegraph station at Burnham-on-Sea, provide a free medical advice and assistance communications service for ships of any nationality wherever they may be.

In case of accident or illness on board, a ship may prefix radio calls with the urgency signal XXX or PAN to receive priority treatment over all ordinary communications. If a ship calls one of the coast stations on radiotelephony the master is put straight through

to a doctor ashore for diagnosis and advice. Masters of ships fitted with radiotelegraph equipment only can exchange radiotelegrams with a doctor through any of the stations. Each coast station passes the calls or messages to a particular hospital or doctor in its area where copies of the Ship Captain's Medical Guide and Merchant Shipping Medical Scales are held. The hospitals and doctors provide their services free of charge.

Doctor Often Goes Out

Requests for medical assistance are normally passed to the Port Medical Officer of the most convenient port for

the necessary arrangements to be made. If he is unable to help, the coast station enlists the aid of H.M. Coastguard and R.A.F. to arrange for a life-boat or helicopter to take off the patient and land him ashore. Arrangements are also made for an ambulance to meet the patient on landing; very often the doctor who has advised landing the patient goes out with the life-boat himself. In cases where medical attention is required, but where the ship is too far at sea for assistance from the shore, the coast station broadcasts to all ships in an endeavour to contact one which carries a doctor. If there is such a ship in the area a rendezvous is arranged and, if necessary, the patient is transferred to the assisting vessel for treatment.

An interesting example of the sort of assistance given to ships through the "Medico" service is an incident which took place one night early in 1962 in the Swedish ship *Portland*. The ship radioed the coast station at Landsend "Here sick man. No assistance." The ship was in the Atlantic bound for Brest and the coast station operator asked for more details. He was told that there was a man on board very ill with a blood infection and that it was necessary to get him to hospital as soon as possible. The French authorities had already been contacted and had promised to send a helicopter the next day, but the *Portland* asked Landsend Radio if one could be sent straight away to take the patient ashore.

Chloromycetin Dropped

Weather and sea conditions in the area were too bad for this to be done in

the dark and the R.A.F. offered to drop a supply of chloromycetin. Landsend radio then arranged for the ship to light flares and transmit radio signals to assist the aircraft in locating them and, within a few hours of the original call for assistance, supplies had been dropped and picked up from the sea by one of the ship's life-boats. With a supply of the drug on board the patient was able to receive treatment until it was possible to put him ashore and the *Portland* resumed her course for Brest at full speed.

During the financial year 1962/63 the coast stations handled about 350 "Medico" cases involving 656 messages containing 26,853 words and 244 radio-telephone calls.

Sick Arab Stallion

The cases handled are of widely different types of course - the Post Office has even been asked to provide medical advice for a sick Arab stallion on board ship; advice was obtained and the animal recovered.

This service, which the Post Office provides to save life at sea, is only a small part of the work of the 12 coast stations at Wick, Stonehaven, Cullercoats, Humber, North Foreland, Niton, Landsend, Ilfracombe, Portishead, Anglesey, Port Patrick and Oban, but everyone connected with the life-boat service will realize how vital such advice and assistance can be. In addition, the stations provide a worldwide network of radio communications for the largest liners sailing the seven seas to the smallest fishing vessels carrying on their trade in home waters.

Portrait on the Cover

The portrait on the cover is of Coxswain John Murt of Padstow. He was appointed coxswain of the Padstow no. 1 life-boat in 1944 and two years later was awarded the Institution's silver medal for gallantry for a service to the s.s. *Kedah* of Singapore, whose

crew of ten were rescued in a full gale. Since his appointment as coxswain the Padstow no. 1 life-boat, which is today the station's only boat, has been launched on service 103 times, rescuing 38 lives. The photograph is reproduced by courtesy of Mr. C. P. Bunn.

Anniversary of Grace Darling's Rescue

The 7th September, 1963, was the 125th anniversary of the famous rescue by Grace Darling and her father of survivors from the Forfarshire. The following article, which has been specially written for the Life-boat by Commander W. M. Phipps Hornby, R.N., who is the honorary curator of the Grace Darling Museum, incorporates the results of much detailed research into the loss of the Forfarshire and the accompanying circumstances.

ON 7th September, 1838, there took place one of the most celebrated sea rescues of all time. The vessel concerned was the paddle steamship *Forfarshire*, of 400 tons, owned by the Dundee & Hull Steam Packet Co., and the scene of the disaster was the Farne Islands, which lie off the northern coast of Northumberland, and constitute a navigational hazard to coastwise traffic.

Built in a Dundee shipyard, the *Forfarshire* was regarded by her proud — perhaps over-proud — owners as the very last word in vessels of her kind, and the accommodation provided for her saloon passengers was lavish by the standards of the day. She traded regularly between her home port and Hull, and carried freight as well as passengers.

Boiler Trouble Developed

Commanded by Captain Humble, she arrived at Hull on what was to prove her last southward run at the beginning of September, 1838. During her passage boiler trouble had developed; and so on arrival at Hull a local firm of marine engineers was called in to put matters right. When their boilermakers left the ship on completion of their work they stated, so it was afterwards reported, that everything was in order as far as they could see.

It was not. The ship sailed on her return voyage to Dundee in the late afternoon of September 5th; and before very long boiler trouble recurred. The master decided to continue with his passage, but matters in the boiler room grew progressively worse until steam, and boiling water as well, was escaping

in such quantities as to drive the firemen from the furnaces. By the time the ship was about abreast St. Abb's Head, in Berwickshire, steam altogether failed, and the engine stopped.

Full Gale from the North

Unhappily, during the evening the weather had rapidly worsened, so that by the time the engine failed for want of steam, a full gale was blowing out of the north, and it had come over very thick. To get his vessel under some sort of control again her master made sail and then ran to the southward, it is supposed with the idea of passing through the Inner Sound, between the Farnes and the mainland, and finding shelter under the lee of the Inner Farnes — the islands in the group nearest to the mainland. And it would seem that, probably through mistaking the Longstone light for that on the Inner Farne, the unfortunate captain imagined that he had accomplished his purpose; for he had just ordered the anchors to be prepared for letting go, when the Big Harcar rock in the Outer Farnes was descried right on top of them.

It was too late to claw off; and all Captain Humble had time to do was to shout a warning down the companion way to the sleeping saloon passengers. Shortly afterwards, clasping in his arms his wife who was making the voyage with him, he was washed overside, and both were drowned.

Stern Portion Sank

Not long after the ship struck she broke in two in the wake of the paddle boxes; and the stern portion immediately sank, carrying to their deaths all save one of the saloon passengers. But short as the interval was, eight members of the crew contrived to lower and man one of the quarter boats, in which they were joined by the one saloon passenger to escape alive. Regrettable to record, the members of the crew who so made their escape, leaving the passengers to their fate, included both mates and the chief engineer.

One of the mates later declared that he had only entered the boat when she was already in the water, with the idea of holding her under the lee of the wreck and picking up survivors who might find themselves in the water. If that were his intention it was frustrated because there were only two oars in the boat, so that she could not be controlled. By luck rather than management she was carried clear of the surrounding hazards; being eventually picked up by a Montrose sailing vessel which landed her occupants at Shields.

Thirteen Survivors Remained

The remaining survivors – thirteen in all – remained on the forepart of the wreck. As the tide fell they were able to clamber down on to the Harcar Rock, taking with them the body of the Reverend John Robb, Minister of Dunkeld, who had actually died from exposure on the deck of the wreck, but who they were not then sure was dead.

Among the steerage passengers was a Mrs. Dawson, returning to Dundee with her two children, a girl and a boy. The children, too, succumbed to the wet and cold before rescue came. A fourth passenger, too frightened to leave the imagined security of the steerage, remained below and there perished.

About half a mile as the crow flies from the Big Harcar rock is the Longstone lighthouse, brought into service in 1826, and serving to mark the outer group of the Farne Islands. Normally at that period four persons lived in the lighthouse: William Darling, the keeper; Thomasin, his wife; Grace Horsley, their youngest daughter; and William Brooks, their youngest son. But shortly before the *Forfarshire* was wrecked William Brooks had crossed to Sea Houses on the mainland to lend a hand with the herring fisheries.

Abnormally High Tide

The experienced William Darling, rightly interpreting the portents, had worked late into the night making all secure against the tempest and abnormally high tide that threatened, Grace helping him. His coble was hauled up

and lashed, the rabbits in their hutch moved into the kitchen, and all made as snug as possible. At first light next morning Grace, whose bedroom was immediately below the lantern, dimly descried through her window the wreck on the Harcar Rock. She at once told her mother, who was keeping the morning watch in the lantern; and Mrs. Darling bade her daughter rouse her sleeping father.

It was not until full daylight that the watchers on the lighthouse were able to discern the forlorn survivors on the Harcar Rock; and it then fell to William Darling to decide whether or not to essay a rescue. Later a tale gained credence that he had hung back, finally to accede to the urgings of his daughter, who even declared her readiness to attempt a rescue single-handed. William Darling certainly gave his daughter full credit for taking the initiative; she, on the other hand, denied that he needed any urging from her.

First Duty to the Light

Whatever may be the real facts, two things need to be borne in mind. First, William Darling, with his long experience of conditions round the Farnes, was far better equipped than his daughter to weigh chances against risks. Secondly, his first duty was to the light; and one of the most testing decisions he was called upon to make that eventful morning may well have been that to leave it. Were he and Grace for any reason unable to return, then Mrs. Darling, an elderly woman, would be left alone, perhaps for days on end, unaided to ensure that the vitally important light was kept burning. Were it to fail, all too probably other ships might come to grief.

In the event the crucial decision was taken, and father and daughter set out in his coble, just twenty-one feet long. To take fullest advantage of available shelter, they followed a somewhat circuitous route. William Darling knew that the two of them could not accomplish the return journey unaided; and he banked on the hope that some of the survivors would be in good enough shape to pull an oar. And so, fortunately,

it proved. When they reached the Harcar Rock, William, uncertain as to how the survivors might behave, landed by himself, leaving Grace to manage the coble alone. And he is supposed in after years to have said that for him that was the worst moment of the whole venture.

Two Trips Needed

Notwithstanding that survivors were able to take their places at the oars, two trips were needed to complete the rescue. First Grace was taken back to the lighthouse, together with Mrs. Dawson, herself far gone, and a man who was seriously hurt. On the second the remaining survivors were brought to safety. There, for another two days, until the weather moderated sufficiently to allow of the survivors being transferred to the mainland, husband, wife, and daughter tended and cared for the nine unfortunates thus committed to their charge. And that over and above the responsible duty of keeping the light burning.

But William and Grace Darling were not the only persons to hazard their lives that day.

Launched a Coble

It is perhaps little realized that in 1838 there existed, centering on Bambergh Castle which then belonged to the Crewe Trustees, an elaborate organization for succouring shipwrecked persons. When, at daylight, the bad weather look-out on the castle described the wreck of the *Forfarshire*, he roused Mr. Smeddle, the trustees' resident agent. Mr. Smeddle took horse and rode down to Sea Houses, some three miles along the coast. There he got hold of William Robson, coxswain of the North Sunderland life-boat, which at that date also was maintained by the Crewe Trustees.

Possibly because her size would have made her difficult to launch under the conditions then obtaining, Robson decided against taking the life-boat. Instead, with a crew of six volunteers, he set out for the Harcar Rock in an ordinary coble.

It is right that the names of those courageous men should be made known, since despite efforts on their behalf of

even so august a personage as Hugh, third Duke of Northumberland, Lord Lieutenant of the County and Vice-Admiral of the Northumberland Coast, their action was accorded all too little public recognition at the time. They were: William Robson, James Robson, Michael Robson, Thomas Cuthbertson, William Swan, Robert Knox and William Brooks Darling.

Reached the Wreck

By dint of courage, perseverance, fine seamanship, and sheer hard pulling they reached the wreck on the Harcar Rock; but by that time Grace and her father had forestalled them in rescuing the survivors. Return to the mainland being out of the question, after moving the corpses of Mr. Robb and the two children as far from the reach of the seas as they were able, they went on to the Longstone.

Unfortunately, with twelve people already there instead of the normal four, there was no accommodation for seven more persons in the lighthouse. Save when, at high water periods, circumstances compelled them to seek refuge in the lighthouse, the seven boatmen had perforce to find what shelter they could in a derelict building that had served as a barracks for workmen employed on the building of the lighthouse. And there, with all too little food and warmth, they had to remain for two days and two nights before the weather moderated sufficiently to enable them to attempt the return journey.

News Travelled Slowly

News travelled slowly in 1838; but as the story of the rescue of the *Forfarshire* survivors became known, it gripped the public imagination: indeed created a sensation.

At that era there existed no public awards for civil gallantry such as, for example, the George Medal at the present day. But the gallantry displayed by the Darlings, father and daughter, was recognized by four humanitarian societies. To each of them the Royal Humane Society awarded a gold medal; and each of them was voted the silver medal of the Royal National

Institution for the Preservation of Life from Shipwreck (now the Royal National Life-boat Institution). Grace also received silver medals from both the Glasgow Humane Society and the Edinburgh and Leith Humane Society.

Gifts from Queen Victoria and from many private persons flowed in: many in the form of money, others in kind. Some journeymen hatters of Berwick-upon-Tweed made specially for Grace a beaver bonnet which is supposed to have supplanted the Duchess of Sutherland bonnet, until then the modish head-wear for ladies. Some of the presents came from grateful survivors from the *Forfarshire*. They were not always judiciously chosen. For example, there was a tropical helmet!

Visitors Flocked to Island

At least a dozen artists, of varying degrees of skill, are known to have visited the Longstone to paint the portraits of Grace and her parents, and depict – usually with less accuracy than more! – the thrilling drama of the rescue. Poets: two – Wordsworth and Swinburne – of national repute, some known, others unknown, sang Grace's praises.

Visitors flocked to the Farnes, intent not only on viewing the scene of the drama, but also on seeing Grace and her father; and such can be the insensitivity of the curious to the feelings of others, that such excursions continued even after Grace had died, to the lasting sorrow of her father.

Two Novels Published

And there were not lacking those who saw in the avid public interest evoked by the *Forfarshire* rescue an opportunity to enrich themselves. Within quite a short period two novels were published, in which Grace and her father both featured – but palpably as 'bait' to stimulate sales. The astute proprietor of a circus appearing in Edinburgh sought to inveigle Grace into showing herself in his arena; and but for over precipitancy might have succeeded. And one poetaster, who sent Grace a printed copy of what he was pleased to dignify as an elegy he had

composed in her honour, added on the back a plea that she would let him have a pound or two, as he was financially embarrassed! Locks of hair, and portions of dress material, were offered for sale by unscrupulous vendors, for all that they had never adorned Grace Darling's person.

Grace did not live very long to enjoy her fame. Tuberculosis claimed her. During the spring of 1842 she suffered some weeks of poor health; so that it was decided that she should go and stay with friends living near Wooler, in Northumberland, in the hope that her health would be benefited thereby. It was not; and she removed to Alnwick, where the Duke of Northumberland, who had come to take a great interest in both her and her father, found suitable lodgings for her, and had her attended by his own doctor. But by then she was failing visibly, and she was taken back to her native Bamburgh where, on 20th October, 1842, she died, her parents at hand, in the little house that is now Bamburgh Post Office. She was not yet twenty-seven years old.

Continued as Keeper

Mrs. Darling, twelve years her husband's senior, died in 1848. William Darling continued as keeper of the Longstone lighthouse until 1860, when he was succeeded by his eldest son, also named William. He passed the remaining years of his life at Wynding House, Bamburgh, now occupied by one of his great-great-grandsons. He died in 1865, in his eightieth year. He and his wife, Grace, and their second son Job Horsley, are buried in a family grave plot in Bamburgh churchyard. At the seaward side of the churchyard, placed on a slight eminence so that it can be descried from the decks of ships passing up and down the coast, is a cenotaph erected to commemorate Grace Darling. Under its canopy is a recumbent figure of the heroine, with an oar beside her.

In 1938, the centenary year of the wreck of the *Forfarshire*, the Grace Darling National Memorial Museum was opened in Bamburgh to commemorate the heroine. It was established by

the joint efforts of the Bamburgh Grace Darling Memorial Committee and the Royal National Life-boat Institution; and the museum building is erected on a site given for the purpose by the first Lord Armstrong of Bamburgh and Crag-side, a short distance only from the cottage in which Grace first saw the light.

Curious History of Coble

The principal exhibit is William Darling's coble, in which he and his daughter rescued the *Forfarshire* survivors. She had a curious history. When William Darling left the Longstone he gave the boat to his younger son George Alexander, who followed his trade of shipwright and boatbuilder at Sea Houses. In 1873 George Alexander sold her to Colonel John Joicey,

M.P., of Newton Hall, Stocksfield-on-Tyne, whose daughter, Lady John Joicey-Cecil in due time presented her to the Royal National Life-boat Institution with a proviso that she must not be taken out of Northumberland. For some time she was on view at the Dove Marine Laboratory, Cullercoats, Northumberland, whence she was transferred to Bamburgh Castle. And from the Castle she made her latest journey to the museum.

Gathered round the coble is a collection of pictures, photographs, documents, medals, garments, and other mementoes of Grace and her relations, together with relics of the ill-fated *Forfarshire*: a collection that has been augmented year after year since the museum was established.

W.M.P.H.

St. Peter Port Gold Medal

Since the June 1963 number of the *Life-boat* went to press the owners of the *Johan Collett*, the Norwegian motor vessel to whose assistance the St. Peter Port life-boat went on 5th February, have made a substantial donation to the Institution's funds. They have also decided to present wrist watches to the

members of the crew and letters of appreciation to the honorary secretary and the shore attendant. It was for this service that Coxswain Hubert Petit was awarded the gold medal for gallantry. A full account appeared on page 450 of the June 1963 number of the *Life-boat*.

Errata

In the list of those who received silver badges, which appeared in the June 1963 number of the *Life-boat* on pages 485 and 486, the name of Mrs. C. E. Thompson of Bradford appeared wrongly as Miss G. E. Thompson.

It was also incorrectly stated that Alderman G. T. Paine, M.B.E., to whom the gold badge was awarded, was chairman of the Southend-on-Sea branch. He is in fact chairman of the Dungeness branch.

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 December, 1963.

New Baltic Exchange Life-boat

The new life-boat at Salcombe, which was given the name *The Baltic Exchange* to commemorate the support received by the Institution over many years from the Baltic Exchange, was named by Mrs. H. M. Whithouse, the widow of a former Chairman of the Baltic Exchange, at Salcombe on the 20th June, 1963. The life-boat is one of the 47-foot Watson type.

Dr. H. Vernon Taylor, chairman of the Salcombe branch, took the chair, and after Lieut-Commander H. H. Harvey, western district inspector, had described the life-boat Lord Kilmarnock, Vice-Chairman of the Baltic Exchange, presented her to the Institu-

tion. Sir Eric Seal, a member of the Committee of Management, accepted her and handed her over to the branch, on whose behalf the Rev. D. Morgan-Richards, honorary secretary of the branch, received her.

The Bishop of Birmingham, the Rt. Rev. J. L. Wilson, dedicated the life-boat assisted by the Rev. J. D. S. Turnbull, Vicar of Salcombe, and the Rev. Wilfred J. Tyrer. After a vote of thanks proposed by Mr. W. Petrie Nicholls Mrs. Whithouse named the life-boat, which was then launched. Music was played by the Royal Marine Band, Infantry Training Centre of the Royal Marines.

Best Wreck Service of the Year

The Hartland (Devon) life-saving apparatus company has been awarded the Minister of Transport's shield for the best wreck service for the year 1962-1963. The award has been made for the rescue of the crew of seven of the Royal Fleet Auxiliary tanker *Green Ranger* on the night of 17th/18th November, 1962. The Ministry citation describes the rescue as "among the most difficult and hazardous Coastguard services ever carried out on this notoriously difficult coast".

The *Green Ranger*, a tanker of 3,500 tons, was on tow from Plymouth to Cardiff for repair when the tow line parted and the tanker was driven ashore among jagged rocks at the foot of high cliffs. The Appledore and Clovelly life-boats were both launched, and for his services on this occasion Coxswain Sidney Cann of Appledore was awarded the Institution's silver medal for gallantry. A full account of this service appeared in the March 1963 number of the *Life-boat* on page 403.

A force 10 gale was blowing with gusts of hurricane speed accompanied by hail and sleet. Two attempts by the

L.S.A. company to reach the ship by rocket line from the cliff proved impossible, and rescue had to be made from the beach, the life-saving gear being carried down the face of the 400-foot cliff in the dark. H.M.S. *Agincourt* was able to give valuable help by shining her searchlight on the face of the cliff.

Rocks as Big as Houses

Giant rocks on the foreshore, some as big as houses, made progress very slow, as the rocks were slippery and swept by spume and spray. The normal method of laying out the life-saving gear could not be adopted and a new method of securing had to be improvised. The seven men were taken off by breeches buoy, two members of the L.S.A. company climbing out on a rock as far into the sea as possible in order to help them ashore.

The most difficult task of all was bringing the rescued men up the precipitous cliff face of loose slippery shale. It was fifteen hours after rescue operations had begun that the L.S.A. company finally completed its task.

Life-boats in New Zealand

EVER since the first pioneers settled in Canterbury, and sailing ships carried their cargo up the Heathcote River to Ferrymead, the ever-changing Sumner Bar has been notorious for its vicious moods and the number of lives and ships it has claimed. As early as 1864 a whaler was stationed at Cave Rock for the use of Pilot Day, and though totally unsuitable, this was used for rescue work. In 1896 this boat capsized while at practice, and Pilot Day and one other were the only survivors from the crew of five.

Realizing the necessity for something more adequate, the Lyttelton Harbour Board had a life-boat built by J. S. White of Cowes. This was specifically for use in shallow water and heavy surf, and being unsinkable was, in its day, regarded as the last word in life-boat design.

Voluntary Organization

The new craft was christened *Rescue*. Pilot Day was appointed her first skipper and a voluntary crew of 15 was formed. Thus in 1898 the Sumner Life-boat Institution was born. It has remained a voluntary organization ever since, its crew members, some of whom have served over 40 years, being of all types and professions, but bound by a love of the sea and a desire to serve their fellow men.

Rescue I, and for the last 30 years, *Rescue II*, have served their purpose well, for in 62 years they have together saved over 800 lives.

In 1927, when time and frequent battles with the elements had taken their toll of *Rescue I*, the Institution incurred the responsibility of acquiring a new boat, and the builders of *Rescue I* were commissioned to build her successor to specifications approved by Earl Jellicoe, who took a great interest in the

life-boat during his term as Governor-General of New Zealand.

Radio Added to Equipment

The new boat arrived in the *Port Brisbane* in February 1929, and was christened *Rescue II*. With a length of 30 feet, 7 feet 6 inches beam, and drawing 3 feet, she weighed five tons and had a range of 100 miles at 9 knots, in addition to which she was self-righting and self-emptying. She is still sound and giving good service while a radio has been added to her original equipment.

Rescue II is averaging more calls now than for many years, the reason probably being the greater interest taken in private boating. In the last five years she has assisted 20 people to safety and salvaged small craft to a value of at least £1,000. Possibly her most spectacular feat was in 1942 when she took off the crew of *Kaiwarra* which had run aground at Motunau. For this the Institution was awarded a Royal Humane Society Certificate.

Never Failed to Answer

A magnificent job of maintenance has been done by the crew over the years, and it says much for their efforts that the boat has never failed to answer a call through unseaworthiness or mechanical failure. The risk to those who man the boat is considerable, and conditions are always most unpleasant in rough seas.

Rescue II is already 10 years past the age when similar craft are renewed in the United Kingdom, but experience has shown that there will be the need of a life-boat in and around Sumner for many years to come. With this fact in mind, the Institution feels that an immediate start should be made to provide the £26,800 necessary for its replacement.

Schoolgirl's Life-boat Song

When the honorary secretary of the Pinner branch, Mrs. Carver, visited the Pinnerwood Primary School to empty the collecting box she was greeted with

a life-boat song composed by Susan Tublin aged ten, who had trained the choir composed of eight boys and girls to sing it.

Christmas Cards and Calendars

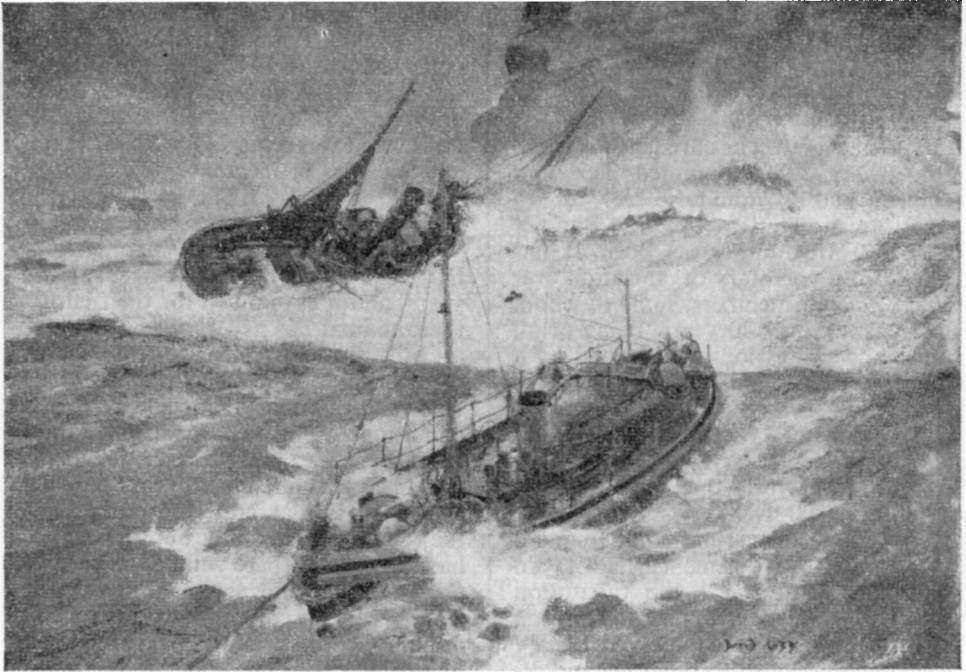
The Institution will again have a Christmas card and a pocket calendar for sale. The card will be a reproduction in colour of the painting on this page. The original painting was by David Cobb, R.O.I., S.M.A., and shows the rescue by the Longhope (Orkneys) life-boat of the crew of 14 of the trawler *Strathcoe* of Aberdeen on the 4th February, 1959. A full account of this service appeared in the June 1959 number of the *Life-boat* on page 222. For the service Coxswain Daniel Kirkpatrick was awarded the silver medal for gallantry.

The card will be of four pages, with the picture on page one, a description of the painting on page two and greetings on page three. The price of the card,

with the envelope, will be 9d. Name and address can be printed in, if not fewer than twenty-five are ordered, at an added cost of 15s. for 25 up to 50, 17s. 6d. for 51 to 100; 25s. for 101 to 200. The latest orders for overprinting must reach Life-Boat House by the 11th December, 1963.

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

The pocket calendar will have on the front a photograph showing the Fraserburgh life-boat entering a harbour. It can be obtained in dozens, the price being 2s. per dozen.



French Award for Helicopter Pilot

The Société Nationale des Hospitaliers Sauveteurs Bretons has awarded its silver medal for saving life with diploma to Sergeant E. C. Smith of the Royal Air Force for the rescue by helicopter of two of the crew of the trawler *Jeanne Gougy* of Dieppe on the 3rd November,

1962. The Sennen Cove and Penlee life-boats were launched on this occasion, and a full account of this service appeared on page 429 of the March 1963 number of the *Life-boat*. Sergeant Smith had earlier received the award of the George Medal.

Book Reviews

Mr. Michael Elder has succeeded admirably in his task of presenting anew a number of the great rescues carried out by men of the life-boat service. These are contained in *For Those in Peril* (John Murray, 18s.). Most of the details have of course been recounted in book form before, but the great life-boat rescues have, as stories, something of the quality of the sagas in that they can be retold frequently and lose none of their quality. The transporting of the Lynmouth life-boat over Exmoor in 1899, the wreck of the *Rohilla* off Whitby 1914, the saving of the crew of the Daunt Rock lightvessel by the Ballycotton life-boat in 1936 and some of the great feats of Henry Blogg of Cromer are all recalled. The account is brought up to date with telling descriptions of such rescue services as that in which the Port St. Mary life-boat took two keepers off the Chickens Rock lighthouse and the rescue by the Lerwick life-boat of the survivors of the Soviet trawler *Urbe*.

There are more than twenty illustrations, including drawings of the Institution's new 48-foot 6-inch proto-

type life-boat. Mr. Elder's concluding words are:

"There is little room in such an organization for someone simply 'doing a job'. The inspiration of the Royal National Life-boat Institution is that it is run entirely by people whose sole aim, in whatever field of the Institution's work they find themselves, is the need to provide help and rescue for those in peril on the sea."

Attractively Produced Booklets

Pictorial and Practical English is the name of a series of attractively produced booklets published by Evans Brothers (7s. 6d. each) and designed to promote the teaching of English. They are skilfully written by John Trevaskis and Patrick Pringle, and after a story has been told questions are posed for the student. In Book Two one of the stories is that of the rescue from the *Forfarshire* by Grace Darling and her father. In Book Three the story is told of how the Lynmouth life-boat was taken over Exmoor.

Birthday Honours

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

Knight Bachelor: Alderman Martin Wallace, J.P., former president of the Belfast branch.

Companion of the Bath: Rear Admiral H. C. Martell, *ex-officio* member of the Committee of Management.

M.B.E.: Miss A. Owens, honorary secretary, Kinross-shire branch.

British Empire Medal: Mrs. Bella Mattison, honorary collector at Cullercoats since 1922.

It is regretted that the baronetcy conferred on Sir Eric Errington, President of the Holyhead branch, was not reported in the June 1963 number of the *Life-boat*. Other honours of which mention ought to have been made were:

O.B.E.: Mr. William Smith, chairman of the Buckie branch.

M.B.E.: Mrs. S. Harris, honorary secretary, Hawarden and District branch.

Services of the Life-boats in April, May and June 126 Lives Rescued

APRIL

DURING April life-boats were launched on service 67 times and rescued 49 lives.

LIFE-BOAT STANDS BY MINESWEEPER AGROUND

Bembridge, Isle of Wight. At 8.2 on the morning of the 2nd April, 1963, the coastguard informed the honorary secretary that a minesweeper had been reported ashore near St. Catherine's Point. There was a light northerly breeze with a slight sea. The life-boat *Jesse Lumb* was launched at 8.8 on an ebbing tide. She made for the position given, and at 8.27 the coastguard informed the coxswain that H.M.S. *Eskimo* and a tug were also searching. At ten o'clock the minesweeper was found ashore half a mile east of St. Catherine's Point, and five minutes later the life-boat came alongside. She stood by until the tug had a line aboard the minesweeper and then returned to her station, which she reached at 4.25. The coastguard informed the honorary secretary at 6.11 that the minesweeper had been refloated.

COBLE ESCORTED IN ROUGH SEA

Filey, Yorkshire. At 9.45 on the morning of the 4th April, 1963, the coastguard informed the honorary secretary that he had learnt from the coxswain, who had been out on a fishing trip, that one of the small local cobsles, named *Triumph*, was six miles north-east of the brig in very rough weather. Conditions were much better in the bay, but the coastguard confirmed that beyond the brig the weather was gradually worsening. The life-boat *The Isa & Penryn Milsted* put out at 10.20 in a moderate north-westerly breeze and a rough sea. The tide was half flood. The life-boat found the *Triumph* and escorted her safely to Filey, which was reached at 1.15.

SICK MAN TAKEN OFF STEAMER

Cromer, Norfolk. At 5.10 on the afternoon of the 5th April, 1963, the

coastguard informed the honorary secretary that a member of the crew of the s.s. *Hudson Sound* of London was suffering from a severe pain under a rib and needed a doctor. The no. 2 life-boat *Harriot Dixon* was launched at six o'clock with a doctor on board in a moderate north-easterly breeze and a moderate sea. It was just after high water. The life-boat reached the *Hudson Sound*, which was two miles east of Cromer, and the doctor went aboard to examine the sick man. It was decided to bring him ashore, and the doctor and the seaman were transferred to the life-boat, which then returned to her station, arriving at 7.15. The patient was taken to hospital by ambulance.

ESCORT FOR FISHING VESSEL IN TOW

Campbeltown, Argyllshire. At 5.33 on the afternoon of the 5th April, 1963, the coastguard informed the honorary secretary that a fishing vessel had been seen firing red flares near Arranman's Barrels buoy in the Sound of Sanda. The life-boat *City of Glasgow II* put out at 5.50 in a strong easterly breeze and a rough sea. It was one hour before high water. Another vessel, *Nobles Again*, also reported the presence of red flares and later the life-boat sighted another flare. On reaching the position the life-boat found the fishing vessel *May* with a crew of three being towed by the *Nobles Again*. The *May's* engine had broken down. The life-boat escorted both boats back to Campbeltown in very rough seas and reached her station at 9.10.

PATIENT TAKEN OFF ISLAND IN NEAR GALE

Howth, Co. Dublin. At 8.20 on the morning of the 6th April, 1963, the coastguard informed the honorary secretary that a message had been received from the Baily lighthouse keeper that a suspected case of appendicitis on Lambay Island had been reported. The use of the life-boat to bring the man to the mainland was asked for. The life-boat

H. F. Bailey, on temporary duty at the station, put out at 9.25 in an east-north-easterly wind of near gale force and a rough sea. It was an hour and a half before high water. The life-boat reached the island and the patient was taken on board. During the return passage to Howth arrangements were made for an ambulance to be waiting at the west pier to take him to hospital. The life-boat reached Howth at 11.45 and the patient was landed, the life-boat reaching her moorings at 12.15.

TWO FISHING VESSELS ESCORTED TO HARBOUR

Whitby, Yorkshire. At eleven o'clock on the morning of the 6th April, 1963, it was decided, in view of the very heavy swell on the harbour bar, to launch the life-boat to escort two fishing vessels, which were still at sea, into harbour. There was a strong north-easterly breeze with a very rough sea. The life-boat *Mary Ann Hepworth* was launched at 11.3 on a flooding tide. The vessels were found at 12.25 and escorted safely into harbour. The life-boat then returned to her station, arriving at 1.5.

SEA ANCHOR PUT ABOARD KEELBOAT

Scarborough, Yorkshire. At 12.15 on the afternoon of the 6th April, 1963, the coastguard informed the coxswain that the keelboat *Courage* intended to put into Scarborough harbour because of the severe weather conditions. It was decided in view of the very rough sea at Scarborough to meet the keelboat and to put a sea anchor on board to give her greater stability when entering harbour. There was a gale blowing from the north-east. At two o'clock the life-boat *J. G. Graves of Sheffield* launched on a flooding tide. She came up with the *Courage* two miles north-east of Scarborough and after putting the sea anchor on board escorted her into harbour. The life-boat returned to her station at 3.10, but because of the state of the tide she could not be rehoused until six o'clock.

TOW FOR YACHT WITH SAILS BLOWN AWAY

Selsey, Sussex. At 7.5 on the evening of the 6th April, 1963, the coastguard

informed the honorary secretary that a small boat with three people on board, which was close inshore off Elmer Sands, was trying to make its way towards Littlehampton. The coastguard asked if information about the boat's position could be passed to a helicopter, which was searching, by the life-boat's V.H.F. radio. This was arranged, and shortly afterwards the coastguard asked if the life-boat could be launched to the boat, which had now been identified as the yacht *Tango*. There was a gale blowing from the east-north-east with a rough sea. The life-boat *Canadian Pacific* was launched at 7.28 on a flooding tide. The helicopter was of great assistance in spotlighting the *Tango* with its landing light, thus enabling the life-boat to make quick contact. The *Tango* had engine trouble, her steering was jammed, and her sails were blown away. The life-boat towed her safely into Littlehampton harbour and then returned to her station, arriving at 5.5 in the morning.

CREW MEMBER LOST AFTER BOAT CAPSIZES

Valentia, Co. Kerry. At 9.11 on the evening of the 7th April, 1963, Valentia radio informed the honorary secretary of a message received from Reenard Point stating that a small boat with ten people on board had capsized in the ferry. There was a light easterly breeze with a smooth sea. The life-boat *Rowland Watts* put out at 9.55 on an ebb tide and began to carry out an extensive search using her searchlight and parachute flares. Several small boats put out from Valentia, which rescued three men and recovered three bodies. Four survivors managed to swim ashore. One of the men who lost his life, James Lynch, was a regular member of the life-boat crew and was on board the casualty when she capsized. The assistant mechanic of the life-boat was also on board the casualty but managed to swim ashore. The life-boat reached her station at three o'clock.

EIGHT SURVIVORS RESCUED FROM TRAWLER

Caister, Norfolk. At seven o'clock on the morning of the 8th April, 1963, the

coastguard informed the honorary secretary that a local resident had sighted red flares north-east of Caister. The motor mechanic of the life-boat then reported that he had seen a vessel aground on the North Scroby. The life-boat *Jose Neville* was therefore launched at 7.20 in a moderate north-easterly breeze and a corresponding sea. The tide was half flood. The life-boat made for the North-West Scroby buoy and came up with the motor vessel *Reed Warbler*, whose master directed the coxswain to a position south-east of Scroby Elbow. After a few minutes a rubber float was sighted about half a mile south of the vessel aground. The life-boat went alongside the rubber float in heavy seas at 7.45 and from it rescued the crew of eight of the trawler *Kirkley* of Lowestoft. The survivors were given rum, and the life-boat made for Great Yarmouth, arriving at nine o'clock with the rubber float in tow. The survivors were landed, and the life-boat then made for the wreck to investigate the possibility of salvaging a small boat secured alongside the trawler. The boat was waterlogged and the risk of damaging the life-boat was considered too great. The life-boat therefore returned to her station, which she reached at 11.20.

SICK MAN FROM LIGHTVESSEL LANDED

Cromer, Norfolk. At 4.20 on the afternoon of the 9th April, 1963, the coastguard informed the honorary secretary that a message had been received from Trinity House, asking if the life-boat could be launched to take a doctor to a sick man on board the Haisboro' lightvessel. The no. 1 life-boat *Henry Blogg* was launched with a doctor on board at five o'clock in a light easterly breeze and a smooth sea. It was low water. The life-boat arrived at the lightvessel about 6.30. After making a quick examination of the patient the doctor decided that he should go to hospital. The patient was taken on board the life-boat and made comfortable, and a message was sent for an ambulance to collect him at the end of the pier. The man was landed and taken to Cromer hospital with a serious

abdominal complaint. The life-boat finally arrived back at her station at 8.15. The sick man made a gift to the life-boat crew.

THREE LIFE-BOATS SEARCH FOR PILOT VESSEL

Hoylake, Cheshire. At 5.31 on the afternoon of the 10th April, 1963, the coastguard informed the motor mechanic that the Rhyl life-boat had launched to search for the Mostyn pilot vessel, which was adrift in the Dee estuary with engine trouble, and that her coxswain had asked for the help of the Hoylake life-boat. At 6.8 the life-boat *Oldham IV* was launched in a light north-westerly breeze and a calm sea. Visibility was poor and it was one hour before low water. After an extensive search a flare was sighted 800 yards south of Welshman's Gut buoy, and on investigation it was found to have been fired from the missing pilot vessel. Her engine had broken down and her crew of two were without an anchor. The pilot vessel was taken in tow to Mostyn harbour, which was reached at 12.5. The life-boat then returned to her station, arriving at 1.35. The Llandudno life-boat was also launched.

INJURED MAN TAKEN OFF COLLIER

Bridlington, Yorkshire. At 11.25 on the morning of the 11th April, 1963, the coastguard informed the honorary secretary that there was a sick man aboard the Grimsby trawler *Yesso*, which was then ten miles north of Flamborough Head. While the maroons were being fired information was received that there was also an injured man on board the collier *Thomas Hardy* of Tyne, which was due to arrive in the bay at noon. Two ambulances were summoned, and it was learnt that a helicopter from the R.A.F. station at Leconfield was flying to the trawler *Yesso*. The life-boat *Howard D.*, on temporary duty at the station, was launched at noon with a doctor on board to meet the *Thomas Hardy*. The weather was calm and it was low water. A man with a broken leg was transferred from the collier to the life-boat. After being landed he was taken to hospital by ambulance. The life-boat reached her

station at 1.45. The man on board the *Yesso* had died of a heart attack and the helicopter took off the body.

THREE RESCUED FROM MOTOR LAUNCH

Moelfre, Anglesey. At 1.3 on the afternoon of the 12th April, 1963, the coxswain noticed that the motor launch *Marilyn* of the Red Wharf Bay Sailing Club had stopped and was drifting rapidly east of Moelfre Island. He then saw distress signals being made by the occupants, and this was immediately confirmed by the coastguard. There was a strong breeze from the south-west with a rough sea. The life-boat *Edward and Mary Robinson*, on temporary duty at the station, was launched at 1.15 on a flood tide. She came up with the motor launch *Marilyn*, whose engine had broken down, and rescued the three people on board. She took the launch in tow to Traeth Bychan, where the survivors were landed, and then returned to her station, arriving at 2.50.

MAN, WOMAN AND DOG TAKEN OFF DINGHY

Swanage, Dorset. At 3.33 on the afternoon of the 12th April, 1963, the coastguard informed the honorary secretary that a large yellow rubber dinghy was drifting out to sea one mile south-south-east of Peveril Point. The life-boat was launched at 3.44 in a gentle north-westerly breeze and a slight sea. It was two hours before low water. When the life-boat came up with the dinghy she found a man, a woman and a dog on board. The boat's outboard motor was not powerful enough to make any headway against the strong ebb tide. The woman and the dog were taken on board the life-boat, but the man preferred to remain in the dinghy, which was taken in tow at slow speed as far as Peveril Ledge. The life-boat had to increase speed slightly to maintain headway, and the tow rope carried away the part of the dinghy to which it had been secured. The dinghy then went over on its side, throwing the man into the water. He was quickly rescued, and the dinghy was taken on board the life-boat, which reached her station at 4.30.

SAILING COBLE TAKEN IN TOW

Newbiggin, Northumberland. At 2.41 on the afternoon of the 12th April, 1963, the coastguard informed the honorary secretary that the sailing coble *Egret*, which was on a pleasure trip from Amble to Blyth, was making little headway two miles east of Newbiggin Point and in view of the deteriorating weather advised the launching of the life-boat. There was a westerly wind of near gale force and a choppy sea. The tide was half flood. The life-boat *Richard Ashley* was launched at 2.55 and found the *Egret* with a crew of two, one of whom appeared to be ill. A message was sent asking for a doctor to stand by ashore, and the life-boat took the sailing coble in tow. When the two men were landed, the honorary medical adviser examined the sick man, who was then taken by ambulance to hospital, from which he was released two hours later. The life-boat reached her station at 4.30. The Amble life-boat had been launched earlier to the *Egret* after she had left Amble and had begun to drift, but by the time the life-boat reached her in Druridge Bay the *Egret's* crew had managed to make headway again and did not then need help.

FISHING VESSEL TOWED TO HARBOUR

Peterhead, Aberdeenshire. At 4.27 on the afternoon of the 12th April, 1963, the coastguard informed the honorary secretary that the fishing vessel *Progress* of Boddam, was overdue and the weather was deteriorating. There was a fresh westerly breeze with a rough sea. Three minutes later the life-boat *Julia Park Barry* of Glasgow was launched on an ebbing tide. She found the *Progress* with two men on board at 5.22 and towed her into Peterhead. She then returned to her station, arriving at 6.34.

YACHT TAKEN IN TOW TO HARBOUR

Weymouth, Dorset. At 7.12 on the evening of the 12th April, 1963, the coastguard informed the honorary secretary that the steam yacht *Medea* of Colchester, had broken down seven miles west of Portland Bill. There was a fresh south-westerly breeze with a moderate sea. The life-boat *Frank Spiller Locke*

put out at 7.25 on a flooding tide. She came up with the *Medea* at 9.3 and towed her to Weymouth harbour, reaching her station at 12.40. The owner of the *Medea* made a gift to the life-boat crew.

FOUR RESCUED FROM CONVERTED SHIP'S BOAT

Newbiggin, Northumberland. At 2.54 on the morning of the 13th April, 1963, the coastguard informed the coxswain that a request had been received from the Blyth honorary secretary for the help of the Newbiggin life-boat to search for the converted ship's boat *Piper* of Blyth, which was missing with four people on board. There was a moderate south-westerly breeze and a moderate sea. The tide was half flood. The life-boat *Richard Ashley* was launched at 3.20 and began to search. A helicopter joined in the search at day-break and shortly afterwards found the *Piper* twenty-one miles east-north-east of Newbiggin Point. The coxswain was informed and the life-boat made for the position. She rescued three men and the helicopter rescued the fourth. A message was then sent asking for an ambulance to await the return of the life-boat, as all the four rescued people were suffering badly from exposure. The *Piper* was taken in tow, but after an hour she became waterlogged and had to be cut adrift. She sank later. The life-boat reached her station at 9.20 and the rescued people were taken to hospital. The Blyth and Cullercoats life-boats also searched for the missing boat.

TOW FOR MOTOR BOAT WITH THREE ABOARD

Penlee, Cornwall. At 8.50 on the evening of the 13th April, 1963, the coastguard informed the honorary secretary that a small motor boat had broken down and was drifting on to the rocks at Carn Du. The life-boat *Solomon Browne* was launched at nine o'clock in a moderate south-westerly breeze and a moderate sea. It was high water. The life-boat arrived at Lamorna and was informed by Landsend radio that the

boat had been towed to the quay. The life-boat then towed the motor boat *Ranger*, which had three men on board, to Newlyn, arriving at 10.10. Because of the heavy swell at the slipway the life-boat was not rehoused until next morning. It was learnt later that a man had put out in his own small boat to tow the *Ranger* from Carn Du to Lamorna to prevent her from going on to the rocks, as the *Ranger* had no anchor or oars on board.

LIFE-BOATS AND HELICOPTER IN LONG SEARCH

Beaumaris, Anglesey; and Llandudno, Caernarvonshire. At 8.32 on the evening of the 13th April, 1963, the coastguard informed the Beaumaris honorary secretary that a cabin cruiser had broken down off White Beach. The exact position was not known as the vessel was out of sight of the coastguard station. There was a strong south-westerly breeze with a rough sea. The life-boat *Field Marshal and Mrs. Smuts* was launched at 9.5 on a flooding tide and began searching in the area of probable drift. At 2.15 in the morning the Llandudno honorary secretary was informed that one of the vessels which had been asked to keep a lookout for the missing cruiser had picked up a vessel which could be the cruiser on her radar set, the position given being four miles east-north-east of Orme's Head. The life-boat *Frank and William Oates*, on temporary duty at the station, was launched at 2.45 at high water. The life-boat began searching in the area indicated and at 3.12 the Beaumaris life-boat returned to her station to refuel and to await further information. At first light a helicopter joined in the search, but without success.

At eight o'clock a report was received from the coaster *Southern Coast* that she had picked up a cabin cruiser with three men on board nine miles north of Orme's Head. The Llandudno life-boat met the *Southern Coast* and the cabin cruiser, and the survivors were transferred to the life-boat in smooth water outside Llandudno Bay. The life-boat then returned to her station, arriving at 10.30.

**SECOND COXSWAIN PUT ABOARD
YACHT**

Ramsgate, Kent. At 9.8 on the morning of the 14th April, 1963, the east pier watchman informed the honorary secretary that a yacht was aground on the harbour bar. There was a moderate to fresh south-westerly breeze and a choppy sea. It was low water. The life-boat *Michael and Lily Davis* put out at 9.22 and found the yacht *Tumbler* of Brightlingsea with a crew of four. She was being pounded by the sea, and the second coxswain was put aboard. Shortly afterwards the yacht's anchor cable parted and she was driven by the heavy seas into deeper water. The life-boat escorted her into Ramsgate harbour and reached her station at 9.35.

**TOW FOR OYSTER SMACK AFTER
BREAKDOWN**

Ramsgate, Kent. At 1.42 on the afternoon of the 14th April, 1963, the coastguard informed the honorary secretary that a vessel was firing flares off North Foreland. The life-boat *Michael and Lily Davis* put out at 2.7 in a fresh south-westerly breeze and a slight sea. It was two and a half hours before high water. The life-boat found the oyster smack *Royal Native* of Faversham with a crew of four on board. Her sails had been carried away. A helicopter had already taken a ten-year-old boy who was very seasick off the *Royal Native* and landed him at Manston. The oyster smack's engine had broken down and two members of the life-boat crew were put aboard to help secure a tow line. The life-boat took her in tow to Ramsgate harbour after asking for an ambulance to meet two of the crew of the *Royal Native* who needed medical attention. The life-boat finally reached her moorings at five o'clock.

SKIN DIVERS PASS LINE TO YACHT

Exmouth, Devon. At 3.45 on the afternoon of the 14th April, 1963, the coastguard informed the honorary secretary that a small sailing yacht had been blown on to the Pole Sands and that she was inside the breakwater. A little later it was discovered that she had almost run aground. The life-boat crew were

therefore asked to go in the boarding boat to assess the position, and when they returned they brought back with them three young children, who had been on board the yacht *Kalora*, and who were handed over to the second coxswain's wife to be cared for. The yacht was aground, and as the tide was flooding, it was decided to launch the life-boat *Cecil and Lillian Philpot*, which was on temporary duty at the station, to help refloat her. There were still two people on board the yacht. The life-boat put out at 4.40 in a south-westerly gale and a rough sea. With the help of two skin divers, who had come across the sandbank, a line was passed, and the yacht was refloated. The life-boat then towed her back to Exmouth docks and reached her station at 6.15.

**SICK MAN TAKEN OFF NORWEGIAN
VESSEL IN GALE**

Moelfre, Anglesey. At 8.54 on the evening of the 14th April, 1963, the coastguard informed the honorary secretary that the Norwegian motor vessel *Sun Seahorse* had a sick man on board who needed a doctor. There was a strong gale from the south-west with a very rough sea. At 9.5 the life-boat *Edward and Mary Robinson*, on temporary duty at the station, was launched on a flooding tide with a doctor on board. The doctor boarded the motor vessel, and it was decided to land the sick man. He was taken aboard the life-boat with difficulty, as the *Sun Seahorse* was dragging her anchor. Because of the prevailing weather conditions it was not practicable to land him at either Moelfre or Beaumaris, and the life-boat therefore made for Menai Bridge pier, where the patient and the doctor were transferred to a waiting ambulance. When the weather moderated the life-boat returned to Moelfre, arriving at eight o'clock in the morning.

**WOMAN RESCUED AFTER FALL FROM
CLIFF**

Howth, Co. Dublin. At 2.25 on the afternoon of the 15th April, 1963, the coastguard informed the honorary secretary that a woman had fallen over a cliff, a few hundred yards south of the Martello tower, and the help of the

life-boat was needed. The life-boat *H. F. Bailey*, on temporary duty at the station, put out at 2.42 in a light southerly breeze and a smooth sea with her boarding boat in tow. It was two hours before high water. On reaching the position, the coxswain sent in the boarding boat with three members of the life-boat crew and a stretcher on board. The woman was laid on the stretcher and ferried out to the life-boat in the boarding boat. A doctor, who was staying in the neighbourhood, volunteered to accompany the woman back in the life-boat to Howth harbour, which was reached at four o'clock. The woman was landed and taken to hospital by an ambulance.

TOW FOR YACHT WITH THREE ABOARD

Dungeness, Kent. At 2.10 on the afternoon of the 16th April, 1963, the coastguard informed the honorary secretary that a yacht was in difficulty off the power station. The life-boat *Mabel E. Holland* was launched at 2.30 in a fresh south-westerly breeze and a rough sea. It was high water. The life-boat found the yacht *Kiti*, with a crew of three, broken down. She took her in tow to her station, arriving at 11.30.

FRENCH TRAWLER TOWED THROUGH HEAVY SEAS

Galway Bay. At 1.30 on the morning of the 17th April, 1963, Valentia radio informed the honorary secretary that a French trawler needed help ten miles south-west of North Aran light. The life-boat *Mabel Marion Thompson* put out at 2.30 in a strong south-westerly breeze and a heavy sea. The tide was flooding. After reaching the area indicated the life-boat had to search for two hours before finding the trawler *Atlantide*, which had a crew of eleven, seven to eight miles west of the North Aran light. A tow line from the trawler was secured, but this soon parted. A second attempt was made, but this too was unsuccessful. The life-boat's anchor cable was used next, but this also parted in the heavy seas. Once again the cable was secured together with the nylon securing rope, but the cable parted again within

twenty minutes. The nylon rope, however, held, and by this means the life-boat succeeded in towing the trawler to Kilonan pier. The life-boat finally reached her station at 2.30.

SKIPPER PUT BACK ABOARD TRAWLER

Tenby, Pembrokeshire. At 10.20 on the morning of the 20th April, 1963, the coastguard informed the honorary secretary that the trawler *Lady Anna* was gradually drifting on to the shore at Saundersfoot with a man on board. Meanwhile, her skipper was ashore trying to find a replacement for the engine. The life-boat *Henry Comber Brown* was launched at 10.30 in a strong south-easterly breeze and a rough sea. It was low water. The life-saving apparatus team also assembled and went to Saundersfoot. When the life-boat reached Saundersfoot she put the skipper back on board the *Lady Anna* and stood by until her engine was repaired. Once it was confirmed that the engine was working, the life-boat returned to her station. She arrived at 1.30 but could not be rehoused until the 24th April.

SICK BOY TAKEN OFF ISLAND

Donaghadee, Co. Down. At 9.45 on the evening of the 20th April, 1963, the life-boat motor mechanic informed the coastguard that he could see a fire on Copeland Island, where he knew about eight people were spending a week-end. At 9.55 the coastguard stated that a flashing light on the island appeared to be an SOS signal, and in the absence of the honorary secretary the coxswain decided to launch the life-boat. There was a near gale from the south-east with a rough sea. The life-boat *Sir Samuel Kelly* put out at 10.20 on an ebbing tide with the boarding boat in tow. The boarding boat with a landing party went ashore, where they were informed that a deaf and dumb boy of sixteen was ill and could not walk. The honorary secretary contacted a doctor, and at 1.20 the life-boat returned to Donaghadee. She embarked the doctor and brought him to the island. At 3.10 the life-boat returned to Donaghadee with the doctor and the sick boy. The honorary secretary had meanwhile arranged for the



PRINCESS MARINA OPENS NINTH INTERNATIONAL LIFE-BOAT CONFERENCE
(See page 503)



THE CONFERENCE ROOM IN EDINBURGH



By courtesy of]

[Associated Newspapers Ltd.

LIFE-BOATS OF SEVERAL NATIONS IN LEITH HARBOUR



By courtesy of]

[Scottish Daily Express

LIFE-BOATS ARRIVING FOR INTERNATIONAL CONFERENCE



NORWEGIAN RESCUE CRUISER OFF LEITH



By courtesy of]

[Eastern Daily Press

DUTCH LIFE-BOAT AT SEA



PRINCESS MARINA PRESENTS GOLD MEDAL TO GUERNSEY COXSWAIN
(See page 503)



LIFE-BOAT EXHIBITION AT LEITH
(See page 505)



By courtesy of]

[Sport and General

LIFE-SAVING EXHIBITION AT NATIONAL MARITIME MUSEUM
(see page 502)



By courtesy of]

[Eastern Daily Press

RESCUED MAN LANDED AT WELLS
(See page 536)



By courtesy of]

[Eastern Daily Press

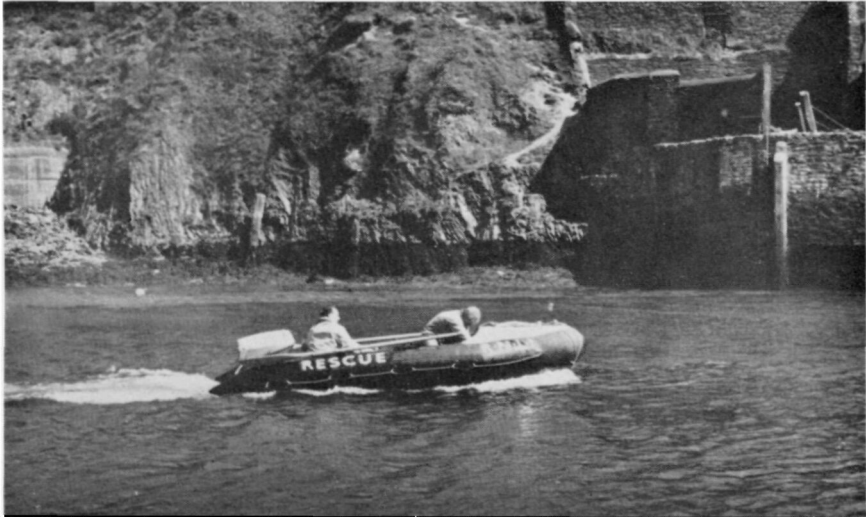
SICK MAN LANDED BY CROMER LIFE-BOAT
(See page 516)



By courtesy of]

[Evening Echo, Bournemouth

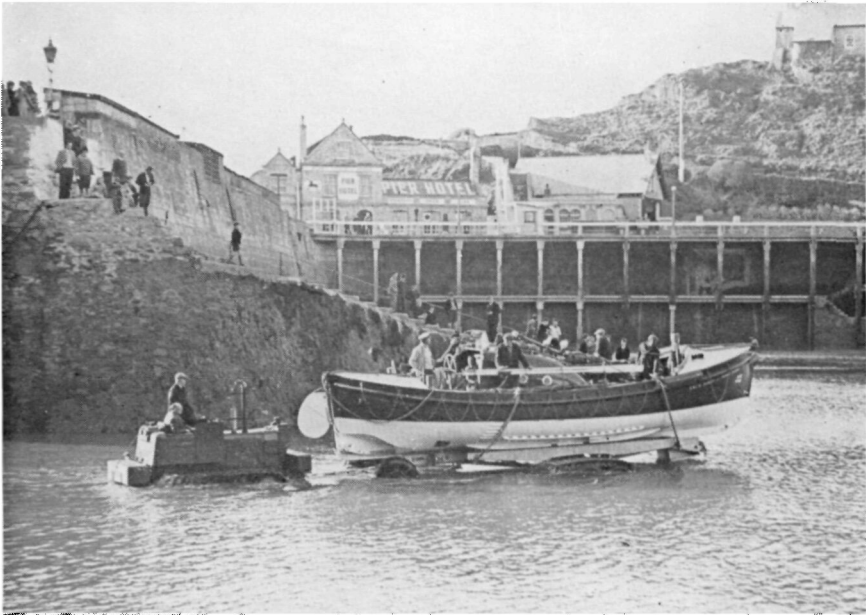
INSHORE RESCUE BOAT AT MUDEFORD
(See page 501)



By courtesy of]

[J. P. Morris

INSHORE RESCUE BOAT AT ABERYSTWYTH



By courtesy of]

[North Devon Journal & Herald

ILFRACOMBE LIFE-BOAT WITH NEW TRACTOR



By courtesy of]

[Associated Press

LIFE-BOAT FOR ITALY UNDER CONSTRUCTION

The first two life-boats for the Italian life-boat service, which is about to be formed, will both be of the 52-foot Barnett type. They are being built by Groves and Guttridge at Cowes.

boy's father to be at the pier with a car. The life-boat arrived back at her station at 3.27.

TOW FOR FISHING BOAT WITH ENGINE BREAKDOWN

Berwick-upon-Tweed, Northumberland. At 3.25 on the afternoon of the 22nd April, 1963, the coastguard informed the honorary secretary that a fishing boat had fired a red flare a mile and a half east of Berwick pier. The life-boat *William and Mary Durham* was launched at 3.30 in a gentle westerly breeze and a moderate sea. It was one hour after high water. The life-boat found the local fishing boat *Alert* with three men on board. Her engine had broken down, and the life-boat took her in tow, reaching her station at 4.30.

MOTOR FISHING VESSEL REFLOATED

Wick, Caithness-shire. At 3.30 on the morning of the 27th April, 1963, the coastguard informed the honorary secretary that the motor fishing vessel *Morning Star* was ashore at Proudfoot. The life-boat *City of Edinburgh* was launched at 3.50 in a light south-westerly breeze and a calm sea. It was one hour after high water. The life-boat reached the position and stood by until it was clear that the vessel was in no immediate danger and could not be refloated till later. She then returned to her station, arriving at six o'clock. At noon the life-boat returned to the position again at the request of the skipper of the *Morning Star* and helped to pass tow ropes from the motor boats *Bluebell* and *Golden Spinney*. The *Morning Star* was refloated, and the life-boat returned to her station, arriving at four o'clock.

LIFE-BOAT STANDS BY TILL SISTER SHIP ARRIVES

Longhope, Orkney. At 8.20 on the morning of the 27th April, 1963, a local resident informed the honorary secretary that a trawler appeared to be drifting in the Pentland Firth a mile and a half off shore. The honorary secretary contacted the coastguard, who said no distress call had been broadcast but arranged for the vessel to be kept under

observation. About 9.20 the life-boat coxswain reported that the trawler, which was now off Brimsness, appeared to be flying an international distress signal, and this was confirmed by the coastguard. The life-boat, the *T.G.B.*, was launched at 9.40 on a flooding tide in a gentle south-westerly breeze and a slight sea. She made for the trawler, which was sounding intermittent blasts on her siren, and came up with her at 10.10. The trawler, the *Ross Tern*, had had an engine breakdown, and was waiting for assistance from her sister ship, the *Ross Tiger*, which was due to arrive about 10.55. The life-boat stood by until the *Ross Tiger* arrived. Temporary repairs were then made to the engine, and the *Ross Tern* was able to proceed at reduced speed. The life-boat returned to her station, arriving at 12.48.

SIX STUDENTS TAKEN OFF DINGHY

Moelfre, Anglesey. At 5.5. on the afternoon of the 28th April, 1963, the coastguard informed the honorary secretary that a small dinghy was in distress six miles north-north-east of Moelfre Island. There was a strong south-south-westerly breeze with a moderate sea. The weather was misty. The life-boat *Edmund and Mary Robinson*, on temporary duty at the station, was launched at 5.15 on an ebbing tide. She made for the position given and came up with the dinghy *Scimitar*, which had six students on board, at 5.55. The outboard engine of the dinghy had failed, and the students were taken on board the life-boat. The life-boat then towed the dinghy to Traeth Bychan, where the survivors were put ashore. A helicopter also took off but arrived after the survivors had been taken on board the life-boat. The life-boat reached her station at seven o'clock.

TOW FOR PLEASURE BOAT WITH SIX ABOARD

Arbroath, Angus. At 8.47 on the evening of the 28th April, 1963, the coastguard informed the life-boat motor mechanic that the crew of a small boat were burning red flares three quarters of a mile west of Arbroath harbour. There were light airs with a slight sea.

The life-boat *Duke of Montrose* was launched at 8.55 on an ebbing tide. She made for the position given and came up with the pleasure boat *Aurora* of Arbroath, which had six people on board. The *Aurora's* engine had failed and she was in danger of drifting on to the rocks. The life-boat towed the *Aurora* into Arbroath harbour and then returned to her station, arriving at 9.28. The owner made a gift to the branch funds.

TWO MEN RESCUED FROM SAILING DINGHY

New Brighton, Cheshire. About five o'clock on the afternoon of the 29th April, 1963, the Wallasey police informed the honorary secretary that a yacht was seen to be in trouble off the auxiliary coastguard look-out in the Rock Channel off Harrison Drive. At 5.7 the life-boat *Norman B. Corlett* put out in a gentle north-westerly breeze and a choppy sea. It was half an hour after high water. The life-boat found the sailing dinghy *Nanica* more or less waterlogged with two people on board. She rescued the two men, took the *Nanica* in tow and returned to New Brighton, reaching her moorings at 5.56.

TWO LIFE-BOATS OUT TO LEBANESE STEAMER

Eastbourne, and Hastings, Sussex. At 2.53 on the afternoon of the 30th April, 1963, the coastguard informed the Eastbourne honorary secretary that a ship had been reported on fire four miles south of Pevensey Bay. There was a gentle westerly breeze with a slight sea. At 3.5 the lifeboat *Beryl Tollemache* put out on a flooding tide. At 3.7 the coastguard informed the Hastings motor mechanic, in the absence of the honorary secretary, of the casualty, and the life-boat *M.T.C.* was launched at 3.20. At 3.35 the Eastbourne life-boat came up with the s.s. *Aghios Georgios II* of Beirut. The steamer's crew and the captain's wife had already been taken off, and they were transferred to the life-boat from a fishing vessel, a small ship's boat and a tanker. Meanwhile the Hastings life-boat arrived, and she stood by in case any further help might be

needed. As one of the steamer's crew was suffering badly from shock the *Beryl Tollemache* returned to Eastbourne, which she reached at 4.30. She was met by a doctor, an ambulance, police and local representatives of the St. John Ambulance Brigade. Two of the crew were taken to hospital and the remaining fourteen were looked after at the Civil Defence headquarters. At 5.28, after it was seen that the casualty was aground, the *M.T.C.* returned to Hastings, arriving at 6.20. Two helicopters also took off but were not required.

TRAWLER TOWED INTO HARBOUR

Humber, Yorkshire. At 6.5 on the evening of the 30th April, 1963, the coastguard informed the honorary secretary that the trawler *Dorothy* of Grimsby had run short of fuel half a mile east of Dimlington. The life-boat *City of Bradford III* was launched at 6.17 in a light westerly breeze and a slight sea. It was one hour after low water. The life-boat reached the *Dorothy*, which had a crew of six, and took her in tow into Grimsby, arriving at 9.30. The life-boat then returned to her station, arriving at 10.10.

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

- Selsey, Sussex.—April 1st.
- St. Peter Port, Guernsey.—April 2nd.
- Dover, Kent.—April 3rd.
- Blyth, Northumberland.—April 4th.
- Ramsgate, Kent.—April 7th.
- Peel, Isle of Man.—April 9th.
- Llandudno, Caernarvonshire.—April 10th.
- Rhyl, Flintshire.—April 10th.
- Skegness, Lincolnshire.—April 12th.
- Amble, Northumberland.—April 12th.
- Barrow, Lancashire.—April 12th.
- North Sunderland, Northumberland.—April 12th.
- Newhaven, Sussex.—April 13th.
- Blyth, Northumberland.—April 13th.
- Dungeness, Kent.—April 13th.
- Humber, Yorkshire.—April 13th.
- Beaumaris, Anglesey.—April 13th.

Cullercoats, Northumberland.—April 13th.

Fishguard, Pembrokeshire.—April, 14th.

Skegness, Lincolnshire.—April 15th.

Swanage, Dorset.—April 19th.

Cloughy, Co. Down.—April 20th.

Lytham St. Annes, Lancashire.—April 21st.

Torbay, Devon.—April 25th.

Salcombe, Devon.—April 26th.

Cromer, Norfolk.—April 26th.

Seaham, Co. Durham.—April 27th.

MAY

DURING May life-boats were launched on service 64 times and rescued 17 lives.

MAN ABOARD FISHING BOAT RESCUED

Shoreham Harbour, Sussex. At 1.8 early on the morning of the 3rd May, 1963, the coastguard informed the honorary secretary that he could see a vessel flashing SOS about three miles south-east of the harbour. There was a moderate west-south-westerly breeze with a corresponding sea. The life-boat *Dorothy and Philip Constant* was launched at 1.25 on an ebbing tide. She made for the position given and found the fishing boat *Bounty*, which had one man on board, with a trawl foul of her propeller. The life-boat towed the *Bounty* to Shoreham and then returned to her station, arriving at 5.10. The rescued man made a gift to the life-boat crew.

FISHING COBLE FINDS BODY OF BOY

Fraserburgh, Aberdeenshire. At 5.38 on the evening of the 4th May, 1963, the coastguard told the honorary secretary of a report that a boy had fallen over the cliffs at Roseheart bombing range. The police were already investigating, and at six o'clock the coastguard reported that it did not appear that the life-boat would be needed. A little later, however, the coastguard asked for the help of the life-boat *The Duchess of Kent*, and at 7.15 she was launched in a gentle south-south-westerly breeze and a slight sea. It was one hour after high water. The life-boat reached the position and found that the body of the boy had been picked up by a fishing coble. The body was taken

aboard the life-boat, which then returned to her station, arriving at 8.50.

SMALL BOAT TAKEN IN TOW

Newhaven, Sussex. At 9.30 on the evening of the 7th May, 1963, the police informed the honorary secretary that a man had put to sea in the afternoon in a small boat and had not yet returned. At 9.40 the life-boat *Kathleen Mary* was launched in light airs and a smooth sea. It was two hours before high water. The life-boat found the small boat two miles south of Peacehaven and towed her back to Newhaven, reaching her station at eleven o'clock.

TOW TAKEN OVER FROM FISHING VESSEL

Stromness, Orkneys. At 10.20 on the morning of the 8th May, 1963, the chairman of the branch was informed that the fishing vessel *Lily Flower* needed help in Hoy Sound. The life-boat *Archibald and Alexander M. Paterson* was launched at 10.32 in a strong south-westerly breeze and an ebbing tide. The *Lily Flower*, which had two people on board, was taken in tow by the fishing vessel *Kincord*, which later handed over the tow to the life-boat. The life-boat returned to Stromness with the *Flower* in tow and reached her station at 11.15.

TOW FOR RESERVE LIFE-BOAT

Redcar, Yorkshire. At 2.30 on the afternoon of the 9th May, 1963, the coastguard informed the honorary secretary that the reserve life-boat *Howard D.*, which was on passage from Bridlington to Boulmer, had engine trouble off Marske and needed the help of a motor mechanic. The Redcar life-boat's motor mechanic put out with a helper in his own private boat, the *Easter Morn*. They found that the skew gears on the water and the pump oil had been damaged and could not be repaired immediately, and they returned ashore to inform the honorary secretary. The life-boat *City of Leeds* was launched at 4.45 in a gentle south-westerly breeze and a smooth sea. It was three and a quarter hours before high water. The life-boat took the *Howard D.* in tow to Hartlepool and reached her station at 8.20.

TOW FOR YACHT WITH FIVE ABOARD

Ramsgate, Kent. At 5.30 on the afternoon of the 11th May, 1963, the coastguard informed the coxswain that the yacht *Klaus*, near the Goodwin Knoll buoy, had steering trouble and needed help. The coaster *Keynes* was standing by. There was a moderate west-south-westerly breeze with a corresponding sea. The life-boat *Michael and Lily Davis* put out at 5.43 on an ebbing tide and came up with the *Klaus*, which had five people on board, at 6.20. The yacht's anchor was dragging. The coaster had left the scene before the arrival of the life-boat, and the life-boat therefore towed the yacht to Ramsgate, reaching her station at 6.52.

DOCTOR TAKEN OUT TO LIBERIAN STEAMER

Eastbourne, Sussex. At 11.6 on the morning of the 11th May, 1963, the coastguard informed the honorary secretary that a man on board the s.s. *Onshun* of Monrovia, had received severe burns and needed medical attention. There was a strong south-westerly breeze with a very rough sea. The life-boat *Beryl Tollemache* was launched at 11.30 on a flooding tide with the honorary medical adviser on board. The doctor went aboard the steamer, and in view of the nature of the man's injuries and the prevailing weather conditions, arrangements were made for a helicopter from the R.A.F. station at Tangmere to land both the injured man and the doctor. The life-boat returned to her station, arriving at 1.40.

HELICOPTER AND LIFE-BOAT IN SEARCH FOR DINGHY

Cromer, Norfolk. At 12.34 on the afternoon of the 12th May, 1963, the coastguard informed the honorary secretary that a small sailing dinghy was in difficulty four miles north-east of Haisboro' lightvessel. At 12.48 the no. 1 life-boat *Henry Blogg* was launched in a fresh south-westerly breeze and a choppy sea. The tide was half ebb. A helicopter which was also searching reported that the dinghy was approximately a mile

and a half off Haisboro'. The life-boat found the dinghy, which had been blown out to sea, three miles off Haisboro', with one man on board. He was very wet and cold. The life-boat took him on board and took the dinghy in tow, and the owner asked for the dinghy to be towed to Eccles beach, from where he would row ashore. After towing the dinghy to the beach the life-boat returned to her station, arriving at 4.45.

RESERVE LIFE-BOAT TAKEN IN TOW

Lowestoft, Suffolk. At 11.16 on the morning of the 12th May, 1963, the coastguard informed the honorary secretary that he had received a request from the reserve life-boat *George and Elizabeth Gow* for assistance as she had broken down. The life-boat was on passage from Lowestoft to Aldeburgh after undergoing a recent engine overhaul. There was a fresh south-south-westerly breeze with a choppy sea. The life-boat *Michael Stephens* was launched at 11.27 on a flooding tide. She located the *George and Elizabeth Gow*, under sail, off Southwold. The reserve life-boat was towed by the Lowestoft life-boat to Oulton Broad, and the *Michael Stephens* then returned to her station, arriving at three o'clock.

WOMAN BROUGHT TO MAINLAND FOR EMERGENCY OPERATION

Galway Bay. At two o'clock on the afternoon of the 13th May, 1963, the local doctor asked for the services of the life-boat to take a woman, who was dangerously ill, from Aran to the mainland at Rossaveel. As no other boat was available for the passage, the honorary secretary agreed that the life-boat should be used. The life-boat *Mabel Marion Thompson* put out at 3.30 with the patient and the doctor on board in a very strong westerly wind and a very rough sea. It was just after low water. When the life-boat reached the mainland a team of doctors with a special ambulance were waiting to perform an emergency operation on the woman, who was then taken to hospital. The life-boat returned to her station, arriving at 7.30.

DINGHY'S CREW REFUSE OFFER OF HELP

Criccieth, Caernarvonshire. At 4.50 on the afternoon of the 15th May, 1963, a local resident informed the honorary secretary that a small sailing dinghy was in difficulty between a mile and a half and two miles south of Criccieth Castle. This was confirmed by the motor mechanic, and after consulting the coxswain the honorary secretary decided to launch the life-boat. The life-boat *Robert Lindsay* was launched at five o'clock in a fresh northerly breeze and a choppy sea. It was shortly before low water. When the life-boat reached the sailing dinghy the coxswain's offer of help was declined. The life-boat remained alongside the dinghy until her crew of two had decided to row towards the estuary from which they had set out. The dinghy had no baler or anchor, the rudder had been held together with a piece of twine, and the tiller was broken. The mast had no stays, the long sail had been set incorrectly, and the two people were without life-jackets. As soon as the coxswain saw that the dinghy had almost reached the shore the life-boat returned to her station, arriving at seven o'clock.

INJURED MAN TAKEN OFF MOTOR VESSEL

Stornoway, Outer Hebrides. At 4.30 on the morning of the 16th May, 1963, a message was received from the motor vessel *Middlesex Trader* of London, on passage from Montreal to Gdynia, stating that she was off Stornoway, and needed a boat to bring a doctor to a badly injured member of the crew. It was at first suggested that a small pilot boat should take the doctor out, but the wind had increased considerably during the early morning, and the life-boat *The James and Margaret Boyd* therefore left at five o'clock with a doctor on board. She came up with the motor vessel some five miles off Stornoway and took the injured man on board. The life-boat reached her station at 7.10, and the injured man was taken to hospital.

SICK MAN TAKEN OFF BULGARIAN SHIP

Newhaven, Sussex. At 11.30 on the morning of the 17th May, 1963, the

coastguard informed the honorary secretary that the Bulgarian motor vessel *Vassil Levsky* of Varna had a sick man on board who needed a doctor. At 11.45 the life-boat was launched with a doctor on board in a light westerly breeze and a smooth sea. It was low water. The life-boat took the sick man on board and returned to Newhaven, where the man was taken by ambulance to hospital. The life-boat reached her station at one o'clock.

DOCTOR TAKEN TO PANAMANIAN STEAMER

Humber, Yorkshire. At 8.10 on the evening of the 17th May, 1963, the coxswain superintendent was informed that the s.s. *Grane Fors* of Panama, anchored off Spurn, had a sick man on board who needed medical attention. There was a moderate north-westerly breeze with a slight sea. The tide was flooding. The life-boat *City of Bradford III* was launched at 8.50 with a doctor on board. The doctor was put on board the vessel, and after he had attended to the seaman they were both transferred to the life-boat. The seaman and doctor were landed at Grimsby, where an ambulance was waiting, and the life-boat then returned to her station, arriving at 12.35.

INJURED BOY BROUGHT BACK TO HARBOUR IN GALE

Howth, Co. Dublin. At 6.58 on the evening of the 18th May, 1963, the coastguard informed the honorary secretary that a twelve-year-old boy had fallen over the cliff between the Baily lighthouse and the Nose of Howth. The local fire brigade had reached the boy, who was injured, and they asked for the help of the life-boat to bring him to an ambulance. The life-boat *A.M.T.* put out at 7.8 with a small boat in tow in a westerly gale and a slight sea. It was an hour and a half before high water. After reaching the scene a few minutes later the small boat went close inshore with a stretcher, and the boy was brought to the life-boat, which then returned to Howth harbour west pier, where he was put into an ambulance.

The life-boat also brought back three firemen who would have had difficulty in climbing back up the cliff face.

RESCUE FROM CABIN CRUISER

On the evening of the 18th May, 1963, the cabin cruiser *Seamu* went aground at the entrance to Blakeney harbour. The Wells life-boat *Cecil Paine* was called out and rescued two men aboard the *Seamu*. A full account of this service will appear in the December number of the *Life-boat*.

MAN RESCUED FROM YACHT AGROUND

Walton and Frinton, Essex. At 2.4 on the morning of the 19th May, 1963, Walton coastguard informed the honorary secretary that the Sunk pilot cutter had reported that a small craft a quarter of a mile south of West Sunk buoy was flashing the international distress signal at the Norwegian tanker *Polyeagle*. The tanker was unable to close the craft because of the shallow water. The honorary secretary instructed the coastguards to fire the maroons, and at 2.35 the life-boat *Elizabeth Elson*, on temporary duty at the station, was launched. There was a fresh north-westerly wind and a moderate sea. It was the last hour of the ebb tide.

The life-boat reached the casualty, which was the auxiliary sloop *Lizette* of Heybridge, at 4.7, and found that she was aground half a mile south-south-east of West Sunk buoy. She had drifted there without engines and with a broken tiller. The *Lizette* had been damaged on grounding, and when the tide turned to the flood she became submerged. The sole occupant, who was the owner, was standing on the cabin roof up to his knees in broken water. The coxswain beached the life-boat within ten yards of the yacht, and a line was passed to the man, who secured it around his waist. He was then dragged through the surf into the life-boat. The rescued man was landed at Walton pier, where he was treated by the station honorary medical adviser. The life-boat reached her station at 6.55.

HELP FOR LIFE-BOAT ON PASSAGE

Aberdeen. At 10.30 on the morning of the 19th May, 1963, the coastguard informed the honorary secretary that the reserve life-boat *Norman Nasmyth* had broken down off Portlethen while on passage from Montrose to Newburgh. At 11.32 the life-boat *Thomas McCunn*, on temporary duty at the station, put out in a gentle northerly breeze and a slight sea. It was one hour after high water. The life-boat towed the *Norman Nasmyth* to Newburgh and reached her station at 6.2.

MEMBER OF LIGHTVESSEL'S CREW BROUGHT ASHORE

Humber, Yorkshire. At 4.43 on the morning of the 20th May, 1963, the coastguard informed the coxswain superintendent that the master of the Dowsing lightvessel had asked if the life-boat would take a sick man ashore for medical attention. There was a gentle westerly breeze with a slight sea. The life-boat *City of Bradford III* put out at 4.58 on an ebbing tide. She came up with the lightvessel at eight o'clock and took on board the sick man. The life-boat arrived back at Grimsby at noon, when the man was put into a waiting ambulance. She remained at Grimsby until the tide was right for rehousing and arrived back at her station at 4.30 in the afternoon.

EIGHT MEN TAKEN OFF FISHING VESSEL

Rhyl, Flintshire. At 5.30 on the afternoon of the 20th May, 1963, the honorary secretary was informed by the coastguard that the fishing vessel *Welsh Lady* had left early that morning with a party of eight men to fish off Colwyn Bay and had not returned. The honorary secretary went to the boathouse and was able to see the *Welsh Lady* sheltering off Llandulas. There was a near gale from the west-south-west with a rough sea. A message was received from the coastguard via the police that the skipper of the fishing vessel wanted the life-boat to take off his passengers. In view of the prevailing weather conditions and the rough confused sea on the harbour bar

the life-boat *Anthony Robert Marshall* was launched at 5.51. She took the eight passengers on board and escorted the *Welsh Lady* safely into Rhyl harbour. The life-boat finally reached her station at 8.15.

DOCTOR, AMBULANCE MEN AND PILOT TAKEN OUT

St. Peter Port, Guernsey. At 5.39 on the evening of the 20th May, 1963, Niton radio station informed the honorary secretary that a seaman on board the motor vessel *Registan* of London had been seriously injured and needed medical attention. The vessel was making for Guernsey. The life-boat *Lloyd's*, on temporary duty at the station, put out at 6.15 in a fresh south-westerly breeze and a moderate sea. The tide was ebbing. The life-boat had a doctor, two St. John Ambulance Brigade men and a pilot on board, and she met the *Registan* at a prearranged rendezvous three miles west of Les Hanois lighthouse. The doctor, the ambulance men and the pilot were put aboard, and the life-boat returned to her station, arriving at 12.5. In the meantime the *Registan* continued to the roadstead, where she anchored, and the injured man was taken ashore in a pilot boat. The owners of the *Registan* made a donation to the Institution's funds.

TOW FOR BOAT OUT ON FISHING TRIP

Torbay, Devon. At 9.46 on the evening of the 22nd May, 1963, the Brixham coastguard informed the honorary secretary that a resident of Torquay had reported that two men were shouting and waving in a small motor boat between Thatcher Rock and Hope's Nose. At 10.5 the life-boat *Princess Alexandra of Kent* was launched in a light north-north-westerly wind and a slight sea. It was an ebb tide. At 10.30 the life-boat found a 14-foot motor boat with two young men on board out for a fishing trip. The boat's engine had broken down. The life-boat took the motor boat in tow to Torquay harbour and, having seen the two youths safely ashore and their boat secured, returned to her station, where she arrived at 11.40.

EXHAUSTED HOLIDAY-MAKERS FOUND IN BOAT

Falmouth, Cornwall. At 7.14 on the evening of the 23rd May, 1963, the coastguard informed the honorary secretary that a small boat had fired a red flare a mile and a half off Portsatho. There was a light northerly breeze with a smooth sea. The life-boat *Crawford and Constance Conybeare* was launched at 7.23 on an ebbing tide. She came up with the small motor boat *Sunglow* at 8.12. The *Sunglow* had broken down some four hours earlier, and the two occupants, who were on holiday, had tried to row ashore but had become exhausted. They were taken on board the life-boat, which towed the *Sunglow* into Falmouth. The life-boat arrived back at her station at 8.58.

ADRIFT FOR THIRTY-ONE HOURS

Minehead, Somerset. At 3.30 on the afternoon of the 23rd May, 1963, the coxswain informed the honorary secretary that he had seen the cabin cruiser *Sea Flight* displaying a distress signal. There was a light variable wind with a slight sea. The life-boat *Sarah Ann Austin*, on temporary duty at the station, was launched at 3.50 on a flood tide. She took the *Sea Flight* in tow to Minehead and returned to her station, arriving at 5.30. It was later learnt that when the *Sea Flight*, on passage from Worcester to Ilfracombe, was in mid-channel at 9.30 on the morning of the 22nd May her engine failed. She drifted out of control for the next thirty-one hours, and by one o'clock on the afternoon of the 23rd May she was some two to three miles off the Somerset coast in smooth water. Two of her crew set off in a dinghy for help and reached the shore two hours later. In the meantime however the vessel had drifted within sight of Minehead.

FOUR COBLES ESCORTED TO SAFETY

Newbiggin, Northumberland. At 8.16 on the morning of the 24th May, 1963, the coastguard informed the honorary secretary that four cobsles were still at sea in worsening weather conditions.

At 8.28 the life-boat *Richard Ashley* launched in a fresh northerly breeze and a slight sea. It was two to three hours after high water. The life-boat found the four cobsles and escorted three of them to Newbiggin. The fourth she escorted to Blyth harbour entrance, and she then returned to Newbiggin, arriving at her station at 11.30.

SPEED BOAT TAKEN IN TOW

Donaghadee, Co. Down. At 2.28 on the afternoon of the 26th May, 1963, the coastguard informed the honorary secretary that a flashing light had been seen north-east of Orlock Head. The life-boat *Sir Samuel Kelly* put out at 2.50 in a gentle southerly breeze and a slight sea. The tide was ebbing. The life-boat found a small speed boat with two people on board. The speed boat's engine had broken down, and she was taken in tow by the life-boat, which reached her station at 4.20.

TWO LIFE-BOATS IN NIGHT SEARCH

Longhope, and Stromness, Orkneys. At 8.17 on the evening of the 27th May, 1963, the motor mechanic informed the Stromness honorary secretary that the family of a man who had gone out in the motor vessel *Desire* to set lobster pots felt concern for his safety. Enquiries were made, and the honorary secretary was advised that a boat answering the description had been seen off Rackwick Bay, Isle of Hoy, about three o'clock. There was a gentle westerly breeze with a very rough sea. The Stromness life-boat *Archibald and Alexander M. Paterson* was launched at 8.30 on a flooding tide and began to carry out an extensive search along the coast. The Longhope life-boat station as the flank station had been alerted at 8.45, and the Longhope honorary secretary decided that in view of the heavy ground swell the life-boat should also be launched to help in the search. The Longhope life-boat *T.G.B.* was launched at 10.25 and began to search close inshore from Tor Ness to Rackwick. When she was off The Berry wreckage was sighted. This proved to be the keel of a boat, and the life-boat towed it back to Longhope

for positive identification by the coastguard. The wreckage was identified as being of the *Desire* and the Stromness life-boat was recalled. The Longhope life-boat reached her station at 12.20, the Stromness life-boat reaching hers at 1.30.

At two o'clock the coastguard informed the Stromness honorary secretary that he had been advised that the missing man was wearing a life-jacket and was a strong swimmer. In view of this the *Archibald and Alexander M. Paterson* was launched again at 2.45 to continue the search. She carried out an extensive search along the coast and around the area where the wreckage had been found, but it was of no avail. The life-boat was therefore recalled and finally reached her station at 7.30.

AUXILIARY KETCH TOWED TO HARBOUR

Walton and Frinton, Essex. At 10.20 on the evening of the 27th May, 1963, the coastguard informed the honorary secretary that the master of the Galloper lightvessel had reported that a large auxiliary ketch named *Vandro* was secured astern of the lightvessel with a man and a woman on board, and that the woman was in a state of collapse. The life-boat *Elizabeth Elson*, on temporary duty at the station, put out at 10.45 in a fresh north-north-easterly wind and a rough sea. It was one hour after low water. The life-boat reached the lightvessel at 2.45 on the morning of the 28th May and found that the *Vandro's* engine had broken down. She took her in tow, and the owner and his wife were joined by the bowman and a member of the crew. The woman's condition was such that she could not be moved, and she remained in the cabin of the ketch all the time the *Vandro* was in tow to Harwich harbour, which was reached at 10.30. Arrangements had been made for a doctor and an ambulance to be waiting at Harwich, and after the doctor had examined the woman it was decided to leave her aboard the ketch. The life-boat then took the ketch to a safe mooring near Shotley pier. The life-boat crew had some breakfast ashore, and then the life-boat returned

to her station, arriving at 1.30. The owner of the *Vandro* made a gift to the life-boat crew.

DISMASTED YACHT TOWED IN

Margate, Kent. At 11.22 on the morning of the 28th May, 1963, the coastguard informed the coxswain that a yacht had been dismasted but that she was steaming ahead on her engines. The coxswain went to the coastguard lookout to confirm this and asked the coastguard to keep the yacht under observation. At 11.40 the coastguard reported that the yacht had stopped broadside to the sea and was being driven rapidly ashore. There was a strong north-easterly breeze with a very rough sea. The life-boat *North Foreland* (Civil Service No. 11) was launched at 11.50 on a flooding tide. At twelve o'clock she came up with the yacht *Onaway* which was then about three hundred yards off shore. The rigging of the mast had fouled the propeller and the yacht was helpless. Because of the type of vessel and the confused sea off Margate it was decided to tow the yacht into Ramsgate. This was done, and after leaving Ramsgate at 2.20 the life-boat arrived back in Margate at 3.40. It was not possible to rehouse her because of the weather, and she was left on moorings in the harbour and rehouse at 7.50 on the evening of the 30th May.

ARMY CADETS TAKEN OFF DINGHY

Troon, Ayrshire. On the afternoon of the 29th May, 1963, the coxswain noticed that a sailing dinghy seemed to be in difficulties in the bay, but as a yacht was near by he took no further immediate action. At 4.30 he saw the dinghy capsize, and five minutes later the life-boat *James and Barbara Aitken* was launched in a light south-easterly breeze and a slight sea. It was a flood tide. At 4.45 the life-boat found three Army cadets sitting on the upturned dinghy half a mile to the north-east of Troon harbour. The boys were taken on board the life-boat, and the dinghy was righted, baled out and taken in tow to Barrasie. The life-boat then returned to her station, where she arrived at six o'clock.

FISHING VESSEL'S CREW TAKEN OFF ROCKS

Wick, Caithness-shire. At 7.26 on the morning of the 30th May, 1963, Wick coastguard informed the honorary secretary that the fishing vessel *Seonaid* of Lybster with two people on board was sinking half a mile south of the Old Man of Wick. At 7.35 the life-boat *City of Edinburgh* was launched in a light breeze and a calm sea. It was an hour and a quarter after high water. There was thick fog. At 8.5 the life-boat found the *Seonaid* ashore on Slatey Face two miles south of Wick. Her crew of two had abandoned her and were stranded on a rock at the foot of the cliffs. The life-boat took the two men on board and returned to Wick, where she arrived at 8.23.

ESCORT AFTER MOTOR VESSEL IS REFLOATED

Tynemouth, Northumberland. At 1.30 on the morning of the 31st May, 1963, the coastguard informed the coxswain that a vessel was reported to have run ashore at the north pier at the entrance to the River Tyne. At 2.10 the life-boat *Tynesider* was launched. There was a moderate northerly breeze and a slight sea, and the tide was half ebb. The life-boat made for the position in fog and found the motor vessel *Charles H. Merz* of London with a crew of twenty-two. Two tugs attempted to pull her clear, but were unable to do so on the falling tide, and the life-boat stood by until 3.30. She then returned to her station and put off again at five o'clock. She again stood by until the vessel was refloated and then escorted her up river, reaching her station finally at 9.35.

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

- Margate, Kent.**—May 1st.
- Cromer, Norfolk.**—May 1st.
- Barrow, Lancashire.**—May 3rd.
- Dun Laoghaire, Co. Dublin.**—May 4th.
- Plymouth, Devon.**—May 4th.
- Yarmouth, Isle of Wight.**—May 5th.
- Pwillheli, Caernarvonshire.**—May 5th.
- Plymouth, Devon.**—May 6th.

Girvan, Ayrshire.—May 7th.
Shoreham Harbour, Sussex.—May 7th.
Barrow, Lancashire.—May 8th.
Anstruther, Fife.—May 10th.
Mallaig, Inverness-shire.—May 11th.
Southend-on-Sea, Essex.—May 12th.
Lowestoft, Suffolk.—May 14th.
Dun Laoghaire, Co. Dublin.—May 16th.
Islay, Inner Hebrides.—May 16th.
Southend-on-Sea, Essex.—May 19th.
St. Helier, Jersey.—May 23rd-24th.
New Brighton, Cheshire.—May 25th.
Barry Dock, Glamorganshire.—May 25th.
Hoylelake, Cheshire.—May 26th.
St. Peter Port, Guernsey.—May 27th.
St. Ives, Cornwall.—May 27th.
Dover, Kent.—May 27th.
Stromness, Orkneys.—May 27th.
St. Peter Port, Guernsey.—May 28th.
Stromness, Orkneys.—May 28th.
Barry Dock, Glamorganshire.—May 28th.
Port St. Mary, Isle of Man.—May 29th.
Lowestoft, Suffolk.—May 29th.
Dover, Kent.—May 31st.
Ramsgate Kent.—May 31st.

JUNE

DURING June life-boats were launched on service 93 times and rescued 60 lives.

RESCUE BY LIFE-BOAT AND CANOES

Cullercoats, Northumberland. At 1.20 on the afternoon of the 1st June, 1963, a boy called at the second coxswain's house to inform him that a speed boat had capsized outside Cullercoats Bay. The life-boat *Isaac and Mary Bolton* was launched at 1.25 in a light breeze and a calm sea. It was one hour after high water. The life-boat reached the position and found that two boys in a canoe had picked up a man who had been thrown into the water when the cabin cruiser *Roselen* capsized. They took him ashore straddled on the bows of the canoe. A third boy in another canoe rescued a boy and brought him ashore. The life-boat rescued another man and then towed the overturned cabin cruiser to Cullercoats beach. The life-boat reached her station at two o'clock.

It was later learnt that the *Roselen* had struck either a rock or a piece of wood. Her bottom was holed and the cabin cruiser overturned, throwing her owner, his son, and his daughter's fiancé into the sea. The man and his son were taken to hospital for examination. The cabin cruiser's owner later made a donation to the branch funds. The three boys in the two canoes were sent letters of appreciation by the Institution.

DINGHY FOUND AFTER SEARCH AND TOWED IN

Barrow, Lancashire. At 5.30 on the evening of the 1st June, 1963, members of the Arnside sailing club informed the coxswain that one of their members in the sailing dinghy *Aries* was missing. He had last been seen off Wyre light, Fleetwood, that morning. There was a fresh east-south-easterly breeze blowing with a choppy sea when the life-boat *Herbert Leigh* was launched at 7.28 on a flooding tide. A helicopter was also asked for, but none was immediately available. The life-boat made radio contact with the mechanic of the Fleetwood life-boat, who reported that he could see the *Aries* off Fleetwood, and the life-boat came up with the *Aries* at 9.5. The owner was taken on board and given food, and the life-boat towed the dinghy to Heysham and then returned to her station, arriving at 11.45.

TWO CALLS TO DINGHIES IN ONE EVENING

Blackpool, Lancashire. At 5.45 on the evening of the 1st June, 1963, the Fleetwood coastguard telephoned to say three youths in a rubber dinghy were drifting out to sea a mile off Rossall Point. At 6.15 the life-boat *Maria Noble* was launched. The tide was flooding, there was a fresh north-easterly breeze, and the sea was moderate. The life-boat found the dinghy three and a half miles off Rossall, rescued the youths and took the dinghy aboard, reaching her station at 8.25. At this time the police notified the honorary secretary that a sailing dinghy, which had a crew of two, had capsized off Squire's Gate and that the two people were clinging to it. After landing the youths from the

rubber dinghy the life-boat therefore put out again. The tide was now ebbing, and the wind had strengthened. The life-boat made a search and found the dinghy a mile and a half off Squire's Gate. By then another boat had picked up the two people. The life-boat took the dinghy on board and made for her station, which she reached at 9.25.

HELICOPTER RESCUE FROM SAILING BOAT

Holyhead, Anglesey. At 6.55 on the evening of the 1st June, 1963, the coastguard informed the honorary secretary that two people were clinging to an overturned sailing boat three miles north-east of the Breakwater light. There was a moderate east-north-easterly breeze with a choppy sea. It was high water. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 7.8 and made for the position given. A helicopter rescued the two people clinging to the boat, and the life-boat towed their boat back to Holyhead. A donation was made to the station branch funds.

TOW FOR FISHING VESSEL AFTER ENGINE BREAKDOWN

Newhaven, Sussex. At 1.25 early on the morning of the 2nd June, 1963, the Newhaven coastguard informed the honorary secretary that a red flare had been seen between three and a half and four miles to the south-east of Newhaven. At 1.40 the life-boat *Kathleen Mary* was launched. There was a moderate north-easterly wind and a slight sea. It was low water. Soon after they had launched the crew of the life-boat saw a flare off Beachy Head, and the life-boat made for that area, where she found the fishing vessel *Silver Wings* four and a half miles south of Beachy Head with a crew of two on board. The fishing vessel's engine had broken down. The life-boat took her in tow back to Newhaven, arriving at 4.45.

TOW FOR CONVERTED LIFE-BOAT

Mumbles, Glamorganshire. At 12.38 on the afternoon of the 2nd June, 1963, the coastguard informed the honorary secretary that a converted R.N.L.I.

life-boat, ketch-rigged, was showing distress signals five miles south-west of Mumbles Head. At 12.47 the life-boat *William Gammon—Manchester and District XXX* was launched in a strong easterly breeze and a rough sea. It was two and a half hours after low water. The life-boat found the converted life-boat *Ishbara*, which had three people on board, with her sails carried away and her engine disabled. The life-boat towed the *Ishbara* to Swansea harbour and reached her station at 3.30.

CATAMARAN BEACHED AFTER CREW TAKEN OFF

Criccieth, Caernarvonshire. At 1.25 on the afternoon of the 2nd June, 1963, members of the life-boat crew saw the catamaran *Skafe* capsize off Black Rock beach. At 1.40 the life-boat *Robert Lindsay* was launched in a strong easterly breeze and a rough sea. The tide was half flood. A helicopter also took off. The two people on board the catamaran were taken off by the crew of a motor boat, and another motor boat took the *Skafe* in tow. The tow was later taken over by the life-boat, and the catamaran was beached on Black Rock beach. The life-boat reached her station at 4.30.

COASTGUARD, HELICOPTER AND LIFE-BOAT SEARCH

Flamborough, Yorkshire. At three o'clock on the afternoon of the 2nd June, 1963, the coastguard informed the honorary secretary that a boy had fallen over the cliffs. A helicopter had landed on the cliff top, and the pilot brought a small raft down to the life-boathouse, which the life-boat coxswain took with him. There was a fresh easterly breeze with a moderate sea. The life-boat *Friendly Forester* put out at 4.5 on an ebbing tide. The youth could be seen at the foot of the cliff, but the coxswain sent a radio message ashore that he was unable to land anyone because of the heavy swell. While the coastguard lowered a man down the cliff face the coxswain dropped anchor and veered as close as possible to the shore. The helicopter had tried without success to land

at the foot of the cliff. When the coastguard reached the bottom of the cliff he signalled to the coxswain that the youth was dead. A line was fired from the life-boat to the coastguard, who pulled the raft ashore. The body was put in the raft and pulled back to the life-boat. The life-boat then returned to her station, arriving at 6.30.

TOW FOR VESSEL WITH TWENTY PASSENGERS

Barmouth, Merionethshire. At six o'clock on the evening of the 2nd June, 1963, the coastguard informed the honorary secretary that the motor vessel *Welsh Girl*, which had a crew of two and twenty passengers on board, appeared to be drifting out to sea, and half an hour later he gave the vessel's position as two miles west of the coastguard station. At 6.35 the life-boat *The Chieftain* was launched and made for the *Welsh Girl* in a strong easterly breeze, a choppy sea and an ebbing tide. She found that the vessel had run out of fuel and had parted her anchor cable. She took the passengers aboard, towed the *Welsh Girl* to Barmouth and reached her station again at 8.15.

LIFE-BOAT OUT TO THREE YACHTS IN ONE NIGHT

Bembridge, Isle of Wight. At 7.21 on the evening of the 2nd June, 1963, the coastguard informed the honorary secretary that a small yacht with a split sail half a mile off Sandown needed help. At 7.34 the life-boat *Jesse Lumb* was launched in a fresh to strong easterly wind and a corresponding sea. It was two hours before high water. At 8.40 the life-boat reported that she had the yacht *Nola* in tow and was returning to her station. Twenty minutes later the coastguard reported that another yacht, *Gay Rig*, also off Sandown, might need help as the weather was becoming worse, and at 9.37 the life-boat anchored the yacht *Nola* off Redcliffe and took her crew of six on board. She then made for the *Gay Rig*, which had a crew of two, and took her in tow at 9.46. At 10.15 the coastguard reported a third yacht in difficulties, the position this time being two miles south of the

look-out. The life-boat made for this position, but she could find no trace of a casualty and returned to Bembridge harbour at 11.30, when the crews of *Nola* and *Gay Rig* were landed. The life-boat put out again at 11.45 to search for the yacht which was still not accounted for, but she did not find her. Arrangements were made at 3.17 for a helicopter to help in the search at first light, and at 5.58 the life-boat reported that the helicopter had found the missing yacht moored off one of the forts and that the people on board were safe. The life-boat finally reached her station at 7.5 after towing the yacht *Nola* from Redcliffe to Bembridge.

ALL-NIGHT SEARCH FOR DRIFTING CANOE

Fleetwood, Lancashire. At 7.50 on the evening of the 2nd June, 1963, the Fleetwood coastguard informed the honorary secretary that a man and an eleven-year-old girl in a canoe had drifted out of sight off Cleveleys. Two speed boats were sent to search, but after twenty minutes they returned without finding the canoe. The honorary secretary then decided to call out the life-boat, *Ann Letitia Russell*. She was launched at 8.36 with the bowman in command in a moderate to fresh easterly wind and a moderate sea. It was one hour after high water. The life-boat searched with the help of an aircraft for some time without success, and at 12.15 another aircraft, a Shackleton, joined the search and dropped flares. At 5.27 this aircraft reported seeing an overturned boat twelve and a half miles north of Blackpool tower.

The life-boat went to this position and found an outboard motor boat adrift with no one on board. The boat could not be lifted into the life-boat, but the outboard motor was salvaged, and the life-boat returned to her station to refuel, arriving at 9.30. At 9.50 a helicopter landed on the beach near the life-boat house, and the crews of the life-boat and helicopter agreed between them the areas of search. The life-boat's bowman was of the opinion that the canoe must have sunk in the seas then prevailing, and it was agreed that the

life-boat would stand by while the helicopter carried out a further search. This search was unsuccessful, and the life-boat was finally rehoused at 6.30. The Blackpool life-boat was also launched.

SICK WOMAN BROUGHT FROM ISLAND

Galway Bay. At eleven o'clock on the night of the 2nd June, 1963, the local doctor received a call to attend a woman on Middle Island of Aran who was reported to be seriously ill. There was no other boat available, and at 11.30 the life-boat *Mabel Marion Thompson* was launched in a light north-easterly wind and a slight sea. It was low water. The life-boat took the doctor to the island, where the woman was embarked. She was then taken to Rossaveel pier, where an ambulance was waiting. The life-boat finally reached her station at six o'clock in the morning.

YACHT FOUND ABANDONED AND ASHORE

Hoylake, Cheshire. At 11.20 on the night of the 2nd June, 1963, the Formby coastguard informed the honorary secretary that red flares had been seen near Hilbre Island, and at 12.6 the reserve life-boat *Frank and William Oates*, on temporary duty at the station, was launched in a moderate easterly wind and a slight sea. The tide was half ebb. At 4.30 the life-boat found the yacht *Petree* abandoned and ashore at West Hoyle bank: her centreboard was down and her sails set. A landing party searched the bank for her crew but could find nobody. The yacht was then righted, baled out and towed to Hilbre pool, where she was left at anchor, and the life-boat returned to her station, arriving at 6.12. The owner made a donation to the branch funds.

TOW FOR YACHT WITH INJURED MAN ABOARD

St. Peter Port, Guernsey. At 7.3 on the morning of the 3rd June, 1963, a message was received by radiotelephone from the yacht *Juffertie* that her master had cut his head and needed help. At

7.40 the reserve life-boat *Lloyd's*, on temporary duty at the station, was launched. There was a strong north-easterly wind and a rough sea. The tide was on the ebb. At 12.8 the life-boat came up with the *Juffertie*, which had a crew of five, thirteen miles north of Casquets lighthouse. She put a man aboard the yacht to act as helmsman and then took her in tow back to St. Peter Port, where the injured man was put into a waiting ambulance. The life-boat reached her station at 5.15.

LOBSTER FISHING VESSEL TOWED TO SAFETY

Fenit, Co. Kerry. At 7.15 on the evening of the 3rd June, 1963, the honorary secretary intercepted a radio call from Valentia radio reporting a lobster fishing vessel broken down off Kerryhead. At 7.30 the life-boat *Hilton Briggs* was launched in a fresh south-easterly wind and a moderate sea. It was one hour after high water. The life-boat found the *Iris Arcain* of Baltimore with five people on board at 8.45. She took her in tow to Fenit and after safely berthing the fishing boat returned to her station, which she reached at 10.45.

FRENCH YACHT FOUND BY D/F EQUIPMENT

Swanage, Dorset. At 8.5 on the morning of the 4th June, 1963, the coastguard informed the honorary secretary that the French yacht *Stellar's* engine had broken down twenty miles off Poole and the yacht needed help. At 9.5 the life-boat *R.L.P.* was launched in a gentle north-easterly breeze and a slight sea. It was high water. Using direction finding equipment for the first time, the life-boat found the *Stellar* with three people on board fourteen miles south-south-east of Anvil Point. An Admiralty tug also left Portland to go to the help of the casualty. The motor fishing vessel *Purbeck Isle* took the *Stellar* in tow five minutes before the life-boat arrived, and the life-boat escorted the vessels and then returned to her station, arriving at 11.40.

LIFE-BOATMAN CARRIES TWO BOYS ASHORE

New Brighton, Cheshire. At 10.25 on the night of the 4th June, 1963, the Formby coastguard informed the honorary secretary that four boys were marooned on a marker buoy off Hall Road, Crosby. At 10.40 the reserve life-boat *White Star*, on temporary duty at the station, was launched. There was a light easterly wind and a calm sea, and it was high water. The life-boat found the boys clinging to a beach mark, but she could not come nearer than ten yards away from them because of the shallow water. The lights of a police car were illuminating the scene, and a member of the life-boat crew jumped into the sea with a breeches buoy. When he reached the boys he decided that it would be easier to carry them ashore than to the life-boat. This he did, one by one, landing them on the beach. The life-boat stood by during the operation, and when the crew member had been re-embarked she returned to her station, where she arrived at 12.25.

MAN FOUND AFTER EIGHT-HOUR SEARCH

Mallaig, Inverness-shire. At 12.30 early on the morning of the 7th June, 1963, the coastguard informed the honorary secretary that the police at Portree had reported that a man was calling for help from his dinghy off the north shore of Loch Brakadale. At one o'clock the life-boat *The Rankin* put out in a moderate north-easterly wind and a choppy sea. The tide was ebbing. The life-boat reached the area at 3.20 and for more than eight hours carried out a search with the help of a helicopter. At 12.55 the life-boat found the dinghy and rescued the man. He was landed at Glen Brittle, where a doctor was waiting to examine him. The life-boat then returned to her station, arriving at nine o'clock.

MAN RESCUED AFTER EXPLOSION IN FISHING VESSEL

Porthdinllaen, Caernarvonshire. About 2.15 on the morning of the 7th June, 1963, Porthdinllaen coastguard informed the honorary secretary that an

explosion had been heard to seaward off Trevor Point. At 2.40 the life-boat *Charles Henry Ashley* was launched in a calm sea. It was two hours before low water. Visibility was poor. At 4.45 it was reported that the fishing vessel *Pandora*, missing from Trevor, was drifting towards Bird Rock, and by this time visibility was no more than 15-20 yards. The life-boat found the *Pandora* at 5.53 drifting very close to the rocks, and with one man on board. He was taken on board the life-boat and found to be suffering from exposure and shock. A member of the life-boat crew treated him for shock, and the man explained that fire had broken out in the cabin and the petrol tank had exploded. The life-boat towed the *Pandora* to Porthdinllaen, where the survivor was landed, and after being treated by a doctor he was taken to hospital by ambulance. The life-boat reached her station at 10.5.

TOW FOR MOTOR BOAT IN THICK FOG

St. Mary's, Scilly Isles. At 7.50 on the evening of the 7th June, 1963, the coxswain learnt that the motor boat *Phantee*, with two people on board, had gone out fishing at five o'clock and had not yet returned. There was a thick fog forming. At 8.5 the life-boat *Guy and Clare Hunter* was launched in a light south-easterly wind and a calm sea. The tide was nearly half ebb. The life-boat found the *Phantee* off the south-west point of Samson Island at anchor with her engine broken down. She took the boat in tow to St. Mary's harbour and then returned to her station, arriving at 8.45.

DOCTOR TAKEN OUT TO TRAWLER

Portpatrick, Wigtownshire. At 11.18 on the night of the 7th June, 1963, the coastguard informed the honorary secretary that a man had been taken ill on board the trawler *Winmarleigh* of Fleetwood and needed medical help. At 11.40 the life-boat *Edward Z. Dresden*, on temporary duty at the station, put out with a doctor on board. The weather and sea were calm. It was high water. The life-boat reached the trawler five miles south of Portpatrick,

and the sick man was taken aboard. The life-boat then returned to her station, arriving at 12.35.

MOTOR CRUISER FOUND IN TOW OF SMACK

Clacton-on-Sea, Essex. At 9.45 on the evening of the 9th June, 1963, the coastguard informed the honorary secretary of reports that red flares had been seen in the direction of Buxey Sands, and at 10.5 the life-boat *Sir Godfrey Baring* was launched. There was a light north-easterly breeze, the sea was slight, and the tide was flooding. At 11.10 the life-boat found the motor cruiser *Viking*, which had a crew of seven, in tow of a smack a mile south of Whittaker beacon. The *Viking* had grounded on a sandbank and her engine had broken down. The life-boat escorted the motor cruiser to Brightlingsea, where she was beached, and then returned to her station, arriving at four o'clock in the morning.

TOW FOR CONVERTED SHIP'S BOAT

Barrow, Lancashire. At 10.12 on the night of the 9th June, 1963, the Walney Island lighthouse keeper rang up the coxswain to say that three people in a small boat were signalling with a flag a mile south-west of the lighthouse. At 10.27 the life-boat *Herbert Leigh* was launched. There was a light north-easterly breeze with a smooth sea, and the tide was flooding. The life-boat found a 16-foot converted ship's boat, with two men and a woman on a pleasure cruise, broken down. She towed the boat to moorings near Barrow docks and then returned to her station, arriving at 12.35.

SICK RADIO OPERATOR BROUGHT ASHORE

Holyhead, Anglesey. At 4.3 on the afternoon of the 10th June, 1963, Holyhead coastguard informed the honorary secretary that the motor vessel *Vives* of London was near the breakwater end and needed help. The life-boat *St. Cybi* (*Civil Service No. 9*) was launched in a light wind and a slight sea. The tide was half ebb. The life-boat found the *Vives* at 4.30 half

a mile off the breakwater end and discovered that the radio operator needed medical attention. He was taken on board the life-boat, which then made for Mackenzie pier. She was met there by a doctor, who treated the sick man before he was put into an ambulance and taken to hospital. The life-boat reached her station at 5.43.

EMPTY ROWING BOAT TOWED TO HARBOUR

Donaghadee, Co. Down. At 5.5 on the morning of the 11th June, 1963, the coastguard informed the honorary secretary that a small boat was drifting a mile and a half north-north-east of Orlock. The life-boat *Sir Samuel Kelly* put out at 5.20 in a light south-easterly breeze and a calm sea. The tide was ebbing. The life-boat found the empty rowing boat *May* and took it in tow to Donaghadee. The life-boat reached her station at 6.15.

DOCTOR TAKEN TO CHIEF ENGINEER

Cromer, Norfolk. At 8.36 on the morning of the 11th June, 1963, the coastguard informed the honorary secretary that there was a sick man on board the motor vessel *Warwickbrook*, of London, who needed medical assistance. The no. 1 life-boat *Henry Blogg* was launched at 9.10 with a doctor on board. There was a gentle northerly wind and a slight sea. It was one hour before high water. The doctor was put aboard the motor vessel, and after examining the man, who was the chief engineer, he diagnosed food poisoning. The doctor treated the man for this and then returned ashore in the life-boat, which reached her station at 10.30.

TOW FOR FRENCH TRAWLER WITH ENGINE TROUBLE

St. Ives, Cornwall. At six o'clock on the evening of the 12th June, 1963, the coastguard informed the honorary secretary that the French trawler *Etoile d'Arvor* was disabled three miles west of Pendeen lighthouse. At 6.35 the life-boat *Edgar, George, Orlando and Eva Child* was launched in a light north-westerly breeze and a slight sea. The life-boat proceeded close inshore to

evade a strong flood tide while the trawler continued under sail towards St. Ives. In poor visibility the life-boat passed the trawler some three miles out, and the honorary secretary re-directed her to a position some three miles north-west of St. Ives head, where the trawler had been seen. The life-boat took the *Etoile d'Arvor*, which had engine trouble, in tow to a safe anchorage in St. Ives Bay and reached her station at 10.15.

TURKISH AND PANAMANIAN VESSELS IN COLLISION

Dover, Kent. At 2.37 on the morning of the 13th June, 1963, the coastguard informed the honorary secretary that there had been a collision between the motor vessel *Sadikzade* of Turkey and the motor vessel *Carmen* of Panama eight miles east of South Foreland. No help was asked for at that time, but at 3.22 it was reported that the *Carmen* had sunk. Twenty-one men from the *Carmen* were aboard the *Sadikzade*, but two men were missing. The life-boat *Southern Africa* put out at 3.53 in a light south-westerly wind and a smooth sea. It was high water and there was dense fog. A search for the missing men was carried out, in which the Walmer life-boat, the German life-boat *Georg Breusing*, which was on a courtesy visit to Dover following the International Life-boat Conference, and a helicopter co-operated but found nothing. After searching for seven hours the Dover life-boat went alongside the Turkish vessel, and the twenty-one survivors from the *Carmen* were transferred to her and landed at Dover. The life-boat reached her station at 1.30.

TOW OF YACHT TAKEN OVER

Ramsgate, Kent. At 10.5 on the night of the 13th June, 1963, the Deal coastguard informed the honorary secretary that the motor vessel *Wheelsman* had taken in tow the yacht *Angela* of Ramsgate, which had broken down near Broadstairs Knoll buoy, and that the *Wheelsman* had asked if the life-boat would meet her off Gull buoy and take over the tow. At 10.20 the life-boat *Michael and Lily Davis* left her moor-

ings and made for the buoy in a light breeze and a slight sea. It was low water. At eleven o'clock she came up with the motor vessel. She took the *Angela* in tow and brought her to Ramsgate, arriving at 11.35. The owner of the *Angela* made a gift to the life-boat crew.

SICK MAN FROM LIGHTHOUSE LANDED

Valentia, Co. Kerry. At 1.30 on the afternoon of the 15th June, 1963, the Commissioners of Irish Lights telephoned the honorary secretary to say that a keeper on Skelligs Rock lighthouse was very ill and to ask if the life-boat would take out a relief keeper and land the sick man. At 1.50 the life-boat *Mary Stanford*, on temporary duty at the station, left her moorings with the relief keeper, taking the boarding boat with her. She made for Skelligs Rock in a fresh south-westerly wind, a moderate sea and an ebbing tide. The relief keeper was landed at the lighthouse, and the sick man was embarked in the life-boat, which returned to her station, arriving at eight o'clock. The patient was immediately attended by a doctor and taken to hospital.

TWO PEOPLE CUT OFF BY TIDE

Dover, Kent. At 5.42 on the evening of the 15th June, 1963, the coastguard informed the motor mechanic that two people were cut off by the tide between Dover and St. Margaret's Bay. The life-boat *Southern Africa* put out at 5.50 in a light south-westerly wind and a moderate sea, with a small boat in tow. It was half an hour before high water. When the life-boat reached the position the small boat was used to ferry the two people to the life-boat, which then returned to her station, arriving at 7.30.

ESCORT FOR DINGHY IN TOW

Moelfre, Anglesey. At 11.50 on the morning of the 17th June, 1963, the coastguard informed the honorary secretary that a rowing boat was in distress three and a half miles south-south-east of the life-boat station, and at noon the life-boat *Edmund and Mary Robinson*,

on temporary duty at the station, was launched. There was a moderate south-westerly wind and a moderate sea. It was low water. The life-boat found a 10-foot dinghy from Benllech, with a crew of two, off Penrhyn Head, near Traeth Bychan, unable to make any headway against wind and tide. Another boat had taken her in tow, and the life-boat escorted both boats to the shore, arriving back at her station at two o'clock.

CABIN CRUISER TAKEN IN TOW

Campbeltown, Argyllshire. At 5.58 on the evening of the 17th June, 1963, the Southend coastguard passed on to the honorary secretary a report that a small boat about a mile off Glenchervie, near the entrance to the Sound of Sanda, had burnt a flare and sounded a siren. At 6.6 the life-boat *City of Glasgow II* left her moorings. She made a search in a light south-south-easterly wind, a choppy sea and a flooding tide and found the cabin cruiser *Cramond Baig* of Campbeltown, with a crew of two, two miles south of Johnston's Point. The cabin cruiser's engine had broken down, and the life-boat towed her to Campbeltown, which was reached at 8.15. The owner and his father made a donation to the Institution's funds. An anonymous donation was also received.

SEINE-NET FISHING BOAT DRIVEN ASHORE

North Sunderland, Northumberland. At 7.20 on the evening of the 18th June, 1963, the coxswain reported that the local seine-net fishing boat *Faithful*, which had a crew of six, had driven ashore. At 7.40 the life-boat *Grace Darling* was launched. A strong wind was blowing from the west-north-west, the sea was choppy, and it was low water. The life-boat found that the *Faithful* had dragged her anchor and run ashore just outside the harbour. She stood by until the fishing boat refloated and then, being no longer needed, returned to her station, arriving at 8.45.

YACHT ESCORTED UP RIVER

New Brighton, Cheshire. At 11.40 on the morning of the 22nd June, 1963, a message was received that a yacht needed help north of Rock lighthouse, and ten minutes later the life-boat *White Star*, on temporary duty at the station, left her moorings with the bowman in command. There was a fresh west-north-west wind and a moderate sea, and the tide was flooding. The life-boat made a search and found the yacht *Thérèse*, with a crew of two, off the lighthouse. The yacht's engine had broken down, but her crew had managed to restart it, and the life-boat escorted her up river as far as the lower buoy, reaching her station at 12.30.

TOW FOR FISHING BOAT WITH FIVE ABOARD

Llandudno, Caernarvonshire. At 1.15 on the afternoon of the 22nd June, 1963, the coastguard informed the honorary secretary that red flares had been seen coming from a converted ship's boat a mile and a half off Llandudno Bay. The life-boat *Annie Ronald and Isabella Forrest* was launched at 1.29 in a fresh west-south-westerly wind and a moderate sea. It was an hour and a half after high water. The life-boat found the fishing boat *Christina* with a crew of five. The boat's engine had broken down and she was taken in tow to Conway. The life-boat then returned to her station, arriving at 5.15.

TWO YACHTS TAKEN IN TOW

New Brighton, Cheshire. At 7.20 on the evening of the 22nd June, 1963, the coastguard informed the honorary secretary that a yacht was aground between the revetment and Taylor's bank. The life-boat *White Star*, on temporary duty at the station, put out at 7.40 in a moderate north-north-westerly wind and a choppy sea. It was two hours after low water. The life-boat came up with the yacht *Wind Rush*, which had refloated, near C.19 buoy in the channel of the Mersey estuary and escorted her up river to calmer waters. On the way back to the station the crew saw another

yacht drifting near the Burbo bank, and on reaching the position they found the yacht *Ariel* with no one on board. The life-boat towed the empty yacht to New Brighton and reached her moorings at 9.45.

HARBOUR TUG TAKEN IN TOW

Cloughey, Co. Down. At 10.4 on the morning of the 23rd June, 1963, the motor mechanic informed the honorary secretary that he had seen a man waving some clothing from a boat in Cloughey Bay. The life-boat *Constance Calverley* was launched at 10.20 in a light south-south-westerly breeze and a choppy sea. The tide was half flood. The life-boat found a harbour tug with one man on board. Her engine had broken down, and the life-boat took her in tow to Portavogie. The life-boat reached her station at 11.40, but she could not be rehoused until 4.45.

YACHTSMEN RESCUED AFTER SEARCH IN ROUGH SEA

Wicklow. On the morning of the 23rd June, 1963, it was decided to make a search for the motor yacht *Widgeon*, which had been reported missing while bound for Wicklow from Howth with a crew of two, and at 10.50 the life-boat *J. W. Archer* was launched. She made a wide search in a strong south-westerly wind, a rough sea and a flooding tide, and at 12.45 found the yacht broken down thirteen miles east of Wicklow Head. The life-boat crew rescued the yachtsmen, who were suffering from exposure, and gave them hot drinks. The life-boat then took the *Widgeon* in tow and in deteriorating weather made for Wicklow, which was reached at 2.40. The owner of the yacht made a gift to the life-boat crew. At the request of the life-boat station aircraft also helped in the search.

EXHAUSTED MEN RESCUED FROM FISHING BOAT

Cullercoats, Northumberland. At 8.12 on the evening of the 23rd June, 1963, the Tynemouth coastguard informed the honorary secretary that a resident at Whitley Bay had reported red flares about three miles east of High Point

Hotel, Whitley Bay. Eight minutes later the life-boat *Isaac and Mary Bolton* was launched with the second coxswain in command. She made for the position given in a light westerly wind, a slight sea and an ebbing tide and found the fishing boat *Linda Anne* of North Shields broken down. The two men on board were exhausted and had blistered their hands badly trying to row against the tide. The life-boat took the boat in tow and returned to Cullercoats, arriving at 9.10.

TENDER AND CABIN CRUISER BOTH BREAK DOWN

Rhyl, Flintshire. At 9.35 on the morning of the 23rd June, 1963, the coastguard informed the honorary secretary that the tender from the Rhyl yacht club had broken down in an attempt to tow in the cabin cruiser *Aurelia*. The *Aurelia* had also broken down and had anchored off the entrance to the river, but her crew of three had gone ashore. The crew later reboarded the cabin cruiser and signalled for help, and at 11.40 the life-boat *Anthony Robert Marshall* was launched. There was a fresh westerly wind, a moderate sea and a flood tide. The crew of the *Aurelia* then restarted their engine and made for the harbour. The life-boat escorted the boat in and reached her station at three o'clock.

YACHT TOWED IN AFTER CREW SCRAMBLE ASHORE

Clacton-on-Sea, Essex. At 8.3 on the morning of the 24th June, 1963, the coastguard informed the honorary secretary that a 34-foot auxiliary yacht *White Heather*, which had anchored off Clacton beach, was drifting after losing her anchor, and that her crew of six had managed to scramble ashore. At 10.49 the coastguard reported that one of the crew had refloated the yacht but that a kedge anchor, which he had put out, was not holding. There was an increasing on-shore wind and a rising sea. The life-boat *Sir Godfrey Baring*, was launched at 10.55 in a moderate south-south-westerly breeze and a moderate sea. It was an hour after low water.

The life-boat towed the yacht to Brightlingsea, and as she could not be re-housed because of the heavy seas, she remained at Brightlingsea until the 26th June.

MAN TAKEN OFF MOORING BUOY

Holyhead, Anglesey. At 10.5 on the night of the 24th June, 1963, the coastguard informed the honorary secretary that a small dinghy with a man on board was drifting across Holyhead harbour. On visiting the coastguard look-out the honorary secretary saw that the man was in difficulties and had lost an oar. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 10.20 in a fresh to strong south-westerly breeze and a choppy sea. The tide was half flood. The life-boat found the man on an Admiralty mooring buoy situated in the outer harbour. The life-boat took him and his dinghy on board and reached her station at 11.30.

SICK MEMBER OF LIGHTVESSEL'S CREW SAVED

Penlee, Cornwall. At 2.30 on the afternoon of the 25th June, 1963, the coastguard asked the honorary secretary if the life-boat could take a sick man from the Seven Stones light-vessel. The life-boat *Solomon Browne* was launched at 4.20 in a fresh south-westerly breeze and a rough sea with a doctor on board. It was one hour after low water. The life-boat made for the lightvessel and took the sick man aboard. She arrived at Newlyn at 9.50, when the sick man and the doctor were landed. The life-boat remained at Newlyn for the night and reached her station at ten o'clock the next morning.

COBLES ESCORTED INTO TWO HARBOURS

Newbiggin, Northumberland. At 8.52 on the morning of the 28th June, 1963, the coastguard informed the honorary secretary that there were two cobles at sea and the weather was gradually becoming worse. The life-boat *Richard Ashley* was launched at 9.32 in a strong north-north-easterly breeze and a choppy sea. It was high water. The

life-boat escorted one coble to Newbiggin and the other to Blyth and reached her station at 11.15.

TWENTY-THREE CHILDREN CUT OFF BY TIDE

Newhaven, Sussex. At 3.25 on the afternoon of the 29th June, 1963, the Newhaven coastguard informed the coxswain that the police had reported twenty-three children cut off by the tide at Seaford head. The life-boat *Kathleen Mary* was launched at 3.32, taking a dinghy with her. There was a moderate to fresh south-westerly wind and a moderate sea. The tide was half flood. When the life-boat reached the position the coxswain decided that it would be unwise to take the children off in the dinghy, as he felt that they might well become more frightened by the sea spray breaking into the boat. He considered that they were in no danger, and in order to allay their fears he broadcast this fact over the loud hailer and asked them to stay quietly where they were. The life-boat stood by until a helicopter arrived, and the children were eventually lifted and landed on the cliff top. The life-boat then returned to her station, arriving at six o'clock.

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

Donaghadee, Co. Down.—June 1st.

Galway Bay.—June 1st.

Ramsgate, Kent.—June 1st.

Troon, Ayrshire.—June 1st.

Walton and Frinton, Essex.—June 1st.

Aldeburgh, Suffolk.—June 2nd.

Blackpool, Lancashire.—June 2nd.

Dungeness, Kent.—June 2nd.

Arranmore, Co. Donegal.—June 3rd.

Penlee, Cornwall.—June 3rd.

Rhyl, Flintshire.—June 3rd.

Hoylake, Cheshire.—June 5th.

Humber, Yorkshire.—June 5th.

Workington, Cumberland.—June 6th.

Torbay, Devon.—June 7th.

Blackpool, Lancashire.—June 8th.

Fleetwood, Lancashire.—June 8th.

Clogher Head, Co. Louth.—June 9th.

Dun Laoghaire, Co. Dublin.—June 9th.

Tenby, Pembrokeshire.—June 10th.

Donaghadee, Co. Down.—June 11th.
 Sennen Cove, Cornwall.—June 11th.
 Ilfracombe, Devon.—June 12th.
 Skegness, Lincolnshire.—June 12th.
 Dungeness, Kent.—June 13th.
 Howth, Co. Dublin.—June 13th.
 Walmer, Kent.—June 13th.
 Weymouth, Dorset.—June 13th.
 Yarmouth, Isle of Wight.—June 13th.
 Pwllheli, Caernarvonshire.—June 15th.

Great Yarmouth and Gorleston, Norfolk.—June 18th.
 Swanage, Dorset.—June 18th.
 Yarmouth, Isle of Wight.—June 18th.
 Valentia, Co. Kerry.—June 19th.
 Newhaven, Sussex.—June 21st.
 Penlee, Cornwall.—June 21st.
 Southend-on-Sea, Essex.—June 22nd.
 Arklow, Co. Wicklow.—June 23rd.
 Campbelltown, Argyllshire.—June 23rd.
 Clacton-on-Sea, Essex.—June 23rd.

Howth, Co., Dublin.—June 23rd.
 Wicklow.—June 23rd.
 Wells, Norfolk.—June 25th.
 Aldeburgh, Suffolk.—June 26th.
 Amble, Northumberland.—June 26th.
 Yarmouth, Isle of Wight.—June 29th.

The following account of a service was received too late for inclusion in the June number of the *Life-boat*:

Mallaig, Inverness-shire. At one o'clock on the morning of the 18th March, 1963, a message was received by the honorary secretary that there was a patient on the Isle of Rhum who needed a doctor. As no other suitable boat was available, the life-boat *E. M. M. Gordon Cubbin* put out at 2.30 with a doctor on board. He was landed on the island and the life-boat returned to her station, arriving at 9.30.

Inshore Rescue Boats

Up to the end of June 1963 the new fast inshore rescue boats have been launched on service five times. The following is the list of services or attempted services:

June 1st: Aberystwyth I.R.B. escorted in a sailing boat in tow of a speed boat.

June 3rd: Aberystwyth I.R.B. rescued three people and a dog cut off by the tide.

No effective services were rendered on the following occasions:

May 23rd: Aberystwyth
 June 1st: Aberystwyth
 June 18th: Gorleston

Obituary

The Institution deeply regrets the loss of the following former coxswains of life-boats in recent months in addition to others whose deaths have already been recorded in the *Life-boat*:

Coxswain R. Campbell	Boulmer
Coxswain M. F. Hardy	Eastbourne
Coxswain A. Wright	Fleetwood
Coxswain H. Jones	Hoylake
Coxswain W. Arthur	Lerwick
Coxswain T. Davies	Llandudno
Coxswain W. J. Ward	Lynmouth
Coxswain S. H. B. Page	Southend-on-Sea
Coxswain T. Harrison	Staithe
Coxswain C. Brown	Swanage
Coxswain W. L. Allen	Watchet

Two of these coxswains were awarded medals for gallantry. Coxswain Herbert Jones of Hoylake, who died on 19th September, 1962, was appointed second coxswain in 1920 and became coxswain in 1929. He retired in 1946. During his period of service Hoylake life-boats were launched 34 times and saved 21 lives. On 6th February, 1943, Coxswain Jones and two other men put out in a dinghy in heavy seas and rescued two men, for which service Coxswain Jones was awarded the bronze medal for gallantry.

Coxswain Sidney Page of Southend-on-Sea, who died on 20th October, 1962, first joined the Southend crew in 1911. After being bowman for nearly a

year he was appointed second coxswain at the beginning of 1934 and six months later became coxswain. He served as coxswain for over 21 years, and during his period of service Southend life-boats were launched 487 times and saved 431 lives. In 1938 Coxswain Page had the unusual distinction of twice being awarded the bronze medal in the same year. Two years later, on 6th December, 1940, the Southend life-boat put out eight times in a gale which lasted for two days and a night. After going to the help of four barges, during which she rescued the crews of two, the life-

boat was seriously damaged, but under Coxswain Page's direction the crew succeeded in bringing back the boat with all the survivors. For this service Coxswain Page was awarded the silver medal for gallantry. On no fewer than four occasions, in 1940, 1942, 1947 and 1955, Coxswain Page was accorded the thanks of the Institution on vellum.

In addition to his service as a boat's officer, Coxswain Page worked actively to help raise money for the service. In this work he was assisted enthusiastically by his wife, who was awarded the gold badge in 1956.

Awards to Coxswains and Members of Life-boat Crews

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

<i>Name</i>	<i>Station</i>	<i>Service</i>
DANIEL THOMAS	Aberystwyth	Motor mechanic 30 years.
JOHN ROBERT ANDERSON	Aith	Member of crew 4 years. Bowman 4 years.
HENRY YOUNG SMITH	Arbroath	Second coxswain 17 years. Member of crew 3 years. Coxswain 9½ years.
FREDERICK C. WILLS	Bembridge	Assistant mechanic ½ year. Motor mechanic 12½ years.
THOMAS FAWCUS	Blyth	Member of crew 28 years. Bowman 1½ years. Coxswain 13½ years.
H. L. D. STEPHENS	Cadgwith	Member of crew 15 years. Assistant mechanic 1¼ years. Motor mechanic 3½ years.
JOHN GIBSON	Cloughey	Member of crew 8 years. Assistant mechanic 10 years.
ROBERT ASH (SENR.)	Douglas	Member of crew 41 years.
WALTER BARROW HARRIS	Ferryside	Member of crew 5 years. Bowman 9 years.
WILLIAM ROBINSON	Filey	Member of crew of Filey and Humber 11 years. Assistant mechanic 3½ years. Second coxswain 3½ years. Coxswain 15½ years.
VERNON THOMAS LEWIS	Fishguard	Motor mechanic 25 years.
STEPHEN C. McDONAGH	Galway Bay	Bowman 11¼ years.
ROBERT SCOTT MCCRINDLE	Girvan	Motor mechanic 13 years.
JOHN H. BIRD	Hoylake	Member of crew 33 years. Coxswain 12 years.
FRED MAJOR FLEET	Hoylake	Winchman 9 years. Assistant mechanic 16½ years.
J. C. BRAY	New Brighton	Second mechanic no. 2 life- boat 2 years. Reserve mechanic 6 years. Motor mechanic 6 years.
SYDNEY FOWLER	New Quay	Member of crew 15 years. Second coxswain 1 year. Assistant mechanic 1¼ years.
REES WILLIAMS	New Quay	Member of crew 42 years.
JEFFERY CARTER	Plymouth	Second coxswain 11¼ years. Coxswain 1½ years.

<i>Name</i>	<i>Station</i>	<i>Service</i>
SYDNEY RICHARD HARRIS	Plymouth	Member of crew 20½ years. Assistant mechanic 14½ years.
HUGH WILLIAMS	Porthdinllaen	Member of crew 10 years. Assistant mechanic 5 years. Second coxswain 5 years.
ALFRED JOHN GRENELLE	St. Helier	Member of crew 26 years. Bowman ¾ year. Second coxswain 12¾ years.
JAMES HOWARD NICHOLAS	Sennen Cove	Member of crew 41 years. Second coxswain 3 years.
HENRY EMERY WEST.. ..	Sheringham	Member of crew 18 years. Assistant mechanic 6½ years. Second coxswain 4 years. Coxswain 12 years.
H. G. DOMAN	Southend on Sea	Reserve mechanic 1 year. Motor mechanic 15 years.
MALCOLM MACLEOD.. ..	Stornoway	Bowman 10¼ years.
JAMES ADAM	Stromness	Member of crew 8 years. Coxswain 9¾ years.
JOHN ADAM	Stromness	Member of crew 9¼ years. Bowman 4 years. Second coxswain 9¼ years.
ARTHUR WILLIAM DYKE	Swanage	Member of crew 17 years. Assistant mechanic 28 years.
SYDNEY WALTER DYKE	Swanage	Motor mechanic 12 years.
REGINALD B. MARSH	Swanage	Member of crew 16 years.
CHARLES GOWLAND	Teesmouth	Member of crew 22 years.
DENNIS JOHN LEWIS	Tenby	Member of crew 7 years. Assistant mechanic 13 years.
PAULIN DENHAM CHRISTIE	Tynemouth	Coxswain 9¼ years.
WILLIAM EDWARD DARNELL	Tynemouth	Member of crew 12 years. Bowman 8¾ years.
JOHN DORE	Valentia	Assistant mechanic 3½ years. Motor mechanic 13¼ years.
C. PERCY CAVELL	Walmer	Motor mechanic 29 years.
EDWARD J. HALL	Walmer	Member of crew 36 years.
FRANK BRITTON	Walton and Frinton	Member of crew 23 years.
HENRY EDWARD (TIM) OXLEY	Walton and Frinton	Member of crew 16 years. Bowman 11 years.
ELLIOTT DUKE	Whitby	Member of crew of Robin Hood's Bay life-boat 13 years. Member of crew of Whitby no. 2 life-boat 8 years. Second coxswain of Whitby no. 1 life-boat 17 years.
ERIC CHARLES TAYLOR	Whitby	Member of crew 7 years. Coxswain 9¾ years.
WILLIAM S. LOVIE	Whitehills	Member of crew 3½ years. Second coxswain 3¾ years. Coxswain 5 years.

THE LIFE-BOAT FLEET

148 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 30th June, 1963 - 84,233