

# THE LIFE-BOAT

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## Notes of the Quarter

A NUMBER of important developments took place during the late summer of 1963 in the process, which is a continuous and unending one, of modernizing and improving the life-boat fleet. A decision was taken to install ultra high frequency radio telephones in all life-boats. At the same time it was decided to install very high frequency (frequency modulation) equipment in a number of life-boats for direct ship-to-shore communications with certain coastguard and port control stations. Details of these new methods of communication and their advantages are given in an article on page 557.

### NEW DEVELOPMENTS

At the meeting of the Committee of Management at which these decisions were taken it was also decided to adapt the life-boat stations at Kirkcudbright, Seaham and St. Abbs to allow new life-boats of the 37-foot type to be placed there, and to equip the life-boats at Bembridge, Hartlepool, Montrose and Peterhead with new and more powerful diesel engines.

The process of modernization is not only unending but also inevitably expensive. The new U.H.F. and V.H.F. (F.M.) sets will be installed on a hire maintenance basis at an annual rental of about £15,000. The structural work on the three stations will cost more than £11,000, and the new engines will cost more than £8,000.

The experiment which was first tried out in the summer of 1963 of placing fast inshore rescue boats at a number of selected points on the coast was unquestionably successful, and the Institution has decided to provide up to 25 of these boats next summer. There is little doubt that they will serve a valuable pur-

pose in reducing the number of casualties which occur at sea in the summer months. The experiences of 1963 have once again shown that the calls on the life-saving services during the summer are remarkably – it might even be said alarmingly – high. From the beginning of May until the end of September, for example, life-boats were launched on service no fewer than 467 times. They rescued 215 lives.

Evidence of the success of the inshore rescue scheme is also provided by figures. In 1962 the number of rescues or attempted rescues by shore boats which were brought to the Institution's notice in the summer months was 98, the number of lives rescued being 133. In 1963 the Institution learnt of no fewer than 226 rescues or attempted rescues, as a result of which 225 lives were saved.

The value of inshore rescue boats during the winter months is a question which is being investigated by a series of empirical tests. The Institution has chosen three points at which to station these boats during the winter months of 1963–64 in order that they may be tried out in a variety of testing conditions. The three places selected are the life-boat station at Great Yarmouth and Gorleston, the Outward Bound Sea School at Aberdovey, and Atlantic College, St. Donat's Castle, Llantwit Major, Glamorganshire. The results of these trials are likely to be instructive.

### NORWEGIAN AWARD

A pleasant ceremony took place at Bodo in Norway, which again illustrated the close co-operation between the life-boat services of different countries and the respect and admiration felt for the crews of life-boats all over the world. At the Annual General Meeting of the

Norwegian Life-boat Institution, which was held on 13th/14th September, Coxswain Hubert Petit of St. Peter Port, Guernsey, received the Norwegian Institution's gold medal for outstanding seamanship and bravery. The award was made for the service in which the St. Peter Port life-boat rescued nine men from the Norwegian motor vessel *Johan Collett* on the night of 5th/6th February this year. The Norwegian Institution's silver cup with diploma was also awarded to *Motor Mechanic E. C. Pattimore* and to another member of the crew, John Petit.

Coxswain Petit's medal was presented by the President of the Norwegian Life-boat Institution, Commodore Olaf Bjornstad. It was only the third gold medal to be awarded and the first for a life-saving service. The other two gold medals were awarded to the King of Norway and the Secretary of the Norwegian Life-boat Institution.

#### THE INSTITUTION'S FLAG

A schoolmaster from the Faroe Islands, Mr. Alex Solstein, who happened to be passing through Grosvenor Gardens, was struck by the similarity of the design of the R.N.L.I. flag, which is flown outside the headquarters, and the Faroe Islands flag. He therefore called to make enquiries about the origin of the Institution's flag.

The information for which he asked was not immediately available from the Institution's records, but we are indebted to Mr. I. O. Evans, an historian of the life-boat service who is also an expert on the history of flags. From him it has been learnt that the Institution's flag was designed about 1884 by Miss Leonora Preston, a sister of a member of the Committee of Management. It has been known as the "house flag" since 1908, and from 1920 onwards it has been the custom to have it painted on the bows of all life-boats.

#### LIFE-BOAT LIMERICK

The *Encyclopaedia Britannica* quotes the following as an example of a well known limerick:

"The life-boat that's kept at Torquay  
Is intended to float in the suay;  
The crew and the coxswain  
Are sturdy as oxswain,  
And as smart and as brave as can  
buay."

An enquiry made through the correspondence columns of the "Daily Telegraph" was answered by Mr. F. V. Mataraly, of Lansdown, Bath, who states that the limerick appears in Langford Reed's *Complete Limerick Book* published in 1925. The author is stated to be A. P. Trotter.

### Bronze Medal For Norfolk Second Coxswain

AT half past nine on the evening of Saturday the 18th May, 1963, the Wells coastguard told the honorary secretary, Dr. E. W. Hicks, that a cabin cruiser was aground at the entrance to Blake-ney harbour.

The life-boat *Cecil Paine*, which is a 35-foot 6-inch Liverpool type, was launched at 10.5 with Francis Taylor the second coxswain in charge. The honorary secretary was also on board. The delay in launching was due to the state of the tide. The tractor and carriage had to negotiate deep water before reaching the launching site. There was a strong

breeze from the west-north-west and a rough sea. It was low water.

The life-boat reached the casualty forty-five minutes later. She was aground on the bar but had let go an anchor which had fouled, making the boat lie with her stern to the seas which were breaking on board and gradually filling her. The cruiser, the *Seamu*, of Frinton, with a crew of two on board, was constantly under observation by the warden of the Blakeney Point bird sanctuary. He assisted the rescue operation by passing information to the coastguard, who relayed it to the life-boat.

In her first exploratory approach to the *Seamu* the life-boat touched bottom on a sandbank before she could get close enough to render assistance. Second Coxswain Taylor then worked his boat westward round the sandbank and anchored about 200 yards from the *Seamu*. The life-boat's searchlight was then trained on the cruiser.

At eleven o'clock Second Coxswain Taylor found there was sufficient water on the sandbank for the life-boat to cross, and he took her about ninety yards upwind of the *Seamu*, where he let go his anchor again. By this time the wind had increased to near gale force and the sky had become overcast with poor visibility.

#### Four Attempts to go Alongside

From this position the life-boat was veered down on the anchor cable and four attempts had to be made before the life-boat could get alongside the *Seamu*. At the fourth attempt the life-boat was alongside for a few seconds and the *Seamu's* crew of two were pulled on board the life-boat. But in

these few seconds the life-boat bumped against the cruiser's quarter and was slightly damaged.

#### Anchor Cable Parted

The life-boat then hauled clear and Second Coxswain Taylor stood by in the hope that there would be an opportunity to take the *Seamu* in tow, but her anchor cable parted and she was driven ashore on the beach near the coast-guard look-out. When this happened the life-boat sailed for her station, where she arrived at 3.15 on the morning of May 19.

For this service, undertaken in hazardous conditions, the bronze medal for gallantry was awarded to Second Coxswain Taylor, D.S.M., and medal service certificates were issued to the six other members of the crew: Bowman John Cox, Motor Mechanic James Cox, Assistant Mechanic Alan Cox and to Robert Taylor, Barry Leggatt, Alan Cooper, as well as to Dr. E. W. Hicks, honorary secretary. Additional monetary awards were made.

## Night Launch to Capsized Dinghy

ABOUT 10.45 on the night of Thursday, the 13th of December, 1962, the motor boat *Zephyr*, with Mr. John Smith the owner, who is a member of the Longhope life-boat crew, and William Mowat on board, returned to her moorings at North Bay, Longhope. Mr. Hugh Scatter, junr., who had been driving his van from South Walls, knowing the *Zephyr* was due, stopped to see if she had arrived.

#### Headlights Shone on Boat

Hearing a shout Mr. Scatter turned his van round so that the headlights illuminated the motor boat. All appeared to be in order, so he walked down to the shore to await the arrival of the two men in their dinghy. It was then an hour and a quarter before high water and there was a moderate gusting to

fresh south-westerly breeze with a short steep sea. The sky was overcast and it was raining heavily.

Hearing further shouts, Mr. Scatter realized someone was in the water and ran to the nearest cottage to raise the alarm. Since there was no boat immediately available he got back into his van and drove at full speed to his house at Melsetter Farm, half a mile away, and called out his employee, Mr. Angus Heddle.

Together they lifted Mr. Scatter's flat-bottomed 10-foot dinghy into the van and raced back to the shore. They then launched the dinghy and pulled towards the area where the shouts had been heard. Mr. Scatter took the oars while Mr. Heddle searched with a torch.

They found nothing in their first sweep and returned to the *Zephyr*.

They then searched down wind and

about 250 yards from the motor boat sighted her dinghy capsized. Some 20 yards further on they found Mr. Smith, and Mr. Heddle pulled him aboard the dinghy while Mr. Seatter kept the boat trimmed. Almost immediately they saw Mr. Mowat floating face downwards. There was no room to get Mr. Mowat into the boat so Mr. Heddle lay over the bows and held him under his arms while Mr. Seatter pulled for the shore. Both men were apparently unconscious.

It was now about half past eleven. The short, steep sea was beginning to fill the overladen boat, and they were unable to make for the nearest land which lay to windward. They pulled downwind and about ten minutes later came ashore near a school about half a mile south-east of the *Zephyr's* mooring. By this time the dinghy was half full of water and in danger of sinking.

Mr. James Swanson, a member of the

crew of the Longhope life-boat, waded out to meet them and brought Mr. Mowat ashore. He immediately applied direct mouth to mouth resuscitation and succeeded in bringing him round. By this time other members of the life-boat crew had arrived with a larger boat, which they had carried overland from Aith Hope and launched at the scene of the accident. They brought Mr. Smith ashore, but Mr. Swanson's efforts to revive him failed. Mr. Swanson has been awarded the Resuscitation Certificate of the Royal Humane Society.

#### Neither Could Swim

It was later reported by the Institution's District Inspector who investigated the case that neither Mr. Seatter nor Mr. Heddle could swim. For this service the thanks of the Institution inscribed on vellum have been accorded to Mr. Hugh Seatter, junr., and to Mr. Angus Heddle.

## Vellums Awarded to Three Men

AT Porthclais harbour in Pembroke-shire about 3.30 on the afternoon of Friday the 19th of July, 1963, Mr. B. J. Williams heard a woman shouting that a man had fallen over the cliff. With the help of a friend, Mr. T. J. Davies, Mr. Williams immediately decided to put out in his 10-foot fibre-glass dinghy while another friend, Mr. J. Hier of Hayes, Middlesex, volunteered to go along the cliff path to give what help he could.

#### Guided by People on Cliffs

On reaching the boat Mr. Williams and Mr. Davies found that the engine and rowlocks were missing, but an outboard engine and rowlocks were borrowed from another boat anchored near by. Unfortunately the engine clamps would not fit the chocks on the transom of Mr. Williams' boat and the engine had to be held in position by hand.

On leaving the harbour the two men

found that there was a moderate breeze from the south-west and a considerable swell from previous weather. The scene of the accident – about a mile and a half away – was reached in 20 minutes, the dinghy being guided by people on the cliffs.

In the meantime Mr. Hier had climbed down the cliff to the injured man.

In the shelter of Crow Rock Mr. Davies was able to scramble ashore on to the rocks. Mr. Williams managed to keep the boat alongside while the heavy and badly injured man was got into the boat over the stern. To facilitate this the engine had to be removed. The man was then placed under the thwarts and Mr. Hier joined the boat for the return journey.

#### Most Dangerous Part of Rescue

There was considerable danger that the boat would plough her stem under when the stern was lifted by following

seas, and with the wind, sea and swell on the starboard quarter it was difficult to handle the boat, which might easily have broached to. This third, and most dangerous part of the rescue, lasted half an hour.

The whole operation was watched by Councillor S. W. Mortimer, a former St. David's life-boat coxswain, who

reported the rescue to the Haverford-west Rural District Council, who in turn reported it to the Institution.

For this service the thanks of the Institution inscribed on vellum have been accorded to Mr. J. T. Davies and Mr. B. J. Williams of St. David's, Pembrokeshire, and Mr. J. Hier of Hayes, Middlesex.

## The Change to Ultra High Frequency

EFFICIENT means of communication at sea between life-boats and aircraft have been of growing importance in recent years. Particularly vital is the link between life-boats and helicopters, for the number of services in which life-boats and helicopters co-operate has been increasing rapidly. In 1961, for instance, the number of such services was 57; in 1962 it was 141.

Until a few years ago the methods by which the coxswain of a life-boat and a pilot of a helicopter communicated at sea were somewhat cumbersome. Any call had to pass through the G.P.O. coast station, the coastguard and the aircraft's base. An important change occurred in 1956 when the Institution decided to install very high frequency radio telephones. As a result there was a direct link at sea between helicopter and life-boat, and the value of this link has been proved over and over again.

### Much Less Interference

The helicopters which normally take part in sea rescue operations are all provided by the Royal Navy or the Royal Air Force, and the Services are now abandoning the very high frequency of 123.1 m/cs., which has hitherto been in use. Instead they are communicating in the ultra high frequency band. Their calling and distress frequency is now 243 m/cs., and the "Search and Rescue - Scene of Action" frequency is 282.8 m/cs.

The ultra high frequency sets are much less subject to interference and voices are heard more distinctly. The

R.N.L.I. has therefore decided to make the same change from very high frequency to ultra high frequency as the Services have done, and a contract has been entered into for the hire and maintenance of 170 ultra high frequency sets. They will be fitted in all life-boats in the active and reserve fleet. The annual cost will be £15,000.

### Harbour Control and Radar Service

Another important decision which has been taken by the Institution is to install very high frequency (frequency modulation) equipment in a number of life-boats. The International Maritime VHF/FM band is now being used extensively by shipping for communication with certain shore stations as well as for harbour control and radar advisory services. The number of life-boats within range of such shore stations is limited, and at present 25 life-boats only can be fitted with the VHF/FM sets. H.M. Coastguard and the Institution's life-boats will also be able to communicate on Channel O (156.0 m/cs.).

These new and important forms of communication do not mean that the existing medium frequency radio telephones fitted in all life-boats are outdated or can be dispensed with. These sets will continue to be used for the passing of all messages in services in which other shipping is involved. The VHF/FM sets will normally be used only when inshore rescue services which do not call for the help of other shipping are being carried out.

## Medical Aspects of the Life-boat Service\*

by GEOFFREY HALE, M.B.E., M.B., B.Ch.

ESTABLISHED by Sir William Hillary in 1824 when the seas around the British Isles were crowded with small sailing vessels, fishing and carrying cargoes, the R.N.L.I. was primarily concerned with saving lives from shipwreck. One of the original suggestions of the founder was that a doctor should be attached to each life-boat station; and although many doctors around the coast have joined in the work it was not until after the last war that it became the general policy of the Institution that each station should have an honorary medical adviser. Undoubtedly this has had the effect of raising the standard of first aid among the life-boat crews.

Apart from calls that result in the life-boat rendering no service at all and those numerous occasions when cold, lost, frightened and bruised survivors are given general attention, first aid in some form is required in about one fifth of the services (90-100 a year). On half these occasions there is enough warning for a local doctor to go out with the boat. As a rescue service the R.N.L.I.'s medical problems are not with the long-term survival of castaways, but with resuscitation, first aid during the journey to port, and the movement of casualties often in very difficult conditions.

### Calls Through Medico Service

Calls for service generally come to R.N.L.I. stations through the Coast-guard, and these include a number that have originated in the G.P.O. Medico Service for ships at sea. By this radio telephone service the G.P.O. provides a rapid means for ships to obtain medical advice and assistance.

On the occasions when there is a doctor on board the life-boat, which number 45-50 a year, he will be able to perform or direct the resuscitation and

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treatment, but there remain a number of occasions when the crews, being isolated, must know how to deal with emergencies themselves, though of course it is often possible for them to obtain advice from a doctor on shore over the radio-telephone.

The R.N.L.I. boats, except for a few fast dinghies mentioned later in the article, are all between 35 ft. 6 in. and 52 ft. long, built of wood, of shallow draft and very buoyant. They are therefore very lively, and the extremely violent movements they perform in a heavy sea both hamper and limit the first aid measures that can be undertaken.

### Training of Crews

In order that the crews may be as well equipped as possible to preserve the lives of those they rescue the Institution does all it can to encourage at least two members of each crew to obtain first aid certificates from the St. John Ambulance or equivalent organizations, and provides a first aid book written with the special conditions in mind.

For moving casualties the Neil Robertson stretcher, which can be folded and stowed in a small space, is found the most practical. This stretcher, properly applied, prevents the patient from taking panic action which might endanger his life, and can be easily handled during transit from one vessel to another, or when lifted to a helicopter. It has been used as a strait-jacket to restrain a lunatic in transit to the shore.

The relief obtained when becoming airborne on the way to a helicopter, after being carried in a stretcher on board a buoyant life-boat, has to be experienced to be appreciated. There is no doubt that a helicopter gets the patient to hospital in better condition, and this advantage is further increased if a long road journey by ambulance can also be eliminated. Fortunately there is very good co-operation between the service helicopters round our coasts,

the Coastguard and the Royal National Life-boat stations, and thanks to modern radio equipment we are able to keep in direct communication with each other when on service.

#### Authority for Morphine

Doctors who go out with life-boats take with them what they require, because on board there is no more than the usual simple equipment a first aider can use. But in some boats, whose first aiders have received special instruction from their medical advisers, thus fulfilling regulations, authority has been given by the Home Office to carry morphine in the form of tubonic ampoules containing  $\frac{1}{2}$  grain of Omnopon. As more and more crews become qualified it is hoped that nearly all those seriously injured at sea will be able to obtain relief before reaching shore.

The whole crew is trained in resuscitation. They are taught both the "kiss of life" and the Holger Nielsen methods of artificial respiration. The mouth-to-mouth or nose-to-mouth methods are taught by means of the Resuscianie Mannikin. Great stress is laid upon the importance of beginning resuscitation immediately as a matter of the greatest urgency, if possible even before the patient is lifted from the water. By virtue of their waterside work life-boatmen find opportunities of saving lives with artificial respiration quite apart from their life-boat services, and at the end of last year one of them received the Royal Humane Society's medal for resuscitating a man found floating face downwards in the water.

#### Cramped Conditions on Board

It is not easy to accomplish artificial respiration by any method in the cramped conditions on board a life-boat which is being tossed on a rough sea, so in order to make the mouth-to-mouth, or expired air, method more practical in these conditions every life-boat carries a simple piece of apparatus. This consists of a Brooke airway connected by a piece of unkinkable anaesthetic tubing to an inspiratory valve and mouthpiece which can be gripped in the rescuer's teeth. By this means the first aider can

perform expired air artificial respiration with his head moving independently of the patient's head and with both hands free to maintain the position of the patient's jaw and the airway. With this apparatus artificial respiration can also be maintained while the patient is being carried on a stretcher.

Since oxygen is the most efficient gas with which to give artificial respiration a number of life-boats have been equipped to deliver oxygen at 7 lbs to the square inch to three or four points on the boat to which a tube leading to a mask can be plugged.

In recent years there has been a great increase in the number of holiday-makers using our shores and coastal waters with a corresponding increase in the number of accidents happening to inexperienced bathers, boaters and cliff clamberers.

#### New Medical Problems

Many of these have such rapidly fatal results, even in calm weather, that only fast boats in the right place can hope to get there in time. For this reason the Institution has begun to operate rubber dinghies with outboard motors capable of doing over 20 knots. These very fast rescue craft, which have already saved lives, have an action when at speed even more violent than the ordinary life-boat, and it will be of interest to see what new medical problems they bring to light.

The following stories of accidents have been extracted from the Institution's records and serve to illustrate the kind of work done.

On October 30th, 1960, the coastguard informed the coxswain of the Humber life-boat that a trawler with an injured man was making for the Humber and that the services of a doctor were urgently needed.

Three quarters of an hour later, at 3 p.m., the life-boat was launched with a doctor, who had ten miles to come. She met the trawler 25 miles from Spurn Point and put the doctor on board. It was too rough for the patient, whose arm was severely injured, to be transferred to the life-boat till they were under the shelter of the land. Once in

the life-boat the patient was given a saline drip and injection by the doctor and he was later landed at Grimsby and taken to the hospital. The life-boat returned to her base just after midnight, the doctor probably after 7 a.m.

The patient had to have his arm amputated but made a good recovery.

#### Dutch Vessel on Fire

On December 8th, 1962, in a rough sea, the Dutch motor vessel *Temar* was on fire and the Southend-on-Sea life-boat was launched. A tanker, two tugs, and a local boat had gone to the help of the *Temar*, who reported she did not need the life-boat. Nevertheless the coxswain took the decision to continue as he believed lives might be in danger.

He circled the *Temar*, and as he did so a man's head could be seen jammed in a cabin port-hole. A ship's boat had already put aboard the tanker's chief engineer and others with an asbestos suit and oxygen breathing apparatus, but they could not reach the man.

Although the wind had increased to a gale the coxswain was able to secure the life-boat in the lee of the *Temar* and just below the man's head.

Two members of the crew boarded the *Temar* and took turns at keeping the man's head out of the port-hole by pulling on his ears while the coxswain and motor mechanic, although hindered by smoke, administered oxygen each time the life-boat came up on a wave. Equipment from one of the tugs was used to cut away the deck above the cabin and a jet of water was played on the man to protect him from the effects of the molten metal falling on his back. This enabled the chief engineer of the tanker in an asbestos suit to pull him from the cabin.

#### Call to Norwegian Vessel

The life-boat then took him to Southend where a doctor gave morphia. He was lifted ashore on a blanket to prevent pressure on his burns and admitted to hospital.

At 8.45 p.m. on April 14th, 1963, the honorary secretary of the Moelfre life-

boat was informed by the coastguard that a Norwegian vessel had a sick man on board who needed a doctor. There was a strong gale from the south-west and a rough sea. At 9.5 p.m. the life-boat was launched with a doctor on board, who boarded the motor vessel and decided to land the sick man. He was taken on board the life-boat with difficulty as the motor vessel was dragging her anchor. Weather conditions were too bad to land the patient either at Moelfre or Beaumaris and the life-boat then made for Menai bridge pier, where the patient and doctor were transferred to a waiting ambulance. When the weather moderated the life-boat returned to Moelfre, arriving at 8.0 a.m. next day.

At 7.0 p.m. on May 18th, 1963, the Howth life-boat went to a cliff accident. There was a westerly gale and a high sea. With a small boat in tow they soon reached the scene. The small boat went close inshore with a stretcher, with which they were able to bring an injured boy to the life-boat, together with three firemen who would have had difficulty in climbing the cliff again. They took the patient back to Howth harbour pier, where he was transferred to an ambulance.

#### Landed by Helicopter

On May 11th, 1963, the Eastbourne life-boat was launched in a very rough sea with an honorary medical adviser on board and proceeded to the s.s. *Onshun*, where a man had received severe burns. The doctor went on board the steamer, and in view of the man's injuries and the prevailing weather conditions arrangements were made for a helicopter to land both injured man and doctor.

On May 13th, 1963, as no other boat was available the Galway Bay life-boat was launched in a very strong westerly wind and a very rough sea to take a dangerously ill woman from Aran to the mainland at Rossaveel.

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.



## Five New Life-boats Named

FIVE life-boats at stations as far apart as Sunderland and Shoreham Harbour were named during the last quarter. On the 4th of July at Sunderland a life-boat provided out of a legacy left by Miss Emily Myers was named. Mr. R. Cyril Thompson, president of the Sunderland branch, opened the proceedings followed by Commander L. F. L. Hill, district inspector of life-boats, who described the new boat, which is one of the 47-foot Watson type.

Miss Annie Myers, sister of the late Miss Emily Myers, presented the life-boat to the Institution. The boat was accepted by Field Marshal Sir Francis Festing, a member of the Committee of Management. Major Norman Dugdale accepted the life-boat on behalf of the branch, of which he is honorary secretary. There was an address by the Mayor of Sunderland followed by the dedication of the life-boat by the Lord Bishop of Jarrow.

Mrs. Marion Dawson named the life-boat *William Myers and Sarah Jane Myers* and a vote of thanks was proposed by Mr. John Short, chairman of the Sunderland branch, and seconded by Mr. John Rutherford, honorary financial secretary of the branch.

### New Boulmer Boat

At Boulmer on the 6th of July a 37-foot Oakley type life-boat was named by the *Duchess of Northumberland*. This station was established in 1825 and in 165 launches has saved 228 lives.

The Duke of Northumberland opened the proceedings and Commander Hill described the life-boat. Mrs. M. C. Hardcastle presented the life-boat to the Institution on behalf of the trustees of the late Mr. Hugh Robert Hardcastle, who provided the boat. Captain the Hon. V. M. Wyndham-Quin, Deputy Chairman of the Committee of Management, accepted the life-boat and handed her over to Brigadier Sir George Walton, Chairman of the Boulmer and District branch.

The life-boat was dedicated by the

Rev. J. L. Crawley and a vote of thanks was proposed by Cllr. Miss A. M. White, chairman of the Boulmer ladies' life-boat guild. It was seconded by Mrs. S. H. Lishman, secretary of the Alnwick ladies' life-boat guild. The life-boat was then named *Robert and Dorothy Hardcastle*.

### Named by Princess Marina

The weather at Shoreham Harbour on the 18th of July was very bad and the aircraft bringing Princess Marina, Duchess of Kent, to the ceremony, had to be diverted, but in spite of the appalling conditions Her Royal Highness named the new life-boat in the presence of a large crowd.

Mr. G. B. Crow, president of the branch, opened the proceedings and Lieut.-Commander W. L. G. Dutton, Chief Inspector of Life-boats, described the boat, a 42-foot Watson type, which had already been launched on service twice.

Mr. Philip Constant, on behalf of his wife and himself, donors of the life-boat, presented her to the Institution. She was accepted by Captain the Hon. V. M. Wyndham-Quin and re-accepted on behalf of the branch by Mr. J. C. Harrison, honorary secretary. The life-boat was dedicated by the Rt. Rev. J. H. Morrell, Bishop of Lewes. Mr. L. G. Jackson, chairman of the branch, proposed a vote of thanks.

Princess Marina then named the life-boat *Dorothy and Philip Constant*.

### New Boat for Lowestoft

The naming of the life-boat *Frederick Edward Crick* at Lowestoft on the 25th of July was performed by the Countess Howe. This station was established in 1801 and taken over by the Institution in 1855.

The Mayor of Lowestoft opened the proceedings, and Lieut. E. D. Stogdon, south-eastern district inspector of life-boats, described the boat, which is of the 47-foot Watson type. Captain the Lord Ailwyn, a Vice-president of the Institu-

tion, handed her over to Lady Somerleyton, president of the Lowestoft branch.

The Rector of Lowestoft and Rural Dean, the Rev. W. J. Westwood, dedicated the life-boat and a vote of thanks was proposed by Mr. F. E. Catchpole, chairman of the branch. This was seconded by Mr. E. K. Tucker, honorary station secretary. The life-boat was then named by Lady Howe.

#### Large Crowd at Seaham

A crowd of several thousands witnessed the naming ceremony of the Seaham life-boat, which replaces the boat in which five members of the crew were drowned while on service in November 1962.

It was a fine day on the 21st September when Mr. H. C. Wilson, chairman

of the Seaham branch, opened the proceedings. Commander Hill described the 37-foot Oakley type life-boat, and Mrs. A. C. Welch, daughter of the late Mr. and Mrs. Kirby, who donated the boat, presented her to the Institution. Professor E. A. Pask, a member of the Committee of Management, accepted the life-boat and handed her over to Captain R. Hudson, honorary secretary of the branch.

The life-boat was dedicated by the Rev. V. Roy Brain, Vicar of Seaham, and a vote of thanks was proposed by Mrs. M. I. Robinson, Chairman of the Seaham Urban District Council, and seconded by Mr. W. F. Smith, branch honorary treasurer. The life-boat was then named *The Will and Fanny Kirby* by the Marchioness of Londonderry.

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## Centenary at New Brighton

A centenary vellum has been awarded to the life-boat station at New Brighton, Cheshire. The station was established by the Institution in 1863 after a meeting had been held in Liverpool the previous year, when it was stated that a life-boat positioned at New Brighton would be able to reach wrecks quicker than those stationed at Liverpool and run by the Mersey Docks and Harbour Board.

The Institution's first life-boat at the station was a tubular vessel and was built in Liverpool. She had a tremendous send-off, having taken part in a "grand demonstration" in Liverpool. She ar-

rived at the station on the 24th January. In the following year a second life-boat was added and at various times there have been three stations operating simultaneously.

The present New Brighton life-boat is of the 52-foot Barnett type and was built in 1950. The boat, *Norman B. Corlett*, was donated by Mr. W. E. Corlett and members of his family.

Twenty-four medals have been awarded at this station—11 silver and 13 bronze—the most recent being voted to Coxswain George Stonall in 1957 for the rescue of the crew of a coaster.

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## New Ways of Raising Money

The following letter and a cheque for 30 dollars from Mr. Charles de Burgh Daly (Chuck Daly) was received by his aunt, Mrs. E. Stewart of Kilbrittain, Co. Cork, and forwarded to the Courtmacsherry life-boat branch:

"The White House, Washington, U.S.A.

Gentlemen—Through the courtesy of Mrs. Stewart, you provided me with one of your life-boat collection containers. This has been docked on the window ledge of my office for some time. It will interest you to know that every time Richard K. Donahue, a staff assistant to the President and an Irishman by heri-

tage and instinct, has entered this room he has deposited a coin or two in the boat. He has even persuaded me to contribute.

The attached cheque for 30 dollars represents the degree to which our pockets have been lightened.

More power to the men who man your boats - may their elbows never weaken and their shadows never grow less.

Sincerely - Chuck Daly."

\* \* \* \*

There are, however, more painful ways of "lightening pockets" for the Institution's funds as a certain lady in south-east England found. She donated an expensive model hat to a bring-and-buy coffee morning and suddenly fearing her husband's wrath, bought it back again.

\* \* \* \*

A well-known yachtsman granted Metro-Goldwyn-Mayer filming facilities at his north London home and insisted that the location fee should be sent to the Institution.

\* \* \* \*

A farm house kitchen feast after an organized pigeon shoot in Co. Cork brought to light so much singing, dancing and story-telling talent that the guests departing in the early dawn begged the host to give another party. He did so some weeks later in aid of the Ballycotton life-boat branch; raised over £40 and planned a similar "hooley" at the autumn lobster harvest.

\* \* \* \*

A school girl in Fishguard gave up sweets for Lent and presented the resulting £1 which she had saved to the R.N.L.I.

\* \* \* \*

There was dirty work afoot at Walton and Frinton life-boat week: a flour and

soot battle was organized outside the life-boat house and a fashion show with the crew, their wives, daughters and friends as models. The crew displayed jeans while the ladies demonstrated beach wear and bikinis.

\* \* \* \*

A 12-year-old girl at Byfleet raised 5/- a week throughout last winter by chopping firewood and keeping her neighbours supplied. The entire proceeds were placed in a life-boat box.

\* \* \* \*

One of the most original ways was devised by Paignton Sea Angler's Association when they fished a competition in aid of the R.N.L.I. They gave away over 1,000 scallop shells to visitors. In return the visitors donated £21 in small coin.

\* \* \* \*

The honorary secretary at Dunmore East, Co. Waterford, organized a raffle on life-boat and regatta day. The draw was carried out on the sea bed by members of a sub-aqua club.

\* \* \* \*

A hairdressing competition was organized in Scotland with the co-operation of Crosse and Blackwell and three local hairdressers. Spectators were charged 2/6d. a head, and as there were no expenses the takings were all profit.

\* \* \* \*

An electrician in Penmaenmawr, who often does very small repairs for which he usually makes no charge, now asks his customers to put something in his life-boat collecting box.

\* \* \* \*

A family in Orpington has a hard tennis court which they often lend to friends and neighbours. Instead of charging for

it they ask people to contribute to the life-boat collecting box.

\* \* \* \*

An Isle of Wight publican used to pass a collecting box around his bar whenever a glass was accidentally broken. During the Christmas season when the breakage rate was high, the box often toured the inn with everyone contributing.

\* \* \* \*

At a garden fete held at Wallington, Surrey, an original feature was a museum exhibiting Victorian curios and treasures. They ranged from an autographed letter from Felix Mendelssohn to a typewriter made in 1882. There was also a tooth said to have come from a horse which died at the battle of Waterloo.

A branch recently organized a car rally, treasure hunt and barbecue at their local cricket club. It proved a popular event as it involved complete families and their friends. Starting in the early afternoon, cars followed a pre-arranged route along which questions had to be answered and various specimens collected. The route ended at the club.

\* \* \* \*

One of the most curious ways of raising money was evolved in Somerset when a group of boys competed in a barrel race on a river. The barrels were lashed upright in the centre of rafts and the competitors had to paddle down the course. The event was made exciting as all the competitors wore fancy dress and the barrels were "dressed overall".

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### Veteran Life-boatmen's Dinner

ONE of the most unusual reunions in the history of the Isle of Wight life-boat service took place in October when the directors of the *Isle of Wight County Press* entertained nineteen veterans of the old pulling and sailing life-boats to a dinner at Newport.

Mr. W. G. Sibbick, J.P., a director and consultant editor of the *County Press*, proposed the health of the veterans and said:

"Those present were the immediate successors of those sturdy gallant pioneers (who had given their lives on life-boat service), inheriting their courage and devotion—carrying on undaunted until their hardened muscles and lusty lungs had at last to give way to the power of the petrol and diesel engine."

Responding to his speech, Mr. G. F. Mew said that he was the last surviving member of the crew of the Atherfield life-boat—the station was closed in 1915

—when he had joined he was the youngest and was now aged 84.

Not all those present were veterans in terms of ages. One of the youngest was Mr. H. Morris, aged 54, who served in the Brook life-boat until the station closed in 1937. He was accompanied by his father, Mr. J. Morris, aged 89.

Sir Charles Baring, guest of honour, President of the Isle of Wight Life-boat Board and a member of the Institution's Committee of Management, thanked the *County Press* for their generosity.

The veterans present were F. C. Attrill (Bembridge), A. E. Baker (Bembridge), A. A. Buckett (Arreton), F. Buckett (Downend, Newport), J. R. Buckett (Brighstone), R. Cassell (Brook), H. Cooke (Freshwater), A. J. and E. Cooper (Bembridge), W. R. Cotton (Ryde), F. A. Downer (Brighstone), F. W. Holbrook (Bembridge), G. F. Mew, B.E.M. (Wootton), H. and J. Morris (Brook), W. Newberry (Brook), H. Simmonds (Totland) and A. Woodford (Brook).

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

138 LIVES RESCUED

### JULY

DURING July life-boats were launched on service 89 times and rescued 34 lives.

#### LIGHTVESSEL CREWMAN BROUGHT ASHORE

**Ramsgate, Kent.** At 4.22 a.m. on Monday the 1st of July, 1963, the coastguard informed the honorary secretary that a member of the crew of the North Goodwin lightvessel was very ill. At 4.40 the life-boat *Michael and Lily Davis* left her moorings in light airs and a calm sea. It was three hours before high water. The life-boat took the sick seaman on board and returned to Ramsgate harbour, where he was transferred to a waiting ambulance and taken to hospital. The life-boat returned to her moorings at 6.15.

#### FISHING BOAT ADRIFT ALL NIGHT

**Rhyl, Flintshire.** At 10.38 on the morning of Tuesday the 2nd of July, 1963, the coastguard informed the honorary secretary that a call had been received for help from the motor fishing vessel *Boy Bryn* approximately a mile off Abergele railway station. The life-boat *Anthony Robert Marshall* was launched at 10.50 in a light south-easterly breeze and a slight sea two hours after high water. The life-boat found the *Boy Bryn* with one man on board. A tow line was connected and the boat taken to Rhyl, arriving there at low water. After waiting for the flood tide the tow was resumed and the *Boy Bryn* was subsequently berthed at the quayside in Rhyl harbour. Her owner said that he had lost his anchor off the Hoyle Banks and had been adrift all night with a broken engine. The life-boat reached her station at 9.15 p.m.

#### RECORD NUMBER LANDED

**Great Yarmouth and Gorleston, Norfolk.** At 10.2 on Tuesday the 2nd of July, 1963, the coastguard informed the honorary secretary that the pleasure boat *Eastern Princess*, of Yarmouth, had run aground in thick fog on the Spend-

ing beach, 200 yards from the life-boat-house. The life-boat *Louise Stephens* was launched eight minutes later in light airs and a smooth sea. It was three hours after high water. In three trips the life-boat was successful in taking 112 passengers off the *Eastern Princess*. She returned to her station at 11.10. The number of persons landed on this occasion is a record for the station.

#### FISHING VESSEL AGROUND IN FOG

**Whitby, Yorkshire.** At 7.15 on the evening of Friday the 5th of July, 1963, the honorary secretary was told that the m.f.v. *Wakefield* was ashore in dense fog a mile and a half north of Whitby. The life-boat *Rosa Woodd and Phyllis Lunn*, on temporary duty at the station, was launched at 7.30 in a light air and slight sea three and a half hours after high water. The life-boat arrived at the casualty where she found that another fishing vessel had laid out the *Wakeful's* kedge anchor. A towline was streamed and buoyed in preparation for high water. As there was nothing the life-boat could do until high water she returned to Whitby harbour. At 11.45 the life-boat returned to the casualty to help pass a towline to a motor fishing vessel which was going to tow the *Wakeful* when she refloated. After this was done the life-boat guided the vessels through the thick fog back to Whitby harbour. The life-boat returned to her station at 1.50 in the morning.

#### FISHING VESSEL ESCORTED TO SAFETY

**Plymouth, Devon.** At 10.30 a.m. on Sunday the 7th of July, 1963, the Queen's Harbour Master informed the honorary secretary that a message had been received from the police reporting that the fishing vessel *Barbican* with two men on board had broken down between Shagstone and Mewstone. There was a light north-westerly wind and a slight sea. It was three hours after high water. The life-boat *Thomas Forehead and Mary Rowse* was launched at 10.47. The coxswain accurately estimated the posi-

tion of the casualty, making allowances for the wind and tide, and came up with the *Barbican*, which was then being towed by a small fishing vessel, a mile and a half south of Shagstone. The two vessels were escorted safely into Sutton harbour and the life-boat returned to her station at 12.35 in the morning.

#### RESERVE LIFE-BOAT TOWED TO BANGOR

**Beumaris, Anglesey.** At 2.10 on the morning of Monday the 8th of July, 1963, the Penmor coastguard informed the honorary secretary that the reserve life-boat *Frank and William Oates*, on passage from Hoylake to Pwllheli, had broken down two miles west-south-west of Rhyl West buoy. There was a light north-westerly wind with a choppy sea. The life-boat *Field-Marshal and Mrs. Smuts* was launched at 2.45 on an ebb tide and came up with the reserve boat at 4.15. The reserve life-boat was towed to Beumaris by 7.30 and the District Engineer was informed of the breakdown. He instructed the Beumaris life-boat to tow the *Frank and William Oates* to a boatyard at Bangor. The life-boats left Beumaris at 9.30, and after towing the reserve life-boat to Bangor the *Field Marshal and Mrs. Smuts* returned to her station, arriving at half past eleven.

#### CRUISER AND CREW OF SIX TOWED TO SAFETY

**Boulmer, Northumberland.** At two minutes past three on the afternoon of Monday the 8th of July, 1963, the Tynemouth coastguard informed the honorary secretary that a motor boat had broken down and required assistance five miles east-north-east of Highton Stile. There was a light westerly wind and a slight sea. The life-boat *Robert and Dorothy Hardcastle* was launched at 3.18 on the flood tide. She proceeded to the position given and came up with the cabin cruiser *Renown*, of Tynemouth, with a crew of six, at 4.33. The life-boat towed the *Renown* into Boulmer harbour, arriving back at her station at 6.45.

#### INJURED PERSON TAKEN TO HOSPITAL

**Barra Island, Hebrides.** At 1.30 a.m. on Wednesday the 10th of July, 1963, a doctor at Castlebay told the honorary secretary that a person was unconscious as a result of an accident and requested the use of the life-boat to take the patient to hospital at South Uist. The life-boat *R. A. Colby Cubbin No. 3* was launched at two o'clock with the doctor and injured person on board. There was a moderate north-easterly wind and a moderate sea. The tide was then ebbing. After ferrying them to South Uist the life-boat returned to her station, arriving at eight o'clock.

#### TOW FOR FISHING VESSEL AFTER ENGINE BREAKDOWN

**Shoreham Harbour, Sussex.** At 2.27 p.m. on Wednesday the 10th of July, 1963, the Shoreham coastguard told the honorary secretary that the fishing boat *Volunteer*, of Shoreham, was making distress signals two miles south-west of Shoreham. The life-boat *Dorothy and Philip Constant* was launched at 2.35 (high water) in a gentle west-south-westerly wind and a choppy sea. The life-boat found the *Volunteer* with a crew of seven on board. Her engine had broken down. She was taken in tow to Shoreham and the life-boat returned to her station at 3.55 a.m.

#### HELICOPTER-LIFE-BOAT SEARCH FOR MISSING MAN

**Bembridge, Isle of Wight.** At 2.30 p.m. on Wednesday the 10th of July, 1963, the life-boat coxswain reported that a man who had put off for a fishing trip off Bembridge in the fishing boat *Twilight*, had last been seen at eight o'clock in the vicinity of the East Princessa buoy but had not been heard of or seen since. Anxiety was felt for his safety and at 2.48 the life-boat *Jesse Lumb* was launched in a fresh west-south-west wind and rough sea. It was high water. The life-boat made a search, assisted by a helicopter, and at 3.15 found the *Twilight* being towed by a pilot boat off Nab End Rock. The fishing boat's

engine would not start. The life-boat took over the tow, moored the *Twilight* at Bembridge and arrived back at her station at 4.17 p.m.

#### LIFE-BOATMEN'S SONS DROWNED

**Hartlepool, Co. Durham.** At 10.20 p.m. on Wednesday the 10th of July, 1963, the coxswain was told that two boys had been reported missing in a kayak. He informed the honorary secretary and it was decided to launch the life-boat. There was a moderate north-north-westerly wind with a moderate sea. The life-boat *Princess Royal (Civil Service No. 7)* was launched at 10.50 on an ebbing tide. She was joined in the search by four other boats. It was thought that the motor mechanic's son was in the kayak and a radio telephone message through the coastguard confirmed he was missing. The life-boat returned to harbour to land the mechanic and also an ex-winchman, who was the father of the other boy. The life-boat continued the search and at 2.10 a message was received that the kayak and a body had been found on Seaton Beach. The search was concentrated in this area but nothing further was found. At 4.15 the search was called off and the life-boat returned to her station, arriving at five o'clock.

#### MAN AND BOY CUT OFF BY TIDE

**Walmer, Kent.** At 3.39 on the afternoon of Saturday the 13th of July, 1963, the Deal coastguard told the honorary secretary that a boatman returning from St. Margaret's with a fishing party had seen two people cut off by the tide between the Royal Marine rifle butts and the Dover Patrol Memorial. Because of rocks the boatman was unable to get close enough to take them off. The reserve life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched at 4.20 towing a small rowing dinghy. There was a light south-westerly wind and a slight sea. It was high water. On reaching the position the second coxswain and one member of the life-boat's crew rowed ashore in the dinghy and ferried a man and a boy out to the life-boat. She then returned to her station, arriving at 5.55.

#### TWO SAVED AFTER SPEEDBOAT CAPSIZES

**Shoreham Harbour, Sussex.** At 6.4 p.m. on Saturday the 13th of July, 1963, the Shoreham coastguard informed the honorary secretary that a speedboat had capsized half a mile south of the harbour entrance. The life-boat *Dorothy and Philip Constant* was launched at 6.20 in a fresh west-south-westerly wind and a choppy sea. It was an hour and a half after high water. A motor launch, *Knight Errant*, also went to the position and being first to arrive rescued the speedboat's crew of two. The life-boat took the speedboat in tow into Shoreham harbour and then returned to her station, arriving at 7.45. A gift was made to the life-boat crew.

#### YACHT TOWED FROM DANGEROUS POSITION

**Selsey, Sussex.** At 9.40 p.m. on Saturday the 13th of July, 1963, the Selsey coastguard told the honorary secretary he was not happy about a small yacht in the vicinity of Middle Ground buoy. Later the honorary secretary and the coxswain joined the coastguard and agreed that the yacht was in a dangerous position as the light was poor and the weather forecast was very unfavourable. The life-boat *Canadian Pacific* was launched at 10.17 in a south-westerly fresh to strong wind and a rough sea. It was low water. The life-boat reached the yacht *Tear-Away*, on passage from Littlehampton to the Channel Islands, just in time, as it was possible that she would have gone aground on the Mixen and broken up very quickly. Two of the crew of the yacht were seasick. The life-boat towed the *Tear-Away* to Portsmouth and returned to her station at half past seven the following morning.

#### EIGHT NAVAL CADETS TOWED TO SAFETY

**Salcombe, Devon.** At 11.20 p.m. on Saturday the 13th of July, 1963, the Prawle Point coastguard told the honorary secretary that a yacht appeared to be in difficulties off Gammon Head and that her crew were signalling. At

11.30 the life-boat *The Baltic Exchange* was launched. There was a light westerly wind and a calm sea. It was high water. The life-boat made a search and found a 32-foot cutter a quarter of a mile off Gammon Head. She was under oars and manned by eight cadets from the Royal Naval College, Dartmouth. They were unable to make headway against the tide. At their request the life-boat towed the cutter to Salcombe harbour and arrived back at her station at 12.45 a.m. on the 14th. The Royal Naval College, Dartmouth, made a gift to the funds of the Institution.

#### SICK SEAMAN RUSHED TO HOSPITAL

**Great Yarmouth and Gorleston, Norfolk.** At 4.3 a.m. on Sunday the 14th of July, 1963, the Gorleston coastguard informed the honorary secretary that the Liberian steam ship *Archandros* had a sick man on board who required urgent medical attention. The life-boat *Louise Stephens* was launched at 4.40 with a doctor on board. There was a gentle south-westerly wind and a slight sea. It was high water. A rendezvous had been arranged at Corton lightvessel. The life-boat came up with the *Archandros* at 5.27; the sick man had by this time collapsed. The doctor went on board and diagnosed peritonitis. The sick man was transferred to the life-boat and taken back to Gorleston, where he was transferred to a waiting ambulance. The life-boat then returned to her station, arriving at 6.57. The doctor later said that the man would have died within two hours if hospital treatment had not been provided, but that he was now recovering.

#### HELICOPTER LANDS SICK MAN IN GALE

**Scarborough, Yorkshire.** At 6.30 on the evening of Sunday the 14th of July, 1963, the coastguard informed the honorary secretary that a helicopter was going to land a man at approximately 7.30 from a ship about a hundred miles out. It was decided to launch the life-boat to stand by as it was doubtful whether the

helicopter would have sufficient fuel to reach shore. There was a near gale from the south-south-west with a choppy sea. A revised time for the estimated arrival of the helicopter was given and the life-boat *J. G. Graves of Sheffield* was launched at 8.50 on a flood tide. The helicopter arrived safely and landed the injured man on Castle Hill. The life-boat returned to her station at 9.35.

#### SICK SEAMAN TAKEN OFF FINNISH STEAMER

**Great Yarmouth and Gorleston, Norfolk.** At 8.24 p.m. on Sunday the 14th of July, 1963, the Gorleston coastguard informed the honorary secretary that the Finnish steamer *Salomo*, in Yarmouth roads, was flying the international signal indicating a doctor was required. There was a moderate south-westerly wind with a moderate sea running on the last hour of the ebb. The life-boat *Louise Stephens* was launched at 8.30 with a doctor on board. The man was found to be unconscious and was transferred to the life-boat in a stretcher. He was taken back to harbour, transferred to a waiting ambulance and rushed to hospital. The honorary secretary later learned that the man had been taken off the danger list and was progressing satisfactorily.

#### TWO YOUTHS RESCUED FROM WHALER

**Howth, Co. Dublin.** At 6.45 p.m. on Sunday the 14th of July, 1963, the coxswain was told that a naval whaler with two youths on board was unable to return to Howth owing to near gale force winds from the south-west. The coxswain went to the East Pier and advised the honorary secretary of the situation. The life-boat crew had by this time assembled. The life-boat *A.M.T.* was launched at 6.53 in a moderate to strong south-westerly wind and slight sea and came up with the whaler about fifteen minutes later. The two youths were rescued and the boat was towed back to Howth. The life-boat returned to her station at 7.20.



#### FIVE PEOPLE TREATED FOR EXPOSURE

**Moelfre, Anglesey.** At 10.50 on the night of Sunday the 14th July, 1963, the Mersey Docks Harbour Board informed the coxswain that a French trawler had taken a disabled yacht in tow and asked if the Moelfre life-boat would take over the tow. There was a strong gale from the south-south-west with a very rough sea. The life-boat *Watkin Williams* was launched at eleven o'clock on an ebbing tide. The life-boat came up with the two vessels in Moelfre bay, and as the people on board the yacht were in no condition to make fast the ropes, two members of the life-boat crew boarded the yacht. The five people on board the yacht were transferred to the life-boat and treated for exposure. The yacht was towed to shelter in Moelfre bay, but the weather was too rough to return to the slipway. The life-boat waited at anchor until 3.0 a.m. and then towed the yacht to safety at Beaumaris, where the survivors were landed. The life-boat returned to her station at eight o'clock.

#### MOTOR CRUISER FIRES DISTRESS SIGNALS

**Dover, Kent.** At one o'clock on the morning of Monday the 15th of July, 1963, the Folkestone coastguard informed the honorary secretary that a yacht had been seen firing red flares half a mile south of the South Goodwin light-vessel. Seventeen minutes later the life-boat *Southern Africa* was launched in a light south-south-westerly wind and slight sea. It was low water. The Belgian naval ship *Konig Albert* stood by the motor cruiser *Nicola* until the life-boat arrived. The *Nicola* was towed to Dover and the life-boat returned to her station at four o'clock.

#### LIFE-BOAT AND HELICOPTER SEARCH FOR CATAMARAN

**Wells, Norfolk.** At 1.28 a.m. on Monday the 15th of July, 1963, the coastguard informed the honorary secretary that a catamaran with three men on board was missing from Brancaster. There was a strong breeze from the south-west with a choppy sea. The life-boat *Lucy Lavers*, on temporary duty at the station, was

launched at 2.20 on the flood tide. The life-boat searched off Scott Head and the coxswain asked for helicopter assistance at daybreak. The life-boat continued the search in conjunction with the helicopter and it was decided to ask for the Sheringham life-boat's assistance. Before this was done the helicopter found the catamaran in the tow of a fishing vessel. The three survivors were taken off by the Wells life-boat and landed at Wells. The life-boat returned to her station at eight o'clock.

#### TWO SAVED AFTER MOTOR BOAT STRIKES ROCK

**Coverack, Cornwall.** At 4.30 p.m. on Tuesday the 16th of July, 1963, the second coxswain and the mechanic told the honorary secretary that a motor boat had run ashore on rocks half a mile south-west of the life-boat station and that cries for help had been heard. There was a light westerly wind and slight sea. The life-boat *William Taylor of Oldham* was launched at 4.30 on the ebb tide. The second coxswain was in command in the absence of the coxswain, who was attending a Royal Garden Party in London. The life-boat came up with the motor boat *Jean*, which had struck a submerged rock and was listing badly, at 4.55. The motor boat was towed off the rocks by the life-boat and the two occupants were rescued. The life-boat took the motor boat in tow to Coverack, arriving back at her station at 5.50.

#### YACHT AND THREE TOWED TO RAMSGATE

**Ramsgate, Kent.** At 9.18 p.m. on Tuesday the 16th of July, 1963, the east pier watchman told the honorary secretary that the yacht *K.N.* was firing distress signals three quarters of a mile south of Ramsgate harbour. The life-boat *Michael and Lily Davis* was launched at 9.30 in a gentle south-westerly wind and slight sea. It was an hour and a half after high water. The life-boat found the yacht with three people aboard, took her in tow and returned to Ramsgate. The life-boat returned to her station at 9.45.

#### LIFE-BOAT-HELICOPTER EXERCISE SAVES THREE

**New Quay, Cardiganshire.** On the evening of Friday the 19th of July, 1963, the life-boat *St. Albans* was out on exercise with a helicopter when the helicopter crew saw the rowing boat *Gwylan II* of New Quay in difficulties off Traethgwyn beach. The life-boat went to the position in a fresh north-westerly wind and rough sea and found the rowing boat. She took the three people in the rowing boat on board and towed the boat to New Quay harbour which they reached at 6.15. The life-boat resumed the exercise at 6.35.

#### LIFE-BOAT STANDS BY POLISH TRAWLER

**North Sunderland, Northumberland.** At 4.30 a.m. on Saturday the 20th of July, 1963, the Seahouses coastguard informed the honorary secretary that the trawler *Arka*, of Gdynia, was aground on Knavestone Rock. The life-boat *Grace Darling* was launched at 4.48 in a gentle west-north-westerly wind and smooth sea. It was an hour and a half after high water. The life-boat found the trawler and was informed that a tug was on her way to help and that she required no immediate assistance. The life-boat returned to her station and later returned to the trawler when the tug was expected. The trawler was safely towed off the rocks and the life-boat returned to her station at 3.50 p.m.

#### FOUR EXHAUSTED OARSMEN RESCUED

**Port Erin, Isle of Man.** At 8.40 p.m. on Saturday the 20th of July, 1963, the Port Erin police constable told the honorary secretary that a small boat was adrift in Calf Sound and that he was driving up by car to make certain of the position. At 9.20 the constable returned to say that a small boat was definitely in difficulties. There was a light south-easterly breeze with a slight sea. The life-boat *Matthew Simpson* was launched on the flood tide at 9.25 and she came up with the rowing boat at 9.55 and rescued the four people on board. They were exhausted and unable to row any further. The rowing

boat was towed back to Port Erin. The life-boat returned to her station at half past eleven.

#### TOW FOR MOTOR VESSEL WITH FIVE ABOARD

**Hastings, Sussex.** At 3.57 p.m. on Sunday the 21st of July, 1963, the coastguard informed the wife of the honorary secretary that the motor vessel *Sea Clown* of Rye had broken down off Pett Level. There was a gentle north-easterly breeze with a slight sea. The life-boat *M.T.C.* was launched at 4.10 on the ebbing tide. The life-boat came up with the *Sea Clown*, which had five people on board, at 4.55. The motor vessel had engine trouble and was towed to Hastings by the life-boat. The life-boat landed the one woman on board the casualty before returning to her station, which she reached at 6.10 p.m.

#### TWO SAVED FROM ROWING BOAT

**Peel, Isle of Man.** At 4.46 p.m. on Sunday the 21st of July, 1963, the Peel coastguard informed the honorary secretary that a rowing boat with two people on board was seen to be in difficulties two and a half miles east-north-east of Peel breakwater. The life-boat *Helena Harris - Manchester and District XXXI* was launched at 3.1 in a moderate southerly wind and smooth sea. It was four and a quarter hours after high water. The life-boat found the rowing boat and took the two people, who were exhausted, on board. She then took the rowing boat in tow to Peel. The life-boat returned to her station at 5.50. A letter of thanks was received from the rescued people.

#### LIFE-BOAT ASSISTS GROUNDED MOTOR BOAT

**Donaghadee, Co. Down.** At 7.35 p.m. on Sunday the 21st of July, 1963, the Orlock coastguard told the motor mechanic that a man had reported a boat stranded on the rocks at the north end of Copeland Island with three or four men waving and shouting. The motor mechanic decided to launch the life-boat. The reserve life-boat *Edward Z. Dresden*, on temporary duty at the

station, was launched at 8.10 in a light southerly wind and a slight sea. The tide was flooding. The life-boat took the boarding boat in tow to the island and some of the crew were sent ashore. The motor boat's crew were in no immediate danger and the boarding boat stood by until the *Violet* refloats. The life-boat then towed her into deeper water and returned to her station, arriving at 9.10 p.m.

#### TWO YACHTS TOWED TO RAMSGATE

**Ramsgate, Kent.** At 12.45 a.m. on Monday the 22nd of July, 1963, the east pier watchman told the honorary secretary that distress signals had been seen to the northward. At 1.10 the life-boat *Michael and Lily Davis* was launched in a light westerly wind and moderate sea. It was high water. The life-boat found the yachts *Orsidi* and *Cap Lizard* in difficulties off Broadstairs jetty. The *Orsidi* had developed engine trouble and the *Cap Lizard* had fouled her propeller whilst attempting to tow the *Orsidi* to harbour. The life-boat towed the *Orsidi*, with three persons on board, to Ramsgate after leaving the *Cap Lizard*, with thirteen people on board, in a safe position. She then returned to the *Cap Lizard* and towed her into Ramsgate, returning to her station at 3.22 a.m.

#### NIGHT SEARCH FOR MISSING YOUTH AND CABIN CRUISER

**Troon, Ayrshire.** At 11.45 p.m. on Monday the 22nd of July, 1963, the honorary secretary was informed by a youth's father that the cabin cruiser *Beaver* with the boy on board had left Whiting Bay at 6.30 for Troon and was long overdue. At 12.44 a.m. the life-boat *James and Barbara Aitken* was launched in a light south-westerly wind and a moderate sea. It was an hour before high water and visibility was very poor. At one o'clock the Ayr police reported that the cabin cruiser was in Ayr harbour. The life-boat went to Ayr harbour and escorted the cabin cruiser with the youth on board to Troon. The life-boat returned to her moorings at 3.15. The owner of the cabin cruiser

made a donation to the Institution's funds.

#### OVERDUE MOTOR BOAT FOUND AT SEA

**Fowey, Cornwall.** At 4.15 on the morning of Friday the 26th of July, 1963, the Polruan coastguard told the honorary secretary that he had received a message from the owner of the motor boat *Debbie G* that she had left Plymouth at 7.30 p.m. on the 25th July with three people on board but had not yet reached Fowey. The motor boat had two engines, but no distress signals were carried on board. There was a light west-north-westerly wind with a slight sea when the life-boat *Deneys Reitz* was launched at five o'clock on the flood tide. The life-boat found the *Debbie G* about seven miles west of Rame Head. Both her engines had broken down. The life-boat rescued the three men and towed the motor boat back to Fowey. The life-boat arrived back at her station at 8.25 a.m.

#### CABIN CRUISER ESCORTED TO HARBOUR

**Margate, Kent.** At 11.30 a.m. on Friday the 26th of July, 1963, the Margate coastguard told the honorary secretary that a cabin cruiser which had been kept under close observation since nine o'clock appeared to have broken down six miles north-north-west of Margate. At 11.55 the coastguard reported that he was not happy about the position of the cabin cruiser as the flooding tide and light easterly wind was driving the boat towards the Tongue Sands. The life-boat *North Foreland (Civil Service No. 11)* was launched at 12.9. At that time there was a light northerly wind and a slight sea. The tide was flooding. The life-boat made for the position and when she was a quarter of a mile away the cabin cruiser *Inanda*, of London, got under way and made towards the life-boat. There were four people on board and her owner told the coxswain that her water pump had broken down, and although he had repaired it he was still not satisfied with the way it was working. The life-

boat escorted the cabin cruiser as far as North Foreland, when her owner said that he would be able to make Ramsgate safely. The life-boat returned to her station, arriving at two o'clock.

#### LIFE-BOAT STANDS BY HOLED COASTER

**New Brighton, Cheshire.** At seven o'clock on the evening of Friday the 26th of July, 1963, the Formby coast-guard reported that the coaster *Cristo* of Liverpool was aground near C.15 buoy but was in no immediate danger. At nine o'clock it was reported that the coaster was holed and making water. Twelve minutes later the reserve life-boat *White Star*, on temporary duty at the station, was launched in a slight south-easterly wind and smooth sea. It was low water. The life-boat found the casualty and stood by while a salvage crew made temporary repairs to the vessel. At high water the *Cristo* refloated and the life-boat returned to her station at 3.20 a.m.

#### NO SURVIVORS FOUND FROM BURNT YACHT

**Yarmouth, Isle of Wight.** At seven minutes past one on the afternoon of Sunday the 28th of July, 1963, the coastguard informed the honorary secretary that a small yacht had been reported on fire and had eventually sunk four miles south of Southbourne. There was a gentle south-easterly breeze with a slight sea. The life-boat *S.G.E.* left her mooring at 3.6 on the flooding tide. She joined the tanker *Esso Hythe*, several yachts and the inshore rescue boat from Mudeford, who were searching for survivors. The life-boat made an extensive search but only found some small charred pieces of wreckage. She then returned to her station, arriving at 6.45.

#### CHANCE MEETING SAVES DINGHY SAILOR

**Hastings, Sussex.** On Sunday the 28th of July, 1963, while returning from a visit to Bexhill Regatta, the life-boat *M.T.C.* intercepted a motor boat towing the sailing dinghy *Sheena* with a man clinging to it half a mile south of Bridgeway.

There was a gentle east-north-easterly wind and slight sea. The man was taken aboard the life-boat and the dinghy towed to Hastings. The life-boat returned to her station at 6.30 p.m.

#### BOY AND YACHT IN DOUBLE RESCUE

**Lowestoft, Suffolk.** The honorary secretary received a report from the coast-guard during the afternoon of Sunday the 28th of July, 1963, that a boy was drowning off Pakefield beach. The life-boat *Frederick Edward Crick* was launched at five o'clock and proceeded to a position indicated by a member of the public. When the life-boat reached the position she found that a yacht had picked up the boy and in doing so had become half filled with water. The boy was taken from the yacht and given first aid and the yacht towed to the yacht station. The sea had been choppy with a moderate wind from the east-north-east. The life-boat returned to her moorings at five minutes past six.

#### SINKING LONG-SHORE BOAT TOWED INTO DOCK

**Lowestoft, Suffolk.** At 1.46 on the morning of Monday the 29th of July, 1963, the coastguard informed the honorary secretary that red flares had been sighted three miles east-by-north of the lookout. The life-boat *Frederick Edward Crick* was launched at 2 a.m. at high water in a fresh breeze from the east-north-east and choppy water. After a short search the long-shore boat *Dolly Graham*, 19 tons, of Grimsby, bound from Hartlepool to Newhaven, was found aground on Holm Sand with her rudder gone and in a sinking condition. The life-boat passed a tow which parted twice, but eventually managed to bring the boat and crew of two into Hamilton dock. The life-boat returned to her station at ten minutes past four.

#### ESCORT FOR YAWL AND MOTOR BOAT

**Longhope, Orkney.** At 10.45 a.m. on Monday the 29th of July, 1963, the honorary secretary was informed by the bowman of the life-boat that a small

fishing yawl was being towed by a motor boat and they were in difficulties in the Pentland Firth. At 11.50 the life-boat *T.G.B.* was launched in a fresh south-south-easterly wind and slight sea. It was five hours after high water. At 11.55 it was reported that the tow rope had parted. Another line was soon passed and the life-boat escorted the two boats to their home port at Kirk Bay. The life-boat returned to her station at 1.20 p.m.

#### LIFE-BOAT COXSWAIN DIES AFTER HIS FISHING BOAT SINKS

**Coverack, Cornwall.** On Tuesday the 30th of July, 1963, a telephone message was received by the second coxswain from the mechanic that the fishing vessel *Bessey III*, of Coverack, owned by the life-boat coxswain Mr. W. A. Rowe, had struck a rock two and a half miles east of the life-boat station and had sunk 150 to 200 yards from the shore. The life-boat *William Taylor of Oldham* was launched at 3.5 p.m. in a light east-north-easterly wind and slight sea. It was three hours after high water. The coxswain had managed to swim ashore and was in a very distressed condition. A helicopter was asked to take him to Coverack. A member of the crew of the life-boat who was qualified in first aid was put ashore to help the coxswain into the helicopter. The life-boat returned to her station at 5.15. Mr. Rowe died later after a heart attack.

#### SICK MAN LANDED FROM TRAWLER

**Stornoway, Outer Hebrides.** At 11.35 on the night of Tuesday the 30th of July, 1963, the Stornoway coastguard informed the honorary secretary that the trawler *Notts Forest* of Grimsby, on passage to Stornoway to land a sick man, had requested the life-boat meet her with a doctor. The life-boat *James and Margaret Boyd* was launched at 11.50 in a moderate west-south-westerly wind and a moderate sea. It was an hour and a half after low water. The life-boat sailed northwards to intercept the trawler two miles east of Tolsta Head and the doctor was placed on board her. At 2.20 the sick man was transferred to

the life-boat, which returned to Stornoway where he was taken to hospital. The life-boat reached her station at 4.0. Earlier that evening a helicopter had left Stornoway Airport in the hope of conveying the sick man from the vessel but unfortunately, because of bad visibility, had failed to sight the trawler.

#### DEAD WOMAN FOUND IN SEA

**Anstruther, Fife.** At 12.49 on the afternoon of Wednesday the 31st of July, 1963, the coastguard at Anstruther informed the honorary secretary that the Polish trawler *Marabut* had reported that she was standing by the body of a woman off Fifeness, but did not propose to pick it up. The life-boat *James and Ruby Jackson* was launched at 1.5 with a police sergeant and a constable on board and made for the position in a light east-north-east wind and slight sea on the ebb tide. The life-boat picked up the body five miles north-east of Fifeness and returned to Anstruther at 3.25.

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

- Valentia, Co. Kerry.**—July 1st.
- St. Helier, Jersey.**—July 2nd.
- Ramsgate, Kent.**—July 2nd.
- St. Peter Port, Guernsey.**—July 3rd.
- Peterhead, Aberdeenshire.**—July 6th.
- Portrush, Co. Antrim.**—July 7th.
- Moelfre, Anglesey.**—July 7th.
- Shoreham Harbour, Sussex.**—July 7th.
- Great Yarmouth & Gorleston, Norfolk.**—July 10th.
- Holyhead, Anglesey.**—July 11th.
- New Brighton, Cheshire.**—July 12th.
- Selsey, Sussex.**—July 12th.
- Shoreham Harbour, Sussex.**—July 12th.
- Penlee, Cornwall.**—July 13th.
- Rhyl, Flintshire.**—July 13th.
- Dover, Kent.**—July 13th.
- Barry Dock, Glamorganshire.**—July 14th.
- Cromarty, Ross and Cromarty.**—July 14th.
- Torbay, Devon.**—July 14th.

Holyhead, Anglesey.—July 15th.  
 Sheringham, Norfolk.—July 15th.  
 Skegness, Lincolnshire.—July 15th.  
 Llandudno, Caernarvonshire—July 15th.  
 Wells, Norfolk.—July 15th.  
 Fowey, Cornwall.—July 17th.  
 Fleetwood, Lancashire.—July 19th.  
 Stornoway, Hebrides.—July 19th.  
 Troon, Ayrshire.—July 19th.  
 Islay, Hebrides.—July 19th.  
 Broughty Ferry, Angus.—July 20th.  
 Mumbles, Glamorganshire.—July 21st.  
 Walton and Frinton, Essex.—July 21st.  
 New Quay, Cardiganshire.—July 23rd.  
 Weston-super-Mare, Somerset.—July 24th.  
 Berwick-upon-Tweed, Northumberland.—July 24th.  
 Portpatrick, Wigtownshire.—July 25th.  
 Filey, Yorkshire.—July 27th.  
 Padstow, Cornwall.—July 27th.  
 Mumbles, Glamorganshire.—July 28th.  
 Kirkcudbright.—July 28th.  
 Padstow, Cornwall.—July 28th.  
 North Sunderland, Northumberland.—July 29th.  
 Valentia, Co. Kerry.—July 29th.  
 Ramsey, Isle of Man.—July 30th.  
 Salcombe, Devon.—July 31st.  
 Rhyl, Flintshire.—July 31st.

### AUGUST

DURING August life-boats were launched on service 139 times and rescued 62 lives.

#### AMERICAN YACHT AGROUND AND HOLED

Selsey, Sussex. At 12.45 a.m. on Saturday the 3rd of August, 1963, the Selsey coastguard told the honorary secretary that the American yacht *Bolero* was aground on a wreck in Bracklesham Bay. At 1.15 the life-boat *Canadian Pacific* was launched in a light variable northerly wind and smooth sea; there were also patches of fog. It was three hours after high water. The life-boat found the yacht listing dangerously with fifteen people on board. She towed the yacht off but the sea was shallow and the yacht grounded again.

The life-boat then stood by until high water when the yacht refloated. When the coxswain was satisfied that the hole which had been made in the yacht on grounding had been patched and that the pumps would deal with the water she was making, the life-boat returned to her station, which was reached at 7.30 a.m. A gift was made to the life-boat crew.

#### BABY BORN IN LIFE-BOAT HOUSE

Galway Bay, Co. Galway. At eleven o'clock on Saturday the 3rd of August, 1963, the local doctor asked the honorary secretary if the life-boat could be used to take an expectant mother to the Galway Regional Hospital. There was a fresh north-westerly wind and a slight sea. It was low water. As no other boat was available at the time, the life-boat *Mary Stanford*, on temporary duty at the station, was launched at 11.45 and went to the pier. The woman was about to be put aboard the life-boat when she started labouring. She was taken to the life-boat store where the baby was born. During this time the life-boat's engines were kept running in case an emergency arose, and it was not until two o'clock that the doctor decided that the woman need not go to hospital. The life-boat then returned to her moorings.

#### MOTOR BOAT LOST IN FOG

Appledore, North Devon. At 7.45 on the morning of Saturday the 3rd of August, 1963, the coxswain learnt that the motor boat *Belgica* with two people on board was lost in dense fog near the bar. At 7.55 the life-boat *Louisa Anne Hawker* left her moorings in a light south-easterly wind and calm sea. It was three hours after high water. The fog lifted and the life-boat could see the *Belgica* heading safely for Appledore. The life-boat escorted her back to Appledore and returned to her station at 8.35 a.m.

#### FISHING VESSEL'S ENGINE BREAKS DOWN

New Brighton, Cheshire. At half past twelve on the morning of Monday the 5th of August, 1963, the coxswain repor-

ted that the fishing vessel *Phoenician* had broken down with engine trouble and had anchored in Rock Channel off Harrison Drive. At 12.50 the life-boat *White Star*, on temporary duty at the station, proceeded in a moderate west-north-westerly wind and rough sea. It was an hour after high water. The life-boat found the fishing vessel with four people on board – two of the crew had already left the fishing vessel by dinghy to get help. The life-boat took three of the four crew on board the life-boat and then towed the fishing vessel to Alfred Dock. The life-boat returned to her station at half past three.

#### LIFE-BOAT RECOVERS DEAD BODY

**Criccieth, Caernarvonshire.** At 3.20 p.m. on Monday the 5th of August, 1963, the coxswain told the honorary secretary that he had received an urgent message from the Commandant of the Boys Brigade camp, who was half a mile west of Criccieth, concerning one of the members in a bathing party at the Dywfor Estuary, who was missing and would require help. The life-boat *Robert Lindsay* was launched at 3.45 in a light north-westerly breeze and a calm sea. It was an hour before low water. The area was searched and a body was found floating in the sea. It was recovered with a boat hook. The life-boat had the station honorary medical adviser and a police constable on board who applied artificial respiration, but unfortunately it was too late. The life-boat returned to her station at half past five. The parents of the dead boy made a donation to the Institution's funds.

#### BOAT AND FIVE TOWED TO SAFETY

**Hastings, Sussex.** At 8.15 on the evening of Monday the 5th of August, 1963, the coxswain told the honorary secretary that the motor boat *Britannia* appeared to be having engine trouble three-quarters of a mile south east of Hastings. The life-boat *M.T.C.* was launched at 8.40 in a gentle south-westerly wind and slight sea three hours after low water. She took the motor boat with five people on board in tow to Hastings. The life-boat returned to

her station at 9.20. A donation to branch funds and a gift was made to the life-boat crew by the *Britannia's* owner.

#### ESCORT AND TOW FOR TWO BOATS

**Llandudno, Caernarvonshire.** At nine o'clock on Monday the 5th of August, 1963, the coastguard told the honorary secretary that a motor launch with two people on board which had put out to tow in a cabin cruiser might be in difficulties due to the weather conditions. At 9.35 the life-boat *Annie Ronald and Isabella Forrest* was launched into a strong north-westerly wind and rough sea. It was two hours before high water. The life-boat found the motor launch towing the cabin cruiser half a mile east of Little Orme. The life-boat escorted the two boats and then took over the tow of the cabin cruiser and returned to her station at 11.5 p.m.

#### COMBINED OPERATIONS FOR CLIFF ACCIDENT

**St. Ives, Cornwall.** At 4.48 p.m. on Wednesday the 7th of August, 1963, the St. Ives coastguard told the honorary secretary that a man had fallen over the cliffs at Hellesveor and that a rescue team had gone to his aid. It was not certain whether he had fallen into the sea and it was decided to send the life-boat to search the foot of the cliffs. The life-boat *Edgar, George, Orlando and Eva Child* launched at 5.8 in a light variable wind and a slight sea. It was two hours before high water when she reached the Hellesveor and the coxswain could see that the cliff party had laid the man on a stretcher and were about to haul him up the cliff. The life-boat stood by until the man had been safely hauled up the cliff and then returned to her station, arriving at 10.15.

#### SHARK FISHERS TOWED HOME

**Torbay, Devon.** At 6.55 p.m. on Wednesday the 7th of August, 1963, the Brixham coastguard informed the honorary secretary that a small fishing vessel was flashing the international distress signal about three and a half miles south of Berry Head. There was a moderate south-westerly wind with a

slight sea. The life-boat *Princess Alexandra of Kent* was launched at 7.15 on a flood tide. She came up with the casualty, *Torquay Star*, which had developed engine trouble when returning from a shark fishing expedition. The fishing vessel had eleven people on board. A tow-rope was made fast and the fishing vessel was towed into Torquay harbour, which was reached at 8.40. After the casualty was safe alongside the jetty, the life-boat returned to her station, arriving there at 9.20. The owner of the fishing vessel later made a gift to the life-boat crew, part of which they generously donated to the Institution.

#### FOUR YACHTSMEN LANDED FROM DUTCH VESSEL

**Weymouth, Dorset.** At 7.35 on the evening of Wednesday the 7th of August, 1963, the Wyke coastguard told the honorary secretary that the Dutch motor vessel *Zundrecht* had four survivors from the motor yacht *Colley* on board and would like them taken off. The life-boat *Frank Spiller Locke* was launched at 7.55 in a light west-south-westerly wind and calm sea. It was high water. The life-boat met the *Zundrecht* three miles south of Portland Bill and took off the four people on board. She returned to her station at 10.45.

#### PLEASURE BOAT RUNS AGROUND

**Ballycotton, Co. Cork.** The life-boat coxswain was fishing in his motor boat *Star of the Sea* a quarter of a mile south-west of Ballycotton lighthouse on the morning of Thursday the 8th of August, 1963, when he saw the 35-foot pleasure boat *Bonnie Lass*, of Cork, strike the Sound Rock between Ballycotton Island and Small Island. He went to the casualty but was unable to get alongside owing to the falling tide. At 12.40 p.m. the motor mechanic informed the honorary secretary that the boat had run aground and the coxswain was unable to be of assistance. The life-boat *Ethel Mary* with the coxswain, who had returned to harbour, in charge was launched at 12.50 with five volunteer crew as the usual crew were all fishing. They pro-

ceeded to the casualty with the boarding boat in tow. The life-boat ran an anchor away to the south-east to prevent the casualty bumping and waited until 3.30 when the *Bonnie Lass* refloated on the tide. It was then found that her engine would not start and the life-boat towed her and the crew of three into harbour, which was reached at 3.45 p.m.

#### SICK MAN LANDED FROM YACHT

**St. Peter Port, Guernsey.** At 11.20 on the night of Thursday the 8th of August, 1963, the Area Commissioner of the St. John Ambulance Brigade asked the life-boat to take a sick man off the yacht *Robbe* of London. The life-boat *Euphrosyne Kendal* was launched at 11.50, with a doctor and two St. John Ambulance personnel on board, in a light north-north-westerly wind and slight sea. It was half an hour after high water. The life-boat found the *Robbe* anchored in a bay east of Sark and took the sick man on board. The life-boat returned to her station at 1.55, where the sick man was transferred to a waiting ambulance and taken to hospital.

#### NIGHT SEARCH FOR MOTOR BOAT

**Weston-super-Mare, Somerset.** At 11.45 p.m. on Thursday the 8th of August, 1963, the Nells Point coastguard told the honorary secretary that the Ghanaian ship *Tano River* had reported sighting a small craft sending distress signals by lamp a mile from Sand Point off Middle Hope. The life-boat *Calouste Gulbenkian* was launched at 12.8 in a strong north-westerly wind and moderate sea. It was two hours after high water. The life-boat searched for the motor boat all night with the help of parachute flares without success. At daylight they found the motor boat *Osprey* of Cardiff; took the crew of two on board and returned with the motor boat in tow at seven o'clock in the morning.

#### FISHING VESSEL AND FIVE TOWED TO SAFETY

**Valentia, Co. Kerry.** At half past five on the morning of Saturday the 10th of



August, 1963, Valentia Radio informed the honorary secretary that a fishing vessel was in difficulties south-west of Skelligs Rock. The life-boat *Roland Watts* was launched at five o'clock in a moderate north-westerly wind and slight sea. It was high water. The life-boat found the fishing vessel, the *Ros Alither* of Dublin, with five people on board, ten miles west of Skelligs Rock. She took the fishing vessel in tow and returned to her station at 2.10 p.m.

#### DRIFTING TRIMARAN TOWED TO SAFETY

**Howth, Co. Dublin.** At eight o'clock on the morning of Saturday the 10th of August, 1963, the Baily lighthouse-keeper told the honorary secretary that a trimaran had been seen drifting and apparently out of control. The life-boat *A.M.T.* was launched at 8.24 in a fresh south-south-westerly wind and moderate sea. It was an hour before low water. She found the trimaran, which had broken adrift from Skerries harbour during the night and had no one on board, six miles south-east of Rockabill. The life-boat took the trimaran in tow and returned to her station at five minutes past one.

#### ESCORT FOR YACHT AND TOWING VESSEL

**Lowestoft, Suffolk.** At 11.36 on the morning of Saturday the 10th of August, 1963, the Lowestoft coastguard informed the honorary secretary that a message had been received via Gorleston coastguard that the Norwegian ship *Skaansund* was towing a yacht with three men on board three miles south-east of Southwold and would like the life-boat to tow the yacht into harbour. The life-boat *Frederick Edward Crick* was launched at 11.50 a.m. but on the way to the rendezvous in a fresh south-west by west wind and in choppy seas it was learned that the Southwold harbourmaster had taken over the tow. The life-boat escorted both vessels into harbour, returning to her station at 2.45 p.m.

#### YACHTMEN'S FRANTIC SIGNALS

**Newhaven, Sussex.** At 3.40 on the afternoon of Sunday the 11th of August, 1963,

the coastguard told the honorary secretary that the crew of a yacht four to five miles south-south-east of Newhaven were waving frantically. The life-boat *Kathleen Mary* was launched at 3.48 in a strong west-south-westerly breeze and a rough sea. It was half an hour before high water. The life-boat found the yacht *Cameo* with the owner and his brother on board. The *Cameo's* engine had broken down. The two men were taken on board the life-boat, and after a member of the life-boat's crew had boarded the yacht she was taken in tow to Newhaven harbour. The two men were landed and taken to the Cresta Yacht Club's headquarters where they were given a hot bath and food. The life-boat reached her station at 6.30. The owner of the yacht made a gift to the life-boat crew.

#### DISMASTED CATAMARAN ESCORTED TO MUMBLES

**The Mumbles, Glamorganshire.** At 3.50 p.m. on Sunday the 11th of August, 1963, the Mumbles coastguard told the honorary secretary that a yacht had capsized six miles south of Mumbles Head. At four o'clock the life-boat *William Ganmon - Manchester and District XXX* was launched in a fresh west-south-westerly breeze and a moderate sea. It was four and a half hours after high water. The life-boat found a catamaran which had been dismasted but was under outboard power. The life-boat asked for a helicopter to search the area to confirm that there was no other vessel in difficulty. The catamaran was escorted to Mumbles and the life-boat returned to her station at 7.43.

#### OVERDUE BOAT FOUND AND TOWED TO SAFETY

**Newcastle, Co. Down.** At 9.28 p.m. on Sunday the 11th of August, 1963, the Kilkeel coastguard told the honorary secretary that a boat last seen at 8.45, four miles north of Annalong, was considered overdue at her destination. At 9.55 the life-boat *William and Laura* was launched in a light to moderate wind and a calm sea. It was half an hour before high water. The life-boat found

the casualty with two people on board a mile off shore at 10.30. She was towed to Newcastle and the life-boat returned to her station at 11.15.

#### LIFE-BOATMEN RECOVER DRIFTING LAUNCH

**Tenby, Pembrokeshire.** At 2.8 a.m. on Monday the 12th of August, 1963, the Tenby coastguard told the assistant honorary secretary that the motor launch *Gay Venture* was missing from her moorings. The life-boat *Henry Comber Brown* was launched at 2.20 in a moderate west-north-westerly wind and moderate sea. It was three hours after high water. The life-boat found the motor launch, which had no one on board, two and a half miles west-south-west of Caldy Island. Two members of the life-boat crew were put aboard the launch, started the engine and brought her into Tenby. The life-boat returned to her station at 8.20.

#### PATIENT AND NURSE TAKEN OFF ISLAND

**Longhope, Orkneys.** At 9.20 a.m. on Monday the 12th of August, 1963, the Island doctor told the honorary secretary that a seriously ill patient required immediate hospital attention. There was a light northerly wind with a calm sea when the life-boat *T.G.B.* was launched at ten o'clock with the patient and district nurse on board. They were taken to Scapa pier where an ambulance was waiting. The life-boat reached Scapa Pier at 11.35 and returned to her station at 2.5 p.m.

#### TWO BOYS AND SAILING DINGHY SAVED

**Howth, Co. Dublin.** At 6.50 on the evening of Monday the 12th of August, 1963, the acting honorary secretary received a telephone call from a man at Donabate stating he was concerned for the safety of his son and another boy who were attempting to sail to Lambay in a small sailing dinghy. He had watched the dinghy through binoculars and considered that the strong ebb tide would make it difficult, if not impossible, for the boys to return to the mainland.

The life-boat, *A.M.T.* was launched at 7.30 and at 8.40 found the dinghy under the cliffs at Lambay. There was a slight sea and light airs from the west when the boys were taken on board the life-boat. The dinghy was towed to Howth which was reached at 9.40. The boy's father made a donation to the Institution for this service.

#### LIFE-BOATMAN DIES ABOARD FISHING BOAT

**Ballycotton, Co. Cork.** At 10.20 p.m. on Monday the 12th of August, 1963, the honorary secretary was told that an 18-foot punt, which had been taken out lobster potting, appeared to have nobody on board although her engine was still running. At 10.25 the life-boat *Ethel Mary* was launched in a gentle north-westerly breeze and smooth sea. The tide was half flood. The life-boat found the fishing boat four and a half miles north-east of the life-boat station. She had difficulty in getting alongside the boat, which was going around in circles because it was attached to the lobster pots. The life-boat found a man on board who appeared to be dead. He was taken on board the life-boat and was taken to Ballycotton where a priest and doctor were waiting. The lobster boat was towed in. The man, who was a member of the life-boat crew, had died of heart failure. The life-boat returned to her station at 9.50.

#### INJURED MAN LANDED FROM GERMAN TRAWLER

**Wick, Caithness-shire.** At 10.45 p.m. on Tuesday the 13th of August, 1963, the Wick coastguard told the honorary secretary that the German trawler *Hansaet* of Hamburg had broken down five miles north-east of Noss Head and had an injured man on board who required hospital treatment. At 11.23 the life-boat *City of Edinburgh* was launched in a gentle north-north-easterly wind and calm sea. It was four hours after high water. The life-boat took the injured man from the trawler and landed him at Wick where an ambulance was waiting. The life-boat returned to her station at 1.35 a.m.



*By courtesy of]*

*[I.C.I.*

**NEW LIFE-BOAT HOUSE AT LYTHAM-ST. ANNE'S**



*By courtesy of]*

*[Western Morning News*

**THE ALACRITY AGROUND AT PORTHARAS COVE, CORNWALL**  
(See page 603)



*By courtesy of]*

*[Isle of Wight County Press*

**VETERAN ISLE OF WIGHT LIFE-BOATMEN'S REUNION**  
(See page 564)



*By courtesy of]*

*[Jain Wight*

**ARBROATH LIFE-BOAT AND HELICOPTER ON EXERCISE**



*By courtesy of ]*

*[Corel Toms*

**NORWEGIAN CUP AWARDED TO GUERNSEY CREW MEMBERS**  
(See page 553)



By courtesy of ]

[Essex County Standard

**SWIMMER HELPED ABOARD INSHORE RESCUE BOAT AT MERSEA**



By courtesy of ]

[Eastern Daily Press

**NAMING CEREMONY OF THE NEW LOWESTOFT LIFE-BOAT**  
(See page 561)



By courtesy of]

[The Baltic Exchange Magazine

**THE NAMING CEREMONY OF THE NEW SALCOMBE LIFE-BOAT**

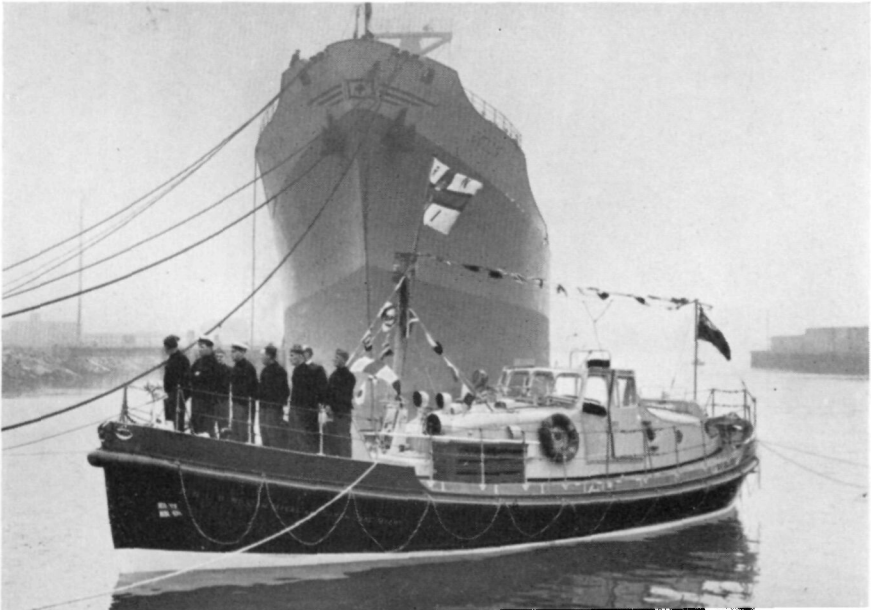


*By courtesy of ]*

*[Shoreham Herald*

**PRINCESS MARINA AND THE BISHOP OF LEWES AT SHOREHAM  
CEREMONY  
(See page 561)**





*By courtesy of]*

*[Sunderland Echo*

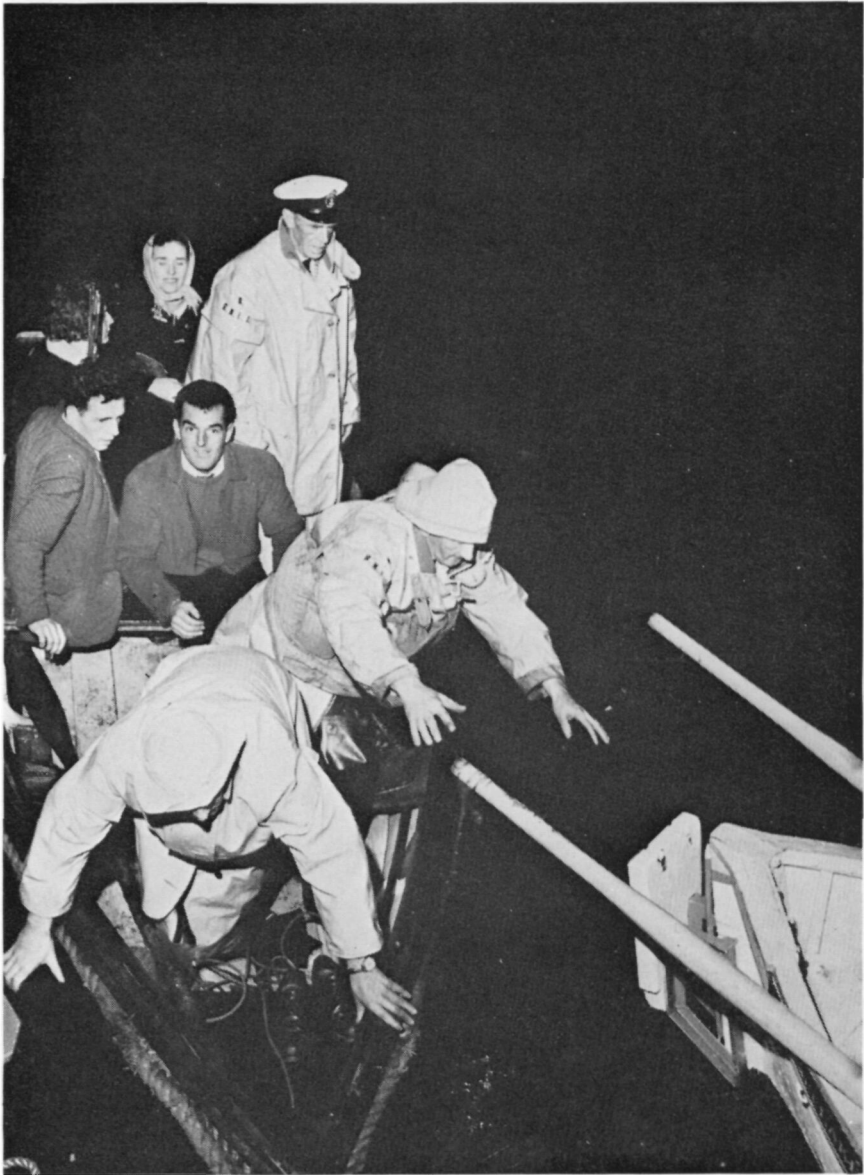
**NAMING CEREMONY OF THE NEW SUNDERLAND LIFE-BOAT**



*By courtesy of]*

*[Newcastle Chronicle and Journal*

**THE DUCHESS OF NORTHUMBERLAND NAMING THE BOULMER  
LIFE-BOAT  
(See page 561)**



*By courtesy of ]*

*[Evening Press, Dublin*

**FOUR YOUNG PEOPLE RESCUED BY HOWTH LIFE-BOAT**  
(See page 609)

#### SINKING CABIN CRUISER AND CREW SAVED

**Sheringham, Norfolk.** At 4.45 on the afternoon of Thursday the 15th of August, 1963, the Cromer coastguard told the coxswain that a crab boat had taken a cabin cruiser in tow and might require assistance. At 4.58 the life-boat *The Manchester Unity of Odd Fellows* was launched in a gentle westerly wind and slight sea. It was high water. On reaching the cabin cruiser, the *Buccaneer*, the life-boat found that she was leaking badly and her engine was out of action. A member of the crew of the crab boat was aboard her baling out the water to keep her afloat. The three people on board the cabin cruiser were taken on board the life-boat and three members of the crew of the life-boat were transferred to the cabin cruiser to help in baling her out. The three people rescued from the *Buccaneer* were taken to Cromer. The life-boat then took some more buckets out to the cabin cruiser. The leak was temporarily stopped and she was towed to Gorleston. The life-boat returned to her station at 4.45 a.m.

#### SICK WOMAN LANDED FROM ISLAND

**Galway Bay, Co. Galway.** At 10.15 p.m. on Thursday the 15th of August, 1963, a nurse on Inishmaan asked that the life-boat take a seriously ill patient to hospital at Rossaveel. At 10.45 the life-boat *Mary Stanford*, on temporary duty at the station, was launched in a light westerly breeze and slight sea. It was low water. The life-boat embarked the patient, a woman, and after landing her at Rossaveel, where an ambulance was waiting, returned to her station at 1.30.

#### TWO SERVICES IN BAD WEATHER

**Wicklow, Co. Wicklow.** At 7.10 a.m. on Friday the 16th of August, 1963, the coxswain was told that a local fishing boat which had left for the fishing ground eight miles north of Wicklow had not returned. The weather conditions were worsening. In addition a yacht in the outer harbour had begun to drag onshore. At 7.25 the life-

boat *J. W. Archer* was launched in a fresh north-easterly wind and rough sea. The tide was half flood. The life-boat took the yacht, the *Gay Gull* with two people on board, which had grounded 250 yards from the life-boat house, to safety in the inner harbour. As nothing further had been heard from the fishing boat the life-boat started to search for her. The boat was found with three people on board three miles north of the harbour, and the life-boat stood by her till she reached Wicklow harbour. The life-boat returned to her station at 9.10 a.m.

#### CHANCE MEETING HELPS PLEASURE BOAT

**Great Yarmouth and Gorleston, Norfolk.** At 11.20 a.m. on Friday the 16th of August, 1963, the Gorleston coastguard told the honorary secretary that a swimmer was in trouble at north beach, Great Yarmouth. The life-boat *Louise Stephens* and the inshore rescue boat were launched eight minutes later on the fourth hour of the ebb in a fresh south-by-west breeze and moderate seas. A helicopter was asked to assist in the search but the only one in the area was out of service. At 12.7 p.m. the police reported that the swimmer had returned safely to the shore. There was a considerable swell on the return passage when the life-boat found the pleasure boat *Scroby Queen* which had broken down and was drifting on to the sands in Yarmouth Roads with fourteen passengers on board. The life-boat took her in tow and brought her into harbour, returning to her station at 1.36 p.m.

#### CATAMARAN WITH DECKS AWASH SAVED

**New Brighton, Cheshire.** At nine o'clock on the evening of Friday the 16th of August, 1963, the Formby coastguard told the honorary secretary that a catamaran, *Spindrift*, appeared to be in trouble off Derby Pool, Rock Channel. The life-boat *White Star*, on temporary duty at the station, was launched at 9.20 in a fresh west-north-westerly wind and slight sea. It was an

hour before high water. The life-boat found the casualty with three people on board, with her decks awash. She took the three people on board and towed the catamaran back to her station which was reached at 10.10.

#### ALL NIGHT SERVICE TO DUTCH COASTER

**Holyhead, Anglesey.** At half past nine on the evening of Friday the 16th of August, 1963, the Holyhead coastguard told the honorary secretary that a yacht in the harbour was flashing SOS signals. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 9.38 to investigate and found that the Dutch coaster *Hilda*, in ballast, had dragged her anchor in a full gale from the north-north-west and fouled the yacht's mooring trot. She had also got a length of chain round her screw. The life-boat secured alongside the coaster, which later pumped water into her forward tanks to raise the stern out of the water, and the life-boat dropped astern to help clear the screw. Owing to the high wind and rough seas nothing further could be done until daybreak and the life-boat returned to a buoy outside the life-boat house at 4.5 a.m. She returned to the coaster at 6.0 a.m. when great care had to be exercised as the coaster had taken a list to port. By 7.15 the chain had been freed from the vessel's screw and the life-boat assisted her to an Admiralty buoy in the harbour, returning to her station at nine o'clock.

#### SMOKE SIGNALS SAVE YACHT

**Salcombe, South Devon.** At 6.5 p.m. on Saturday the 17th of August, 1963, the Prawle Point coastguard reported to the honorary secretary that smoke signals had been seen south of Bolt Head. At 6.10 the life-boat *The Baltic Exchange* was launched in a fresh north-north-westerly wind and a slight sea. It was half an hour after high water. The life-boat found the yacht *Thuella* four miles south of Start Point, took her in tow to Salcombe Harbour, and returned to her station at 9.40.

#### YACHT POOPED AND FLOODED IN HEAVY BREAKERS

**Rhyl, Flintshire.** On Saturday the 17th of August, 1963, the yacht *Fifi*, of New Brighton, was bound for the Menai Straits with a crew of two, but she was overtaken by bad weather and decided to make for shelter at Rhyl. She anchored off Rhyl to await the tide, but the weather worsened and she dragged her anchor. The Rhyl coastguard reported to the honorary secretary at 7.45 in the evening that the *Fifi* was in a dangerous position and at 8.25 the life-boat *Anthony Robert Marshall* was launched. There was a gale blowing from the north-north-west and a rough sea. The tide was four hours flood. The *Fifi* made sail and started her engine, but her sail was blown out. She made for the entrance to the river Clwyd, but was pooped in heavy breakers and her engine was flooded. When the life-boat reached her she was pounding on the river revetment about 300 yards from the promenade wall. The life-boat crew made a rope fast, pulled the yacht clear and towed her to the harbour at 8.50. The life-boat reached her station again at 10.15. The yachtsmen made a donation to the funds of the Institution.

#### YACHT IGNORES FLARES AND SIGNALS

**Whitby, Yorkshire.** About 11.20 on the night of Saturday the 17th of August, 1963, the coastguard reported to the honorary secretary that a yacht was standing into danger near Saltwick Nab. The yacht had been warned off but was still uncomfortably close. There was a strong northerly wind and a heavy swell. A few minutes later the yacht was seen to head into danger and was already in broken water, having apparently taken no notice of the flares or searchlight signals. But when the maroons to assemble the crew were fired at 11.32 p.m. the yacht sheered off. The honorary secretary instructed the life-boat *Rosa Woodd and Phyllis Lunn*, on temporary duty at the station, to ensure the yacht's safe passage into harbour. This was done by instructions through the life-

boat's loud-hailer, and the yacht *Marika II* with a crew of five on board, bound from Bridlington to Blyth, was secured at 12.29 a.m. The life-boat returned to her station at one o'clock.

#### THREE SAVED FROM YACHT IN GALE

**Humber, Yorkshire.** At six o'clock on the morning of Sunday the 18th of August, 1963, the Spurn Point coastguard told the coxswain superintendent that a yacht on passage from Spurn to Bridlington was overdue. There was a gale force wind from the north-north-west with a very rough sea. The life-boat *City of Bradford III* was launched at 6.10 on an ebb tide. She came up with the yacht, which was drifting helplessly off Dimlington, and as she went alongside two of the yacht's crew jumped on board. Before the third member could jump the yacht was swept away by heavy seas. The life-boat came alongside again and the third man was taken on board. The casualty was taken in tow to Grimsby. The three survivors and life-boat crew had a meal at the Seamen's Mission and the crew remained at Grimsby overnight as the weather was too severe to rehouse the life-boat. The life-boat returned to her station on the 19th August at 5.30. Bridlington life-boat also launched to help search for the yacht, but returned to her station when the yacht was found by the Humber life-boat.

#### INJURED MAN LANDED FROM DRIFTING TANKER

**Wicklow, Co. Wicklow.** At 9.45 a.m. on Sunday the 18th of August, 1963, the honorary secretary was informed that an injured man on board the tanker *Esso Guildford*, 22 miles east of the Codling lightvessel, needed a doctor. At 10.10 the life-boat *J. W. Archer*, with the honorary medical adviser on board, was launched in a gentle west-north-westerly breeze and moderate sea. It was an hour before high water. The life-boat proceeded to the position given, but when she was 14 miles east of Wicklow she received a message that the tanker had broken down 22 miles east by south of the light vessel. The life-boat found the tanker drifting 36 miles east by south of

Wicklow. The injured man was transferred to the life-boat and she returned to her station, where an ambulance was waiting, at 8.10 p.m. Tugs eventually took the tanker in tow to Belfast.

#### HELICOPTER AND LIFE-BOAT TAKE FIVE TO HOSPITAL

**Selsey, Sussex.** At 12.34 p.m. on Sunday the 18th of August, 1963, the Selsey coastguard informed the honorary secretary that a dinghy was very low in the water and in a sinking condition three-quarters of a mile west of the Owers lightvessel. At 12.45 the life-boat *Canadian Pacific* launched in a fresh north-north-westerly wind and rough sea. It was high water. The five people from the dinghy had been taken on board the Dutch vessel *Eemstroom* and the life-boat arranged a rendezvous with her to take off the survivors, who were suffering from exposure and shock. The life-boat took them on board and returned to Selsey where a doctor attended to them and applied oxygen to one, after which they were taken to hospital by helicopter. The life-boat returned to her station at 2.45.

#### SAVED YACHTSMAN ADDRESSES CROWD OF ONLOOKERS

**Falmouth, Cornwall.** At two o'clock on the afternoon of Sunday the 18th of August, 1963, the coastguard informed the honorary secretary that a small sailing yacht had capsized and sunk off Pendennis Point and that three men had been thrown into the sea. The reserve life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, launched at 2.5 p.m. on a flood tide. The weather was squally with a fresh wind from the north-west. In the meantime the survivors had clung to the gunwales of a small rowing boat, which had come to their rescue before being embarked in the coaster *Yewpark*, which was putting to sea. At 2.30 they were transferred to the life-boat. It was then noticed that the rowing boat was in difficulties and at 2.50 it was taken on board the life-boat with its three young occupants. They were landed on Gyllynvase beach. While they were being landed one of the

men who had been rescued from the yacht took the life-boat's loud hailer and made an impromptu speech to the large crowd which had watched the rescue. The man, the Penzance Borough Surveyor, ended his speech with remarks that the Institution should be proud of the service they had rendered. These remarks drew an ovation from the crowd. The three men were later landed at St. Mawes and the life-boat returned to her station at 4.55 p.m.

#### FISHING VESSEL TOWED IN BY PILOT CUTTER

**Teesmouth, Yorkshire.** At 3.23 p.m. on Sunday the 18th of August, 1963, the Redcar coastguard told the honorary secretary that a small boat was in difficulty three quarters of a mile off South Gare breakwater. The life-boat *Sarah Jane and James Season* was launched at 3.50 in a moderate north-easterly wind and moderate sea. It was high water. A Tees pilot cutter had already put to sea and had passed a line to the small fishing vessel *Dolphine* and started to tow her in. The life-boat escorted the two boats to Teesmouth and returned to her station at 4.45.

#### MOTOR BOAT TOWED BACK TO HARBOUR

**Weymouth, Dorset.** At ten o'clock on the night of Sunday the 18th August, 1963, the Wyke coastguard reported to the honorary secretary that a red flare had been seen a mile east of Grove Point. At 10.22 the life-boat *Frank Spiller Locke* was launched. There was a fresh west-north-west wind, a rough sea and the tide was half ebb. The life-boat made a search and located the local motor yacht *Dolce Vita* with a crew of four, three miles south-east of Grove Point. Her engines had broken down. The life-boat towed her to the harbour and arrived back at her station at 12.5 the next morning. The owner made gifts to the life-boat crew and to the funds of the Institution.

#### FIFTY HELPERS TO LAUNCH LIFE-BOAT

**Hastings, Sussex.** At 7.10 p.m. on Monday the 19th of August, 1963, the

Fairlight coastguard informed the honorary secretary that a small yacht appeared to be in difficulties near the breakwater at Hastings. The honorary secretary went to the life-boat station, where he met the motor mechanic, who told him that the yacht had tried to gain the breakwater but had broached to and had taken a lot of water on board. Although the weather was fine there was a moderate sea running with a strong wind from the south-west. The life-boat *M.T.C.* was launched at 7.31 with the aid of fifty helpers, who had to drag the boat over a steep shingle bank as there was an exceptionally low tide. When the life-boat made contact with the casualty she was one and a half miles south-south-west of the Fairlight lookout. The casualty was the yacht *Black Pearl* bound from Brighton to Folkestone with two men on board. The life-boat took the yacht in tow but had to heave to for over an hour to wait for the tide before she could make Rye Harbour. After the yacht was secured the life-boat returned to station at 11.50 p.m. A letter of thanks for such a prompt launch under arduous conditions was sent to all concerned by the Institution.

#### LIFE-BOAT CHECKS SAFETY OF YACHT

**Llandudno, Caernarvonshire.** At ten to nine on the evening of Tuesday the 20th August, 1963, the coxswain received a telephone message from the honorary secretary that the Rhyl coastguard had a small yacht under observation. The crew of two men and a boy appeared to be having difficulty starting the yacht's engine. At 9.30 p.m. the honorary secretary decided to launch the life-boat *Annie Ronald and Isabella Forrest*. After the yacht had proceeded in a westerly direction, the coastguard had lost sight of the vessel in the gathering darkness. After a thorough but fruitless search the life-boat returned to Llandudno Bay for further information, where the coxswain was told that a small yacht had made the bay under outboard motor. On closing with the yacht *Susan* the coxswain was told the crew had abandoned their intention of

rounding the head, and after seeing them suitably anchored the life-boat returned to her station at 11.45 p.m. The weather had been cloudy with a moderate sea and a moderate breeze from the west.

#### LONG SEARCH FOR UNLIT BOAT

**Berwick-upon-Tweed, Northumberland.** At 10.10 on the evening of Tuesday the 20th of August, 1963, what appeared to be burning material was seen a number of times about half a mile off shore and two miles north of Berwick. The honorary secretary decided to launch the life-boat *William and Mary Durham* at 10.30 p.m. to investigate. The tide was five hours ebb, the light wind was in the north-west and there was a moderate sea running inshore. A search of the area where the lights were seen proved negative, so a wider area was covered with the aid of the searchlight and parachute flares, but again without result. At two o'clock the next morning the life-boat returned to harbour to check that the boat had not already come ashore and to warn the fishing fleet, which was about to put to sea, of the casualty and to co-ordinate any further efforts. The assistance of a helicopter was requested at first light. With the wind in the north-west and the ebb tide it was felt that the casualty might have carried south-east, and Holy Island life-boat was asked to assist in the search. At 2.30 a.m. the life-boat put to sea again and searched south-east of Berwick light. Almost an hour later she found a 16-foot open boat, with a crew of two, five miles east by south of the light. A rope had fouled her propeller and the boat was towed into harbour. The boat had no navigation lights and her anchor rope was not long enough to reach the bottom. The life-boat was rehoused at 4.40 a.m. The assistance of the helicopter was not required.

#### SICK MAN LANDED FROM U.S. TROOPSHIP

**Penlee, Cornwall.** At 9.30 a.m. on Wednesday the 21st of August, 1963, the second coxswain received a telephone message from the honorary secretary that the United States troopship

*Upshur*, four miles south of Penzance, required the help of a doctor. The life-boat *Solomon Browne* was launched at 10.30 a.m. and proceeded to Newlyn to pick up a doctor and stretcher and came alongside the troopship at 11.30 a.m. There was a gentle breeze from the west-south-west and a slight sea on the half ebb tide. A sick man was transferred to the life-boat, which arrived at Newlyn at 12.15 p.m. The life-boat was rehoused at 4.15 p.m.

#### INEXPERIENCED YACHTSMEN IN DAMAGED BOAT

**Sheringham, Norfolk.** At 10.5 on the morning of Wednesday, 21st August, 1963, a fisherman returning from crabbing in squally weather with poor visibility and light wind from the west-north-west reported that the yacht *Mona* of Scarborough, with two very young and inexperienced youths on board, had asked for the life-boat's assistance. The life-boat *Manchester Unity of Odd Fellows* was launched at 10.30 and made contact with the casualty half a mile off Sheringham beach. The yacht was leaking, rolling heavily and had both shrouds broken. The centre-board was not properly down and had jammed. The two youths were invited into the life-boat and two of the life-boat crew were put aboard the yacht, which was taken in tow to Blakeney, where there was not enough water to cross the bar. The yacht was handed over to a local man who towed her over the bar. The life-boat reached her station at 2.20 in the afternoon.

#### FOUR SHIPS AND AIRCRAFT SEARCH FOR BOY

**St. Peter Port, Guernsey.** At 1.34 on the morning of Thursday the 22nd August, 1963, a message was received from the signal station that the Alderney harbourmaster had reported that a boy was missing in a dinghy from the yacht *Rona*. He had last been seen at nine o'clock the previous evening. It was thought that he had been blown out of the harbour and was drifting off Alderney. It was decided to make a search at daybreak. At five o'clock the life-boat

*Euphrosyne Kendal* was launched and in a moderate westerly wind and moderate sea made a wide search. It was low water. An aircraft, a naval vessel, the *Rona* and another yacht also searched, but the boy was found by another boat four miles north-west by north of Cap le Hague. The life-boat was recalled to her station, but when she was one mile north of Alderney she came up with the *Rona* towing the yacht *Theodore*. At the request of the *Rona* the life-boat escorted them to Alderney after which she returned to her station, arriving at 4.25 in the afternoon.

#### BELGIAN TRAWLER AGROUND AND DAMAGED

**Caister, Norfolk.** At 4.15 a.m. on Thursday the 22nd August, 1963, the Gorleston coastguard informed the honorary secretary that a small vessel appeared to be aground on North Scroby sands. At 5.20 the life-boat *Jose Neville* was launched in a slight west by south wind and a slight sea. It was an hour before low water. The life-boat found the vessel, the Belgian trawler *Ixous* of Ostend, with five people on board and stood by until she refloated. She continued to stand by the trawler whilst her steering gear, which was out of order, was repaired. The life-boat then returned to her station, arriving at 11.30 a.m.

#### COLD AND EXHAUSTED MEN GIVEN RUM

**Youghal, Co. Cork.** At 3.15 on the afternoon of Thursday the 22nd August, 1963, the coxswain saw a capsized dinghy outside the harbour. At 3.25 the life-boat *Herbert John* was launched in a fresh south-westerly breeze and smooth sea. It was low water. The life-boat found the dinghy off Blackball Head. The dinghy had been righted and one of the two men had managed to get back on board. The other was still in the water. The life-boat embarked the two men who were cold and exhausted and gave them rum. She then took the dinghy in tow and returned to her station at 4.15.

#### THREE LIFE-BOAT CALLS IN FOUR HOURS

**Moelfre, Anglesey.** At 1.20 on the afternoon of Friday, August 23rd, 1963, the Moelfre coastguard reported that an 8-foot punt with two on board was in serious difficulties four and a half miles south-south-west of the life-boat house. The life-boat *Watkin Williams* was launched at 1.30 in a near gale from the south-south-west and steep seas. A helicopter took off one of the occupants of the punt and the life-boat rescued the other and towed the boat to Red Wharf Bay, where he was landed. The life-boat returned to her station at 2.50. Immediately after the crew had taken off their life-jackets another call was received from Benllech police to say that a canoe with a boy on board was in difficulties. The life-boat was relaunched and at 2.54 found the canoe and boy on the rocks at Benllech Bay. The canoe and its occupant was taken in tow to Red Wharf Bay. Here yet another call was received to search for an object believed to be in distress four miles east-north-east of Benllech beach. The life-boat and helicopter made a thorough search but found only a yacht racing marker buoy and returned to their stations at 5.10 p.m.

#### TWO CANOEISTS DROWN

**Barry Dock, Glamorganshire.** At 5.16 on the afternoon of Friday the 23rd August, 1963, the coastguard informed the honorary secretary that a man at Penarth had reported to the police that three men in two canoes appeared to be in difficulties between Penarth and Flat-holm. The coastguard sent a man to investigate and later reported that the men were in fact in difficulties. The honorary secretary ordered the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, to be launched at 5.42 p.m. He also informed the Cardiff pilot boat which rendered assistance. A helicopter also helped in the search. It was the first hour of the flood with a strong breeze from the south-west and rough seas. At 6.20 the life-boat found a man in the sea and asked the helicopter to pick him up and take him to hospital. The man was found



to be dead on arrival. A small boat found another man but there was no trace of the third. The life-boat searched until nightfall and returned to her station at 10.10 p.m.

#### DEAD MAN REMOVED FROM LIGHTVESSEL

**New Brighton, Cheshire.** At approximately 9.35 on the morning of Saturday the 24th August, 1963, the Marine Department of the Mersey Docks and Harbour Board informed the honorary secretary that a member of the crew of the Bar lightvessel had collapsed and died. They asked if the life-boat would take off the body as their service boat was not suitable in the bad weather conditions. At 9.55 the life-boat *White Star*, on temporary duty at the station, was launched in a gale force wind and very rough sea. It was three hours before high water. The life-boat took the body on board and returned to her station at 3.45.

#### TWO LANDED FROM CAPSIZED RACING YACHT

**Wicklow, Co. Wicklow.** At 2.50 on the afternoon of Saturday the 24th of August, 1963, the coxswain received a telephone message from a member of the public who had seen a red flare being burnt on board a small coaster two miles north-east of the harbour. The coxswain studied the coaster through his binoculars and saw she was alongside what appeared to be a capsized yacht. He at once mustered the crew and launched the life-boat *J. W. Archer* at five minutes past three on the high tide. On arrival at the scene of the casualty it was found that an international 505 yacht *Rogue* of Dun Laoghaire had capsized and the crew of two had been taken on board the coaster. The life-boat took off the two men and towed the yacht into harbour. The life-boat was rehoused at 4.20. The weather had been showery with a moderate breeze from the west-north-west.

#### FOUR DINGHIES CAPSIZE

**St. Abbs, Berwickshire.** At 3.55 p.m. on Saturday the 24th August, 1963, the

Eyemouth coastguard informed the honorary secretary at St. Abbs that two sailing dinghies had capsized off Eyemouth. There was a strong westerly wind with a moderate sea. The life-boat *W. Ross Macarthur of Glasgow* was launched at 4.10 on a flood tide. She proceeded to the scene of the accident and found that four dinghies had capsized and their crews had been rescued by the rescue launch from Eyemouth Boating Club. The life-boat towed a waterlogged dinghy to the beach outside Eyemouth harbour and returned to her station at 6.40.

#### YACHT'S SAILS BLOWN AWAY

**Walton and Frinton, Essex.** At 11.55 a.m. on Saturday the 24th August, 1963, the honorary secretary received a message from the coastguard that the *s.s. Bravo* had taken the yacht *Evenlode* in tow and was sailing to the Sunk lightvessel. The life-boat *Edian Courtauld* was launched at 12.25 and took the *Evenlode* in tow near the Sunk lightvessel. There was a rough sea and a strong breeze from the south-west. The yacht, with a crew of three, had lost her jib and suffered some damage to her mainsail. While getting the mainsail off a sheet had fouled her screw. She was towed into Harwich harbour and the life-boat returned to her moorings at 6.45 p.m.

#### FOUR PEOPLE SAVED BY SPEEDBOAT

**Swanage, Dorset.** At 5.53 on the afternoon of Saturday the 24th August, 1963, the Swanage coastguard informed the honorary secretary that a dinghy with four people on board appeared to be in difficulties half a mile east-north-east of Peveril Point. There was a strong west-south-westerly wind with a rough sea. The life-boat *R.L.P.* was launched at 6.7 on an ebb tide. A speed boat owned by a holiday-maker also put off and reached the dinghy before the life-boat. The four people on board the dinghy were rescued by the speed boat and the life-boat towed the dinghy back to harbour. She then returned to her station, arriving at half past six.

#### LIFE-BOAT'S FORTUNATE SOCIAL APPEARANCE

**Clacton-on-Sea, Essex.** The life-boat *Sir Godfrey Baring* was attending the Clacton-on-Sea sailing club regatta on Sunday the 25th August, 1963. She left the slipway at 11.50 a.m. and lay off the clubhouse until 2.5 p.m. when the weather began to deteriorate. The coxswain weighed anchor to return to the station, but as the life-boat got under way the wind began gusting to gale force and six sailing dinghies capsized. The life-boat stayed to help the club rescue boat escort the dinghies to shore and left again at 3.20. The sea was too rough for the life-boat to be re-housed and she put into Brightlingsea for the night, arriving there at 4.50. If the life-boat had not been on the scene of the accident she would undoubtedly have been called out to give assistance.

#### FOUR RESCUED FROM SAILING DINGHY

**Walton and Frinton, Essex.** At 8.25 on the morning of Sunday the 25th August, 1963, the coastguard told the assistant honorary secretary that the s.s. *Baltic Sun* had reported a small boat in difficulties near the West Sunk buoy. The life-boat *Edian Courtauld* left her moorings at 8.50 in a moderate to fresh west-south-westerly breeze and a rough sea. It was two hours before low water. The life-boat found the sailing dinghy *Estella* with her mainsail torn and her outboard motor broken down. She had a crew of four. They were suffering from seasickness when they were taken on board the life-boat, where they were given food and drink. The dinghy was taken in tow to the Walton and Frinton yacht club. The life-boat returned to her moorings at 12.45.

#### AUXILIARY CUTTER TOWED TO PORTSMOUTH

**Bembridge, Isle of Wight.** At 10.12 on the evening of Sunday the 25th August, 1963, the Bembridge coastguard told the honorary secretary that a red flare had been seen half a mile north of No Mans Land Fort. The life-boat *Jesse Lumb* was launched at 10.20 in a strong

west-south-westerly wind and a rough sea. It was an hour before low water. Ten minutes later the coastguard reported that a motor fishing vessel had left Portsmouth to investigate a flare sighted three-quarters of a mile south east of the Gilkicker signal station. The life-boat located the auxiliary cutter *Tringer*, of Emsworth, with her engine broken down. She had a crew of four on board. The life-boat took the casualty in tow to Portsmouth and then returned to her station, arriving at half past eleven.

#### MOTOR FISHING VESSEL TOWED IN GALE

**Beaumaris, Anglesey.** At 8.40 on the evening of Sunday the 25th August, 1963, the Penmon coastguard informed the honorary secretary that the m.f.v. *Phoenix*, of Caernarvon, had been sighted one and a half miles south-east of Puffin Island and was flashing SOS signals. The life-boat *Field-Marshal and Mrs. Smuts* was launched at 9.5 p.m. in gale force winds and very rough seas and located the casualty a mile and a half north-east of Puffin Island. The casualty was taken in tow and secured to Beaumaris pier and the crew of five landed. The life-boat was moored alongside the lee of the pier at 11.35 to await rehousing when the weather had moderated.

#### ELEVEN SAVED FROM STRANDED LAUNCH

**Margate, Kent.** At 10.40 on the evening of Sunday the 25th of August, 1963, the coastguard reported he had seen three red rockets north-west of Margate. This was confirmed by the Reculver coastguard, who estimated the position of the rockets about three miles north of the lookout. The coxswain decided to launch the life-boat, *North Foreland (Civil Service No. 11)*, at 10.57 p.m. in a strong south-west wind and moderate seas. It was low water. After a forty minute search in the area a small light was seen between the Hook and Last sands. With the aid of the echo sounder the life-boat managed to keep afloat among the sandbanks and get within hailing distance of the 30-ton motor

launch *Midnight*, cruising from Gravesend to Calais with 11 people, including three women and a child, on board. There were gale force winds and very rough seas at the casualty. The launch's three engines had failed and the owner asked for immediate assistance as the launch was rolling heavily. While trying to get a tow rope and the second coxswain aboard, the launch rolled on the life-boat and caused slight damage. After much difficulty the life-boat got the rope aboard and started towing at 12.25 a.m., arriving at Margate at 4.30. The life-boat was rehoused at a quarter past six.

#### YACHT IN HEAVY WEATHER OFF NEEDLES

**Yarmouth, Isle of Wight.** At 6.46 a.m. on Monday the 26th August, 1963, the Needles coastguard informed the honorary secretary that a yacht approximately one mile west of the Brook look-out appeared to be in difficulty. At 7.9 a.m. the life-boat *S.G.E.* was launched in a strong south-westerly breeze and moderate sea. The tide was on the ebb. The life-boat located the yacht *Lulu*, of Hamble, with four people on board, approximately one mile south-west of Freshwater with her engine broken down. She was having difficulty in making headway towards the Needles under reduced sail, due to the strong breeze. The life-boat escorted the yacht and then towed her into Yarmouth; returning to her station at 10.15 a.m.

#### YACHT BREAKS FROM MOORINGS

**Beaumaris, Anglesey.** At mid-day on Monday the 26th August, 1963, the yacht *Galata* broke away from her moorings off Beaumaris. A near gale was blowing from the south-west and there was a rough sea. The life-boat *Field Marshal and Mrs. Smuts* had been secured to the lee side of the pier awaiting a break in the weather before she could be rehoused following a service the previous evening. No other boat powerful enough to take the yacht in tow was available, so it was decided to send the life-boat. She took the *Galata*

in tow and returned to the pier at three o'clock.

#### SIX PEOPLE THROWN INTO SEA

**Bembridge, Isle of Wight.** At 12.57 on the morning of Tuesday the 27th of August, 1963, the Bembridge coastguard informed the honorary secretary that a sailing dinghy had capsized and that another sailing dinghy which had gone to her assistance had also capsized. At 1.11 the life-boat *Jesse Lumb* launched in a moderate west-north-westerly wind and a slight sea. It was two hours after low water. The life-boat took one dinghy in tow and returned to her station, arriving at 2.40. The second dinghy was baled out and sailed to Bembridge by a member of the life-boat crew. The three young people on board each of the two dinghies were picked up by a shore boat from Forelands.

#### LOBSTER BOAT AGROUND ON SHEEP ROCK

**Campbeltown, Argyllshire.** At 10.26 on the morning of Wednesday the 28th of August, 1963, the Southend coastguard informed the assistant honorary secretary that the Portpatrick coastguard had reported the m.f.v. *Dauntless*, 25 tons, of St. Abbs, ashore with a crew of four on Sheep Island and had requested the life-boat to stand by. The life-boat *City of Glasgow II* left her moorings at 10.45 on the three-quarter ebb with light airs from the south-east. She located the casualty at mid-day ebb and listing to port on Sheep Rock, east of Sheep Island. A line was passed to the casualty which was in no immediate danger as there was no wind and no tide. At 4.20 p.m. the life-boat helped the *Dauntless*, which was owned by the bowman of the St. Abbs life-boat, to refloat and the crew continued to lay their lobster creels. The life-boat returned to her moorings at 5.53 p.m.

#### NIGHT SEARCH IN THICK FOG

**Poole, Dorset.** At 11.20 on the night of Wednesday the 28th August, 1963, the honorary secretary received a telephone message from Wareham police via Poole police that red flares and SOS

signals had been seen near the entrance to Wareham river. The life-boat *Bassett Green* was launched at 11.30 and searched the area. There was no wind, a calm sea and a thick fog. It was low water. The search at first proved abortive and owing to the fog the life-boat went aground on four occasions. Eventually she found the cabin cruiser *Sharina*, with six people on board, aground in Poole Harbour. It was discovered that this vessel had come from Wareham in answer to the distress signals and had run aground. The six people were transferred to the life-boat, which took the cruiser in tow and proceeded to Poole quay, returning to her moorings at 4.0 a.m. The owner of the cabin cruiser made a donation to branch funds.

#### A SERVICE AND A FALSE ALARM

**Selsey, Sussex.** At 6.4 p.m. on Thursday the 29th August, 1963, the coastguard reported to the assistant honorary secretary that a merchant ship had taken the yacht *Crackerjack*, of Southampton, with a crew of two, in tow. They were then six miles south of the Nab Tower and requested the life-boat to take over the tow as the yacht had machinery trouble. The life-boat *Canadian Pacific* was launched at 6.20 and took over the tow near the Owers lightvessel, taking the *Crackerjack* into Littlehampton. The life-boat left Littlehampton at 10.20 and picked up a message at 11.5 saying that a 13-year-old boy had put off from East Wittering in a small boat at seven o'clock and had not yet returned. The life-boat searched until 2.18 the following morning when another message was received saying that the boy had left his dinghy in Chichester Harbour and gone home over land. The life-boat was rehoused at three o'clock. The weather that night had been fair with a moderate sea and gentle breeze.

#### LIFE-BOAT OUT FOR 17 HOURS

**Galway Bay, Co. Galway.** At 11.10 on the evening of Thursday the 29th of August, 1963, the honorary secretary received a telephone message from the harbour master at Galway that the

35-foot launch *St. Patrick* of Galway with an adult and six youths on board was missing in Galway Bay between Black Head and West Margeretta buoy. The life-boat *Mary Stanford*, on temporary duty at the station, left the pier at 12.15 a.m. within two hours of high water. There was a full gale blowing from the south-west and poor visibility. During the search off Black Head the life-boat found the dredger *Teardach*. The master had lost his way and requested a pilot from the life-boat. The life-boat led the dredger to anchorage at Mutton Island at 5 a.m. and resumed its search. At 5.30 a message was received from Valentia radio station giving the position of the launch. The life-boat found her at 7 a.m. in the tow of the trawler *Elsie Mabel* of Galway. As the life-boat arrived the tow parted twice. The life-boat took over as the launch was in danger from heavy seas and those on board had asked to be taken on the life-boat. Two life-boatmen boarded the launch to look after the tow which was taken to Galway Docks at 10.0 a.m. After she had been refuelled and the crew had had a meal the life-boat returned to her station at 5.30 p.m. She had been away from her moorings over 17 hours. The father of three of the youths made a donation to the Institution's funds.

#### SIX FISHING BOATS ESCORTED

**Arbroath, Angus.** On Friday the 30th August, 1963, at 8.45 a.m. the coastguard telephoned the honorary secretary to say that five fishing boats had gone to sea early that morning and were now returning to harbour. The sea was rough with a near gale blowing from the south-east. The life-boat *The Duke of Montrose* was launched at nine o'clock when the first fishing boat appeared at the harbour entrance. She stood by until all the boats had reached safety. The life-boat then entered the inner harbour and was again ready for service at 12.34 p.m. At ten minutes past three that afternoon the coastguard telephoned the honorary secretary when the fishing boat *Bairn's Pride* appeared off the harbour. She was contacted by radio

and reported she had a fouled propeller. Her skipper was advised to stay at sea until there was sufficient water for a safe entry. The life-boat stood by the *Bairn's Pride* until she entered harbour at eight o'clock, when the life-boat was berthed in the inner dock and was ready for service again at nine o'clock.

#### LIFE-BOAT REFLOATS GROUNDED COBLE

**Bridlington, Yorkshire.** At 8.40 a.m. on Friday the 30th August, 1963, the coastguard told the honorary secretary that the fishing coble *Dorothy* was ashore at Danes Dyke and that another coble was going to attempt to refloat her. At 9.15 the honorary secretary was told that the second coble had returned to harbour and that the *Dorothy* was still aground. There was a moderate south-south-easterly breeze and a corresponding sea. The tide was flooding. The life-boat *Tillie Morrison, Sheffield II.* was launched at 9.35 and came up with the *Dorothy* at ten o'clock. The coble had put out with a borrowed rowing boat in tow to recover her salmon nets. The nets had fouled her propeller and the rowing boat had broken adrift and been driven ashore over rocks. The coble had then drifted on to the rocks. When the owners of the rowing boat saw what had happened they went by road to Danes Dyke and salvaged their boat. On the arrival of the life-boat three men put out in the rowing boat and passed a line from the *Dorothy* to the life-boat. The coble was then towed clear and the three people in the rowing boat, which had been damaged when washed ashore, were taken on board the life-boat. The life-boat towed both boats back to harbour, arriving at 11.30 a.m.

#### PRIEST TAKEN TO STORM-BOUND ISLAND

**Arranmore, Co. Donegal.** At 5.30 on the afternoon of Friday the 30th August, 1963, the honorary secretary received a call from the priest of Tory Island, who was stormbound on the mainland, that

a woman was dangerously ill on the island and had asked for a priest. The life-boat *Edward Z. Dresden*, on temporary duty at the station, put out at 7.30 for Burtonport, but the priest was involved in a car accident and did not arrive at Burtonport until 9.30. He embarked in the life-boat, but about half way across the Tory Island lighthouse reported that owing to heavy seas landing on the island was impossible. It was low water with a strong breeze from the south-west. The life-boat then returned to her station. At ten o'clock the following morning the life-boat again put to sea and arrived at the island at 1.30 p.m. and landed the priest. The life-boat returned to her moorings at four o'clock.

#### DUTCH TRAWLER ASHORE

**Redcar, Yorkshire.** At 2.50 p.m. on Saturday the 31st of August, 1963, the coastguard informed the honorary secretary that the Dutch trawler V.L.79, *Maas of Vlaardingen*, was ashore on the Saltscar rocks, three-quarters of a mile off Redcar. The life-boat *City of Leeds* was launched at three o'clock and found that the casualty was in no immediate danger as there was only a light breeze from the north-west and a slight sea. It was the first hour of the ebb. The life-boat stood by until the trawler was refloated and escorted her clear, returning to her station at 4.15 p.m.

#### THREE GIRLS LANDED FROM GROUNDED CRUISER

**Poole, Dorset.** At 11.50 on the night of Saturday the 31st August, 1963, the honorary secretary received a telephone message from Poole police that a small cabin cruiser had gone ashore off Brownsea Island with three youths and three girls on board. Two youths had rowed ashore and stated that the cruiser did not need any assistance. But after consultations between the police and the young people's parents and in view of the state of the weather the honorary secretary decided to send the life-boat *Bassett Green* to investigate. It was 5 min-

utes past midnight. The tide was on the ebb and there was a gentle breeze from the north-east and a smooth sea. The cabin cruiser *Seabreeze* was located and three girls taken off and landed at Poole quay, the three youths having decided to stay with the cruiser. The life-boat returned to her moorings at 1.0 a.m. A gift was made to the life-boat crew by the father of one of the girls.

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

Barry Dock, Glamorganshire.—August 1st.  
 Fishguard, Pembrokeshire.—August 3rd.  
 Youghal, Co. Cork.—August 4th.  
 Beaumaris, Anglesey.—August 4th.  
 Broughty Ferry, Angus.—August 4th.  
 Great Yarmouth and Gorleston, Norfolk.—August 4th.  
 Humber, Yorkshire.—August 5th.  
 Rhyl, Flintshire.—August 5th.  
 Fleetwood, Lancashire.—August 5th.  
 Howth, Co. Dublin.—August 5th.  
 Cromer, Norfolk.—August 5th.  
 Fishguard, Pembrokeshire.—August 5th.  
 Fishguard, Pembrokeshire.—August 6th.  
 Aldeburgh, Suffolk.—August 7th.  
 Howth, Co. Dublin.—August 7th.  
 Barry Dock, Glamorganshire.—August 7th.  
 Skegness, Lincolnshire.—August 7th.  
 Walmer, Kent.—August 7th.  
 Mallaig, Inverness-shire.—August 7th.  
 Girvan, Ayrshire.—August 7th.  
 Blackpool, Lancashire.—August 8th.  
 Hastings, Sussex.—August 9th.  
 Porthdinllaen, Caernarvonshire.—August 9th.  
 Buckie, Banffshire.—August 10th.  
 Shoreham Harbour, Sussex.—August 10th.  
 Portpatrick, Wigtownshire.—August 10th.  
 Shoreham Harbour, Sussex.—August 11th.  
 Selsey, Sussex.—August 11th.  
 Newhaven, Sussex.—August 11th.

Stromsay, Orkney.—August 13th.  
 Shoreham Harbour, Sussex.—August 14th.  
 Salcombe, Devon.—August 15th.  
 Wicklow.—August 15th.  
 Yarmouth, Isle of Wight.—August 17th.  
 Shoreham Harbour, Sussex.—August 18th.  
 Cromer, Norfolk.—August 18th.  
 Weymouth, Dorset.—August 18th.  
 Yarmouth, Isle of Wight.—August 18th.  
 New Brighton, Cheshire.—August 18th.  
 Bridlington, Yorkshire.—August 18th.  
 Newhaven, Sussex.—August 18th.  
 Yarmouth, Isle of Wight.—August 19th.  
 Walmer, Kent.—August 19th.  
 Humber, Yorkshire.—August 19th.  
 Plymouth, Devon.—August 20th.  
 Holy Island, Northumberland.—August 21st.  
 Mumbles, Glamorganshire.—August 21st.  
 St. Ives, Cornwall.—August 21st.  
 St. Ives, Cornwall.—August 22nd.  
 Angle, Pembrokeshire.—August 23rd.  
 North Sunderland, Northumberland.—August 23rd.  
 Clacton-on-Sea, Essex.—August 24th.  
 Fishguard, Pembrokeshire.—August 24th.  
 Tenby, Pembrokeshire.—August 25th.  
 Southend-on-Sea, Essex.—August 25th.  
 Dun Laoghaire, Co. Dublin.—August 26th.  
 Penlee, Cornwall.—August 26th.  
 St. Mary's, Scilly Islands.—August 27th.  
 Weymouth, Dorset.—August 27th.  
 Angle, Pembrokeshire.—August 29th.  
 Padstow, Cornwall.—August 29th.  
 St. Helier, Jersey.—August 29th.  
 Filey, Yorkshire.—August 30th.  
 Padstow, Cornwall.—August 30th.  
 Donaghadee, Co. Down.—August 31st.

## SEPTEMBER

DURING September life-boats were launched on service 82 times and rescued 42 lives.

## LIFE-BOAT ESCORTS HELICOPTER

**Clovelly, Devon.** At three o'clock on the afternoon of Sunday the 1st of September, 1963, the coastguard told the honorary secretary that a man had been injured on Lundy Island. A helicopter which was to fly to the island with a doctor asked for the life-boat as an escort. At 3.10 the life-boat *Clara and Emily Barwell*, on temporary duty at the station, was launched in a moderate north-easterly breeze and moderate sea. It was four hours before high water. The helicopter took the injured man from the island to Bideford where he was taken to hospital. The life-boat returned to her station at 6.30.

## MOTOR BOAT BEACHED

**Walton and Frinton, Essex.** At 4.58 on the afternoon of Sunday the 1st September, 1963, the coastguard told the coxswain that a motor boat south of the lookout had broken down. The coxswain studied the boat's position and was then told by the coastguard that the boat was asking for life-boat assistance. It was low water with a moderate breeze from the south-east and moderate seas. The life-boat *Edian Courtauld* left her moorings at 5.45. The casualty was a 20-foot motor boat which was leaking badly. Her engines had also broken down. Before the life-boat could reach the casualty a shore-boat had taken a woman off the vessel, leaving a crew of two. The life-boat took the boat in tow to the Walton backwater and put her ashore near the yacht club. The life-boat returned to her moorings at 8.35 p.m.

FLEETWOOD MOTOR VESSEL  
BREAKS DOWN

**Fleetwood, Lancashire.** At 12.30 a.m. on Sunday the 1st September, 1963, the coastguard told the honorary secretary that red flares were being burnt about half a mile east of Danger Patch buoy. A coaster reported by radio that she was investigating and later reported that the

Fleetwood m.v. *Eleanora* of nine tons had broken down and anchored half a mile south-east of the Patch buoy. She requested life-boat assistance. Although the vessel was in no immediate danger the weather forecast was not good and the life-boat, *City of Bradford II*, on temporary duty at the station, was launched at 1.40 a.m. It was two hours after high water. There was a light breeze from the north-east and a slight sea. The casualty and crew of two were located and towed in, the life-boat being rehoused at five minutes past four.

TWO HOUR WAIT BEFORE ENTERING  
HARBOUR

**Dunbar, East Lothian.** At 6.15 on the evening of Tuesday the 3rd September, 1963, the honorary secretary received a message from the coastguard that the life-boat coxswain had been told by the skipper of the m.f.v. *Thorntree* that m.f.v. *Yvonne Risager*, 14 tons, had broken down nine miles north-east of Dunbar. The life-boat *Margaret* put off at 6.30 in a gentle breeze and slight sea on the half ebb. The life-boat found the casualty five miles east of Dunbar. The life-boat took her in tow and reached the harbour entrance at nine o'clock but owing to the casualty's draft had to wait until eleven o'clock before there was sufficient water at the bar to bring the boat with its crew of three and two passengers into harbour. The life-boat returned to station at 11.25 p.m.

## YACHT'S CREW FOUND EXHAUSTED

**Hastings, Sussex.** Following a telephone call from the motor mechanic to the honorary secretary at 5.0 on the afternoon of Tuesday the 3rd September, 1963, it was decided to launch the life-boat *M.T.C.*, commanded by the second coxswain, to the aid of a yacht burning red flares and waving a white cloth 400 yards south-west of the harbour arm. It was the fifth hour of the ebb with a moderate breeze from the west. The casualty, the 25-foot yacht *Sea King*, asked the second coxswain for a tow to Newhaven as the crew of two were exhausted and seasick. It was decided that it would be better to tow the casu-

alty leeward to Dover. While crossing Rye bay the tow parted, and as the casualty was becoming a more difficult problem it was decided to heave-to near the entrance to Rye harbour until the tide flowed sufficiently. After the yacht had been moored at Rye the life-boat returned to her station, arriving at 12.10 a.m. after being at sea for eight hours.

#### 600-TON CARGO VESSEL AGROUND

**Valentia, Co. Kerry.** At 5.48 on the evening of Tuesday the 3rd September, 1963, the honorary secretary received a radio message from Valentia radio station that the 600-ton cargo vessel *Holmfild* of Liverpool, on passage from Bantry to Liverpool, had gone aground on the rocks on the north end of Whiddy Island in Bantry Bay. The life-boat *Rowland Watts* sailed at 6.5 p.m. on the ebb tide and arrived at the casualty at midnight in a fresh breeze from the west and calm sea. At 4.0 a.m. a line was taken from the ship at the request of the master as wind and tide were carrying her stern on to the rocks, and the life-boat held her clear. The casualty was towed clear at 4.55 a.m. and the *Holmfild's* master decided to anchor and await daylight before returning to Bantry Bay. The life-boat returned to her station at eleven o'clock after being at sea for 17 hours.

#### YACHT FOUND WITH HEAVY LIST

**Margate, Kent.** At 5.48 on the evening of Wednesday the 4th September, 1963, the coastguard passed an anticipatory message to the coxswain stating a sailing yacht was nearing the north-west Margate Sands, about three miles north-west of the lookout. At 6.10 the yacht was reported aground. Although the weather was fine the coastguard reported that he was worried about the safety of the yachtsmen, as the boat had developed a 40 degree list and might not refloat on the flood. The life-boat *North Foreland (Civil Service No. 11)* was launched at 6.55. It was then low water with a slight sea and a moderate breeze from the south-west. An hour and a half later the life-boat got to within 300 yards of the yacht *Freya*, of Gil-

lingham, which with a crew of two was on passage from Dover to Gillingham. With the aid of the loud-hailer instructions were passed to the yacht on how to get the vessel upright. About nine o'clock the life-boat came alongside as the yacht started to float. The owner expressed his gratitude for the coxswain's instructions and asked for a course to Sheerness. After the yacht had been seen into deeper water the life-boat returned to her station, arriving at 10.20.

#### NINE TEENAGERS RESCUED

**Ramsgate, Kent.** At 8.47 p.m. on Thursday the 5th September, 1963, the coxswain received a report from the east pier watchman, that a yacht was in difficulties about two miles south of the pier. The life-boat *Michael and Lily Davis* slipped her moorings at 9.25 and within 25 minutes came up with the three-ton yacht *Salopia* of Ramsgate. She had fouled her propeller. The life-boat took the yacht, with a crew of nine teenagers on board, in tow to Ramsgate harbour. It was low water with light airs from the west and a slight sea. The life-boat was re-moored at ten o'clock.

#### BELGIAN TRAWLER AGROUND

**Peterhead, Aberdeenshire.** Information was received from the coastguard at 7.8 on the evening of Friday the 6th September, 1963, that the 54-ton Belgian trawler *Raphael Gabrielle*, loaded with fish, was aground a quarter of a mile off Rattray Head. The life-boat *Julia Park Barry of Glasgow* was launched at 7.24 and helped lay out anchors from the trawler. She later helped tow her clear of the rocks. It was the third hour of the ebb with smooth seas. The operation was completed at 2.15 on the morning of the 7th, and the life-boat was finally rehoused at seven o'clock on the evening of the 9th September.

#### THREE LIFE-BOAT CALLS IN ONE AFTERNOON

**Llandudno, Caernarvonshire.** At 1.45 on the afternoon of Saturday the 7th September, 1963, the life-boat *Annie Ronald and Isabella Forrest* was prepar-



ing to launch on exercise in aid of the R.A.F.'s "Wing's Day" at Colwyn Bay when the coxswain was informed by the coastguard that a small yacht appeared to be in trouble off the lighthouse. The life-boat was launched immediately and went to the casualty, which had two men on board. There was a fresh breeze from the south-west and a moderate sea. It was high water. The boat was trying to make Rhos-on-Sea, and as the life-boat was going to Colwyn Bay she took the boat in tow, arriving there at three o'clock. The exercise with the helicopter went ahead until 3.45, when the life-boat was informed that a small yacht was in trouble and drifting out to sea about two miles off Rhos point. A local guard boat had gone out to her and got a line aboard. The life-boat took over the tow and returned to Rhos-on-Sea. It was the same yacht, with the same two men, which the life-boat had earlier towed. At 4.30 the life-boat had yet another call. She was told that a guard boat which had gone out to a capsized yacht appeared to be in difficulties. The guard boat had taken the survivors on board but could make no headway with the capsized yacht. The life-boat stood by for 30 minutes when the guard boat gave up its attempt. The yacht was then righted, baled out and towed back to Rhos, which was reached at 5.40. The life-boat was rehoused at half past seven.

#### DUTCH SLOOP TOWED TO DOVER

**Dover, Kent.** At 7.14 on the evening of Saturday the 7th September, 1963, the coastguard told the honorary secretary that a 35-foot Dutch sloop had broken down between 300 and 400 yards astern of the South Goodwin lightvessel. The life-boat *Elizabeth Elson*, on temporary duty at the station, left her moorings at 7.30 in a moderate south-westerly breeze and a moderate sea. It was an hour before low water. The life-boat found the sloop *BY 109* in the tow of the German motor vessel *Harle-Riff*. The coxswain was asked to take over the tow, which he did, and the life-boat and sloop arrived in Dover harbour at 8.39.

#### INSHORE RESCUE BOAT ON SERVICE

**St. Ives, Cornwall.** At 4.3 on the afternoon of Sunday the 8th September, 1963, the honorary secretary was informed by the coastguard that a man was being swept out to sea at Watergate Bay twenty two and a half miles north-east of St. Ives Head. A helicopter was flying to the area. The life-boat *Edgar, George, Orlando and Eva Child* was attending the Life-saving Conference and National Surf Life-saving Championships at Porthmeor Beach. The honorary secretary informed Land's End radio of the situation and a "flash and sound" warning was fired so that the life-boat would contact the radio station. This procedure was successfully carried out at 4.17 and the life-boat and inshore rescue boat proceeded to the area. At 4.55 the inshore rescue boat with the district inspector on board returned short of fuel and with broken side battens. The inspector was transferred to the life-boat, but less than an hour later the honorary secretary was informed that further search was unnecessary and the life-boat returned to her station at 7.50. The weather had been bright and clear throughout the afternoon with a gentle breeze from the west-south-west and moderate seas.

#### YACHT DRIFTS 400 YARDS FROM SHORE

**Clacton-on-Sea, Essex.** At 5.20 on the afternoon of Sunday the 8th September, 1963, the coastguard told the honorary secretary that an auxiliary yacht had been broken down for three-quarters of an hour about 400 yards off shore. The yacht was anchored but drifting towards Clacton; two men could be seen on board. The life-boat *Sir Godfrey Baring* was launched at half past five. It was the second hour of the ebb; the sea was choppy and there was a gentle breeze from the west-south-west. The life-boat took the yacht *Davneen*, with a crew of three, in tow to Brightlingsea and returned to her station at 9.15.

#### RESCUED MAN'S DOUBLE DONATIONS

**Skegness, Lincolnshire.** The Skegness coastguard told the coxswain at 12.16

on the afternoon of Monday the 9th September, 1963, that a dinghy with two people on board had capsized off Jackson's Corner. The life-boat *The Cuttle* was launched at 12.40. The weather was fine with good visibility and a smooth sea but there was a strong breeze from the west. It was reported that another dinghy with two people on board was standing by the capsized boat, but both were blowing out to sea on the wind and tide. At 1.50 the life-boat reported that they had picked up two dinghies and three men—the fourth man had managed to get ashore before the boats were blown out to sea. By the time the life-boat located the dinghies they were two miles off Vickers Point, and four and a half miles north of Skegness. A helicopter circled the two dinghies until the life-boat reached them. The life-boat returned to her station at 4.30. One of the boats' owners made a gift to the life-boat crew. He later made another donation to the Institution's funds with a letter of warm appreciation of the life-boat's services.

#### SICK BABY BROUGHT FROM SARK

**St. Peter Port, Guernsey.** At 10.22 on the night of Monday the 9th September, 1963, the St. John Ambulance Island Commissioner asked if the life-boat could take a seriously ill 22-month-old baby from Sark. The original request had been made by the Sark doctor. The life-boat *Euphrosyne Kendal* left her moorings at 10.42 on the high tide. The weather was fine with light airs from the west. On arrival at Sark a member of the St. John Ambulance Brigade and a Guernsey doctor embarked the child and the life-boat returned to St. Peter Port where an ambulance was waiting. The life-boat returned to her moorings at five minutes to one on the 10th.

#### 7,000-TON CARGO SHIP ON GOODWIN SANDS

**Walmer, Kent.** At 10.10 on the morning of Tuesday the 10th of September, 1963, Deal coastguard told the honorary secretary that an unidentified cargo vessel was aground on the Goodwin Sands mid-way between the South and East Goodwin lightvessels. The life-boat

*Charles Cooper Henderson*, on temporary duty at the station, was launched at 10.17 and reached the casualty at 11.5. Five hours ebb had run and there were light airs from the south-south-east and a slight sea. When the life-boat came alongside the casualty, s.s. *M. Bingul*, 7,097 tons, in ballast from Spain to Newcastle, it was learnt that her master was a former salvage tug skipper and would try to get the ship off himself with a kedge anchor and his own power. The life-boat stood by at his request and 2½ hours before high water the master managed to refloat his ship and proceed slowly on his voyage. The life-boat returned to her station at twenty minutes to three after being on service for five hours.

#### RESCUE OF A WOMAN AND DOG

**Port Erin, Isle of Man.** At three o'clock on the afternoon of Wednesday the 11th of September, 1963, the Ramsey coastguard told the honorary secretary that a woman was stranded on the cliffs at Bradda Head. She was reported to be about 40 feet up and could not get any farther up or down. The life-boat *Matthew Simpson* was launched at 3.15 p.m. with a boarding boat in tow. At the scene of the casualty two life-boatmen went ashore, climbed the cliff and found, to their surprise, that the woman had a large dog with her. By means of a rope both the woman and the dog were helped down the cliff and into the life-boat. The woman and her dog were landed at Port Erin jetty at four o'clock and the life-boat was rehoused an hour later. A man who had successfully climbed the cliffs in advance of the woman made a donation to branch funds and a gift to the life-boat crew. The life saving team had also been alerted, but the life-boat had rescued the woman before they reached Bradda Head.

#### CARGO VESSEL ON FIRE BELOW DECKS

**Islay, Inner Hebrides.** At 5.30 on the morning of Wednesday the 11th September, 1963, the Kilchoman coastguard telephoned the honorary secretary advis-

ing that the 700-ton cargo vessel *Loch Dunvegan*, loaded with castings and bound Glasgow to Stornoway, was on fire below decks a mile north of the Rudha Mhail light. The life-boat *The Rankin*, on temporary duty at the station, put out at six o'clock and contacted the casualty 30 minutes later. The life-boat and H.M.S. *Wizard* escorted the ship to Port Askaig pier. The life-boat then returned to her moorings, but the crew stood by until ten o'clock as there was a danger that if the fire could not be controlled the *Loch Dunvegan* might have to be towed to a suitable place for sinking. During this service the weather was clear with a moderate breeze from the south-west. It was the last hour of the ebb-tide.

#### COLLIER AGROUND IN THICK FOG

**Sennen Cove, Cornwall.** At 12.6 p.m. on Friday the 13th September, 1963, the St. Just coastguard reported that a vessel was aground at Portheras Cove and the services of the life-boat might be required. After further inspection the coastguard requested the launch of the life-boat. There was a thick fog with visibility of only ten yards, light airs from the north-east and a smooth sea. The life-boat *Susan Ashley*, in the command of the second coxswain, was launched at 1.40, arrived at the casualty at 2.27 and went alongside. She was the *Alacrity* of 500 tons, loaded with coal and on passage from Swansea to Belgium with a crew of eight. Two of the life-boat's crew went aboard and helped launch the ship's boat, which was used to bring a salvage punt off from the shore. At 3.30 the life-boat anchored about 50 yards astern of the casualty to await further developments. At 6.34 the honorary secretary asked if it was still necessary to stand by the casualty. The *Alacrity's* master was consulted, and at 7.1 the coastguard was able to tell the honorary secretary that the life-boat was returning to her station. The life-boat was rehoused at eight o'clock.

#### HELICOPTER AND BOATS SEARCH FOR SURVIVORS

**Fleetwood, Lancashire.** At 3.25 p.m. on Saturday the 14th September, 1963,

the honorary secretary was told by the coastguard that the ship *Collena* had reported that the yacht *Tanera* had overturned off Wyre Light. The *Collena* had picked up two survivors but there were still three people missing. Most of the regular life-boat officers and crew were at sea when the life-boat *City of Bradford II*, on temporary duty at the station, put out at 3.40. The life-boat picked up the bowman from a yacht and started searching. The *Collena*, and later three pleasure boats manned by some regular members of the life-boat crew, also helped in the search. It was low water with a smooth sea and a moderate breeze from the west. A helicopter from Anglesey also joined the search, which was abandoned at dusk as the missing people were without life-jackets. The two survivors were transferred to the life-boat from the *Collena* and the life-boat returned to her station at 8.10 in the evening.

#### FIVE ADULTS AND TWO CHILDREN RESCUED

**Mallaig, Inverness-shire.** At 11.10 on the evening of Saturday the 14th of September, 1963, the police told the honorary secretary that a number of people were trapped on a cliff in Loch Duich. The life-boat *E.M.M. Gordon Cubbin* left her moorings at 11.25 and rescued five adults and two children. A full account of this service will appear in the March number of *The Life-boat*.

#### FISHING BOAT BURNS FLARES

**Moelfre, Anglesey.** At 8.10 on the evening of Sunday the 15th September, 1963, the coxswain was told by the coastguard and the police that distress flares had been seen three and a half miles south-east of the life-boat house. The life-boat *Watkin Williams* was launched 15 minutes later. On arrival at the scene the casualty was found to be a small fishing boat with a crew of three. A net had become entangled in the boat's propeller. As a local motor boat had the casualty in tow, the life-boat escorted them both to Traeth Bychan where, with the assistance of the life-boat's searchlight, they were able to get

into the dock. The life-boat was re-housed at five minutes past ten. The Beaumaris life-boat was also launched. Weather conditions during the service were fair with a gentle breeze from the south-west and a smooth sea.

#### THIRTEEN TRAWLERMEN SAVED

**Stronsay, Orkneys.** At 1.30 on the morning of Monday the 16th September, 1963, the honorary secretary received a telephone call from the Kirkwall coast-guard saying that the trawler *Aberdeen City*, 101 tons, which was sailing for the Faroes fishing grounds with a crew of 13, had gone aground at Start Point, Sanday. The life-boat *The John Gellatly Hyndman* left her moorings at 1.55 and reached the casualty at 3.15. She went alongside the trawler and took off nine of her crew who were immediately landed at Kettletoft pier. The life-boat returned to the casualty at 6.10, having left the trawler *St. Giles* standing by while she was away. The life-boat then ran a towing warp from the *St. Giles* to the casualty, but as soon as a strain was placed on the warp it parted. There was a considerable swell at the scene of the casualty with a strong breeze from the west-south-west. By this time the *Aberdeen City* was bumping so badly she had holed herself and all compartments were flooded. She had taken a steep list to port by high water at ten o'clock. At 9.30 the four remaining crew had been taken aboard the life-boat to see what possibilities there were of salving the ship at a future tide. The life-boat left the casualty at 11.20 and arrived at Kettletoft pier at 12.40, returning to her mooring at two o'clock, after being at sea for twelve hours.

#### MAN TAKEN FROM RHUM IN GALE

**Mallaig, Inverness-shire.** At 5.50 on the evening of Monday, the 16th September, 1963, the Factor of the island of Rhum telephoned the honorary secretary asking for the help of the life-boat as a man had a fish-bone stuck in his throat and needed urgent hospital attention. Owing to adverse weather conditions and no other boat being available the life-boat *E.M.M. Gordon Cubbin* left

her moorings at six o'clock, arrived at Rhum at eight o'clock, embarked the man and returned to Mallaig by ten o'clock. There was a gale blowing from the south-west with a rough sea and heavy rain. The life-boat returned to her moorings at eleven o'clock.

#### PROTOTYPE LIFE-BOAT'S FIRST SERVICE

**Yarmouth, Isle of Wight.** At a quarter to midnight on Tuesday the 17th September, 1963, the Needles coastguard reported to the coxswain that two boys had been missing on Tennyson Down since 5.45 that afternoon and the police feared they had fallen over the cliff. The new life-boat *The Earl and Countess Howe* left her moorings at 12.5 a.m. on her first service call and searched the coast between the Needles and Freshwater and Alum Bays. As she was returning towards Freshwater Bay the two boys were located by searchlight on the beach beneath the high cliffs of Tennyson Down. It was impossible for the life-boat to get close in, so the position was buoyed and the L.S.A. company on the cliff top was signalled by Aldis lamp with a request for the assistance of a small boat from Freshwater Bay. It was high water and misty with light airs from the west-north-west. After picking up the dinghy the life-boat returned and took off the boys and put them ashore at Freshwater Bay, where a police car was waiting for them. It was found that the radar and echo sounder fitted to the new life-boat were invaluable on this service. The boys' father made a donation to branch funds.

#### YACHT AND FOUR TOWED TO SAFETY

**Weymouth, Dorset.** At 7.17 on the evening of Wednesday the 18th September, 1963, the coastguard told the honorary secretary that a yacht was burning red flares a mile off Portland Bill. The life-boat *Frank Spiller Locke* left her moorings at half past seven on the flood tide. There was a smooth sea and light airs from the north-east. The life-boat eventually found the casualty, the yacht *Calypso V* of London with a

crew of four, one of whom was sick, in the tow of H.M.S. *Wizard*. A helicopter had hovered over the yacht before it was taken in tow. The tow was passed from the warship to the life-boat, which brought the yacht into Weymouth harbour. The life-boat returned to her moorings at half past nine.

#### MAN WITH INJURED HAND LANDED

**Boulmer, Northumberland.** The Tyne-mouth coastguard inquired at 10.32 on the evening of Wednesday the 18th September, 1963, if it was possible to launch the Boulmer life-boat to land an injured man from the 25-ton fishing boat *Morning Star*. There was some doubt whether the Amble life-boat would be able to launch to his assistance owing to the state of the tide. The honorary secretary confirmed with the coxswain that the Boulmer boat could be launched, and at 10.32 the maroons to assemble the crew were fired. The life-boat *Dorothy and Robert Hardcastle* was launched at 10.55 and steamed to the vessel then lying a mile east of Boulmer, took off a man with an injured hand and landed him at Boulmer. A doctor and an ambulance were waiting, and after receiving attention the man was transferred to Newcastle Infirmary. It was low water and the weather was bright and clear with light airs from the north-east and a slight sea. Owing to the state of the tide it was decided to anchor the life-boat in Boulmer harbour, where she was left ready for service. She was rehoused at five o'clock the next morning.

#### CURIOUS INCIDENT OFF SHERINGHAM

**Sheringham and Cromer, Norfolk.** At about five o'clock on the afternoon of Thursday the 19th September, 1963, the Sheringham coxswain launched his crab boat to investigate a cabin cruiser, *Duchess of Leith*, apparently anchored off Sheringham. The owner told him he was making minor adjustments to the clutch. When asked if he required any help the owner of the boat said he could manage. The coxswain then asked if he was satisfied with his

fuel and what course he was making. The man replied that he was going south and asked the distance to Yarmouth. The coxswain strongly advised him against going to Yarmouth and suggested he should make for Blakeney as the weather was not promising. The man agreed with this suggestion and was told that the warden of the bird sanctuary at Blakeney would pilot him in. The coxswain again asked if he required an escort and was again turned down. The coxswain then helped him raise and stow his anchor and the *Duchess of Leith* made off at about eight knots.

At 6.15 it was reported that the boat appeared to be out of control and travelling at high speed in circles. The life-boat *Frank and William Oates*, on temporary duty at Sheringham, was launched at 6.40, but when she came up with the boat it was cruising at full throttle in circles. Owing to its speed the life-boat could not get alongside. As far as could be seen there was no one on board. A helicopter was called for and made a search all round the area without success. On hearing this the honorary secretary sent two men along the beach to give assistance should the *Duchess of Leith's* owner have swum ashore.

The helicopter made two attempts to get a man on board the casualty but owing to its speed and its erratic course each attempt failed. The coxswain decided that he must get a man on board the casualty and on the next circle allowed the *Duchess of Leith* to strike the life-boat amidships, but she swung off and rammed the life-boat again on her next circle. The impact brought the boat to a halt and the crew were able to get aboard her and make as thorough a search as was possible. There was no trace of the former occupant.

The life-boat crew had to scramble back into the life-boat as the double ramming had badly damaged the *Duchess of Leith*. She sank within minutes, but not before a line and buoy had been fixed to the anchor cable. The search for a survivor continued until nightfall, when the life-boat was recalled. The life-boat returned to Sheringham at nine o'clock with only super-

ficial damage to her starboard fender. The weather throughout the whole operation had been good with a gentle to moderate breeze from the north-east and choppy sea.

The Cromer No. 2 life-boat *Harriot Dixon* was also launched and carried out a search for the missing man without success.

#### TWO YOUNG PEOPLE DROWNED

**Hastings, Sussex.** At 12.15 p.m. on Thursday the 19th September, 1963, the coxswain was told by the skipper of the fishing vessel *Rose* that a small sailing dinghy had apparently capsized and that there was the body of a girl close by. The fishing boat had tried to recover the body but had been unable to do so, and her skipper had decided to come ashore for the help of the life-boat. The position of the sailing dinghy was then two miles south of the Pett Level coastguard station. The life-boat *M.T.C.* was launched at 12.28 in a moderate east-north-easterly breeze and corresponding sea. It was high water. The life-boat found the dinghy. Seventy yards west of it the body was sighted and picked up. Artificial respiration was given but the girl was already dead. The dinghy was then recovered, and a helicopter which had reached the position picked up the body of a man about 200 yards away. The life-boat returned to her station, arriving at three o'clock. It was later discovered that the dinghy had capsized some time the previous afternoon, throwing the three occupants into the sea. They had put on life-jackets and had drifted throughout the night clinging to the dinghy. By about 4.0 a.m. one of the men had drifted away and at 9.30 a.m. the second man left the dinghy to swim ashore to get help, leaving the girl still clinging to the dinghy. The man, who had been in the water for 19 hours, reached the shore in a state of collapse and raised the alarm.

#### FIVE ATTEMPTS TO REFLOAT GROUNDED M.F.V.

**Stromness, Orkneys.** At 9.25 on the evening of Thursday the 19th September, 1963, the Kirkwall coastguard told the

honorary secretary that the motor fishing vessel *Donside* of Aberdeen with a crew of seven was ashore near Rocket House Point, Nethertown. The life-boat *Archibald and Alexander M. Paterson* was launched at 9.45 and reached the casualty at ten o'clock. The tide was flooding and there was a slight swell and a fresh breeze from the south-south-east. The life-boat got close enough to the casualty to throw a line aboard, but after three attempts to pull her clear the tow snapped and in one of the attempts the life-boat touched bottom. The life-boat then went off shore, dropped anchor and slacked away until the casualty was in range of the line-throwing gun. A new tow was passed to the fishing boat *Kinora*, which was standing by with another fishing boat. This tow also parted but the life-boat finally towed the *Donside* clear at eleven o'clock. The *Donside's* rudder was damaged and she was towed into Stromness harbour, where the life-boat was rehoused at one o'clock on the 20th.

#### FLEETWOOD TRAWLER AGROUND IN HEBRIDES

**Stornoway, Outer Hebrides.** The honorary secretary received a message from the Stornoway coastguard at approximately 11.20 on the night of Thursday the 19th September, 1963, stating that a vessel had gone aground below the lookout, about half a mile north of Holm Head. In view of the exposed position and the falling tide the life-boat *The James and Margaret Boyd* slipped her moorings at 11.59. The tide had ebbed for two and a half hours. The weather was fine with good visibility and a moderate breeze from the south-south-west. The casualty was discovered to be the Fleetwood trawler *Hawfinch*, with a crew of 17, which had sailed from Stornoway harbour at eleven o'clock. The coxswain decided to stand by in case she took a dangerous list as the tide fell. It was low water at three o'clock. When the tide flooded, the life-boat assisted in refloating the trawler at 8.40 on the morning of the 20th. She sailed into Stornoway at nine o'clock.

#### FOUR YOUTHS GET ASHORE UNAIDED

**Hartlepool, Co. Durham.** At twenty minutes past two on the afternoon of Sunday the 22nd September, 1963, the coastguard telephoned the honorary secretary to say that a 22-foot speedboat with four youths on board was reported by the police to be rapidly sinking off Seaton Carew. The life-boat *The Princess Royal* (Civil Service No. 7) was launched at 2.30 under command of the bowman, as the coxswain was on a naval exercise and the second coxswain at sea fishing. When the life-boat reached the scene of the casualty it was found that the four youths had managed to get ashore unaided and the boat was stranded near the beach. The life-boat took the speedboat in tow and brought it into Hartlepool. The life-boat was rehousing at 5.25 p.m. There had been a slight sea with a light breeze from the east-south-east.

#### POLISH YACHT AGROUND

**Clacton-on-Sea, Essex.** At one minute past nine on the morning of Tuesday the 24th September, 1963, the honorary secretary received a message that a large yacht had gone aground in the vicinity of Barrow No. 6 buoy and had taken a heavy list. It was then the fourth hour of the ebb with a slight sea and a light breeze from the south-west. No distress signals had been displayed from the yacht, but as the morning progressed the weather began to deteriorate to a strong breeze from the south-west and a moderate sea. At 11.28 the life-boat *Sir Godfrey Baring* left the slipway. The naval survey craft H.M.S. *Enterprise* was standing by the Polish yacht *Jan-z-Kolna* of Gydnia when the life-boat arrived, and they stood by until the yacht refloated at 1.50 p.m. A naval officer was then transferred from the yacht back to H.M.S. *Enterprise* and the yacht with a crew of 16 was escorted by the survey ship to Sheerness. As there was too much sea running to rehouse the life-boat she sailed for Brightlingsea, arriving there at 3.40. She returned to Clacton at 9.30 the following morning.

#### YACHT IN DIFFICULTIES OFF RAMSGATE

**Ramsgate, Kent.** At 6.58 p.m. on Tuesday the 24th September, 1963, the East Pier watchman informed the honorary secretary that a yacht was in difficulties beyond Quern buoy and unable to make Ramsgate. The life-boat *Elizabeth Elson*, on temporary duty at the station, left her moorings at 7.5 in a strong south-south-westerly breeze and a rough sea. The tide was ebbing. The life-boat found the yacht *Argent* broken down and took her in tow, arriving at her station at 7.37 p.m.

#### DOUBLE ACCIDENT TO YACHT

**Yarmouth, Isle of Wight.** At ten minutes past two on the morning of Thursday the 26th September, 1963, the honorary secretary received a message from the Needles coastguard that a motor yacht was lying at anchor two miles west-south-west of the Solent Banks buoy with both engines broken down. The tide was flooding and the south-easterly wind was gusting to strong gale force. The life-boat *The Earl and Countess Howe* put out at 2.43 a.m. in a rough sea and found the yacht *Ocean Wave* of Lymington, with a crew of three. The yacht was leaking badly and her engines had caught fire some time earlier, but the blaze had been put out. The yacht was taken in tow and brought into Yarmouth with some difficulty as her anchor was still down and had fouled some cables. The life-boat returned to her moorings at 6.40 a.m.

#### SIXTEEN HOUR SERVICE TO DUTCH VESSEL

**Barra Island, Outer Hebrides.** At 2.53 a.m. on Thursday the 26th September, 1963, the Lochmaddy police reported to the Stornoway coastguard that there was a vessel ashore at Spanish Point, Lochmaddy. The life-boat *R.A. Colby Cubbin No. 3* left her moorings at 3.35 and arrived at Lochmaddy at 9.30. The tide was ebbing with a gale blowing from the south-west and rough seas. The casualty was found to be the Dutch motor vessel *Cascade*, of 310 tons, loaded. By this time she was high and

dry. A strong gale was blowing off the casualty but at 10.30 a successful attempt was made to put a line on the vessel, which was towed off at 11.40, apparently undamaged. The *Cascade* then made for Spanish pier on the north side of Lochmaddy harbour and the life-boat returned to her station, arriving at 6.45 p.m. after being on service for 16 hours.

#### PANAMANIAN VESSEL ESCORTED IN GALE

**Wick, Caithness-shire.** Wick harbour authority advised the honorary secretary at three o'clock on the afternoon of Thursday the 26th September, 1963, that the 628-ton Panamanian cargo vessel *Eastport*, loaded and bound from Bellingham to Belfast, was making for Wick with a burst steam pipe. There was some doubt whether the ship would have sufficient steam to make Wick and the life-boat *City of Edinburgh* was launched at 3.15 with the second coxswain in command. The tide was flooding and the sea choppy. There was a strong gale blowing from the west. The life-boat came alongside the *Eastport* four miles north-east of Wick and escorted the vessel to Wick Buoy, where a pilot was put on board. The life-boat then returned to her station, arriving at 4.20. Owing to the state of the weather the life-boat was not rehoused until the 28th of September.

#### INJURED MAN LANDED FROM DUTCH COASTER

**Dungeness, Kent.** At 9.50 on the morning of Friday the 27th September, 1963, the honorary secretary telephoned the coxswain to say that the Dutch coaster *Helvetia*, loaded and bound for Exmouth, had an injured man on board. The crew and helpers were assembled at 9.55, and the life-boat *Mabel E. Holland* was launched three minutes later and met the ship a mile south-west of Dungeness Point. The tide was at half ebb with a moderate breeze from the west. Owing to a steep sea the ship's master was asked to come into the lee of Dungeness Point where the seaman was taken off. He was later transferred to an

ambulance and taken to hospital. The life-boat was rehoused at 11.15.

#### MOTOR BOAT DRIFTS FOR SIXTEEN HOURS

**Shoreham Harbour, Sussex.** The Shoreham coastguard telephoned the honorary secretary at 10.30 on the morning of Sunday the 29th September, 1963, to say they had received a report that the motor boat *Jason* had left Littlehampton at eight o'clock on the evening of the 28th and had not returned by 10.15 the following morning. She was reported to be 22-foot long with a dark green hull and no mast. Local fishing boats had been asked to keep watch for her. After enquiries had been made in the Littlehampton area the assistance of a helicopter was requested. The helicopter found the *Jason* four miles south-south-west of Shoreham and lowered a man into her. The owner requested a tow into harbour. The life-boat *Dorothy and Philip Constant* was launched at 12.7 p.m. and came up with the *Jason* about three-quarters of an hour later, put a tow on board and towed her into Shoreham Harbour. The life-boat was rehoused at 3.40. The *Jason* had been at sea with engine failure for over 16 hours. There had been a fresh breeze from the west-south-west and a smooth sea during this service.

#### TWO YOUTHS SAVED—FOUR BOATS ESCORTED

**Tynemouth, Northumberland.** At 11.20 on the morning of Sunday, the 29th September, 1963, the coxswain told the honorary secretary that a small boat was in trouble off the river Tyne. This was confirmed by the coastguard and at 11.35 the life-boat *Tynesider* was launched. There was a strong westerly wind and a moderate sea. It was two hours before high water. On reaching the bar the coxswain found that the boat had been taken in tow by a fishing coble, but that a number of other small boats were having difficulty in making harbour due to the freshening wind. After escorting two rowing boats into the harbour the life-boat searched an area off the river for other craft and escorted a motor



boat in. Enquiries were then made of the South Shields motor boat club and the club reported that a 14-foot boat with two youths on board had not returned. They were last seen fishing about a mile east of the piers. The life-boat searched at sea while the police searched along the riverside in case the boat had returned unnoticed. The life-boat had steamed seven miles along the estimated course of the drifting boat when she was sighted at 2.5. The two youths were taken on board the life-boat and the boat taken in tow. On approaching the harbour the life-boat was signalled by the coastguard that another small boat appeared in difficulties half a mile north of the harbour. This boat was also escorted to harbour. The life-boat finally returned to her station at 3.50.

#### DINGHY NOT IN DIFFICULTY

**Donaghadee, Co. Down.** At 2.39 p.m. on Sunday the 29th September, 1963, the honorary secretary's wife received a telephone message from the Orlock coastguard that they had been told by the Bangor police that a sailing dinghy was missing. The coastguards were referred to the motor mechanic, who received a further message at three o'clock that the boat still could not be seen. The life-boat *Sir Samuel Kelly* was launched at 3.10. The tide was ebbing and the weather squally with a rough sea and fresh breeze from the north-west. The life-boat found the sailing dinghy *Wren*, crewed by a brother and sister, at 4.40 and escorted them until 5.05. As they were in no difficulty the life-boat returned to her station at 6.10. A letter of appreciation was received from the owner of the sailing dinghy.

#### SAILING FAMILY RESCUED

**Dover, Kent.** At 5.34 p.m. on Sunday the 29th September, 1963, a message was received that a yacht was in difficulties and was trying to make the harbour in a fresh to strong westerly breeze and a rough sea. The life-boat *Southern Africa* left her moorings at 5.55 on a flooding tide. The life-boat found the yacht

*Venus*, of Southampton, half a mile off the east entrance to the harbour with the owner, his wife and two small children on board. The yacht's mainsail and foresail had blown away and her engine had broken down. She was taken in tow and brought safely into harbour. The life-boat returned to her moorings at 7.15.

#### FOUR STRANDED ON ISLAND

**Howth, Co. Dublin.** A woman telephoned the honorary secretary at 7.25 on the evening of Sunday the 29th September, 1963, reporting that a fire had been seen on the island, Ireland's Eye. The Gardai telephoned immediately after confirming the report and after checking there was no other boat available the life-boat *A.M.T.* left her moorings at 7.45 p.m. with instructions to go to the island and investigate. The coxswain landed two men in the boarding boat on the sheltered side of the island. It was then two hours before high water; the weather was fine with a fresh breeze from the west-south-west. There was a choppy sea. The landing party found four young people who were stranded owing to engine failure of their punt. The 11-foot plywood boat was carried across the island and brought aboard the life-boat. The four young people were landed at Howth at 8.50 p.m.; the life-boat returning to her moorings at nine o'clock.

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

**Falmouth, Cornwall.**—September 1st.

**Padstow, Cornwall.**—September 1st.

**St. Ives, Cornwall.**—September 5th.

**Barmouth, Merionethshire.**—September 6th.

**Tenby, Pembrokeshire.**—September 6th.

**Clacton-on-Sea, Essex.**—September 6th.

**Howth, Co. Dublin.**—September 7th.

**St. Mary's, Scilly Islands.**—September 7th.

**Girvan, Ayrshire.**—September 7th.

**Llandudno, Caernarvonshire.**—September 7th.

**New Brighton, Cheshire.**—September 8th.

**Stronsay, Orkneys.**—September 8th-9th.

**Ramsgate, Kent.**—September 11th.

**Weymouth, Dorset.**—September 13th.

**Bembridge, Isle of Wight.**—September 13th.

**Southend-on-Sea, Essex.**—September 14th.

**Mallaig, Inverness-shire.**—September 14th-15th.

**Beaumaris, Anglesey.**—September 15th.

**Swanage, Dorset.**—September 17th.

**Plymouth, South Devon.**—September 17th.

**Porthdinllaen, Caernarvonshire.**—September 17th.

**Lizard/Cadgwith, Cornwall.**—September 18th.

**Redcar, Yorkshire.**—September 18th.

**Fowey, Cornwall.**—September 19th.

**Cullercoats, Northumberland.**—September 20th.

**Selsey, Sussex.**—September 21st.

**Aberdeen.**—September 22nd.

**Yarmouth, Isle of Wight.**—September 22nd.

**Ramsgate, Kent.**—September 23rd.

**Bembridge, Isle of Wight.**—September 26th.

**Lerwick, Shetlands.**—September 26th.

**Stornoway, Outer Hebrides.**—September 27th.

**Troon, Ayrshire.**—September 28th.

**Fowey, Cornwall.**—September 29th.

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

**Margate, Kent.**—September 29th.

**Cromer, Norfolk.**—September 29th.

**Margate, Kent.**—September 30th.

## Obituary

### Coxswain W. A. Rowe

William Archibald Rowe died on 30th July, 1963, after his boat had struck a rock. He swam ashore, and a member of the Coverack crew gave him first aid. He was taken to hospital by helicopter but died there.

He had been an officer of the Coverack life-boat for 32 years and had been coxswain for nearly 25. During his period of service as a boat's officer Coverack life-boats were launched 55 times and rescued 82 lives. He was awarded the Institution's thanks inscribed on vellum for a service to a Spanish steamer on 3rd November, 1951.

Mr. C. W. Clapham writes:

"Everybody knew Archie as he was affectionately known. Visitors to his Cornish seaside village of Coverack came hundreds of miles to see him.

"I knew him many years and I never heard him say an unkind word about anybody. Always ready to do a good turn to anybody, Archie loved people, particularly children. When I was at Coverack one small girl arrived late at night for a holiday and at once came to me to ask 'Where is Archie?' When the child knew Archie was lifting his crab pots at 4 a.m. next morning she got up early specially to see him.

"Archie was once the subject of the B.B.C.'s programme 'This is Your Life', and what a job we had to get him up to London without his knowing. I remember the wonderful party we had after the show and the day out in London afterwards, a place he had never been to before, and equally how glad he was to get back to his beloved Coverack.

"The life-boat was his life, his crew adored him and would have followed him anywhere, whatever the weather or conditions. He was never flurried, in a temper or appeared to be in a hurry but he got there just the same.

"Archie was 'Coverack'. There will never be another like him. With his passing part of Coverack has gone and the whole village mourns him."

### Mrs. P. J. Grenside

Mrs. P. J. Grenside, who was an honorary life-governor of the Institution, died in August, 1963. She was appointed honorary secretary of the Godalming branch in 1929 and was awarded the gold badge in 1936. She was elected an honorary life governor in 1949. She was the daughter of G. L. Watson, the Institution's consulting naval architect, after whom the Watson class of boat was named.

## Portrait on the Cover

THE cover picture on this quarter's journal is of Coxswain Richard Muir of Seaham. He was appointed on the 21st November, 1962, four days after the life-boat disaster in which the

previous coxswain, J. T. Miller, lost his life while on service to the fishing coble, *Economy*.

The photograph is reproduced by courtesy of the *Daily Mirror*.

## Anonymous Gift

IN September the Institution received an anonymous gift of £10,000 from a member of the Royal Thames Yacht Club. The gift was made, in the words of the donor, "in admiration of the

magnificent work of the Institution" and as a mark of his esteem "for the great service it renders not only to yachtsmen in trouble but also to all who sail with the Mercantile Marine."

## INSHORE RESCUE BOATS

From July to September the new fast inshore rescue boats were launched on service thirty-three times and rescued seven lives. The following is the list of services or attempted services:

Date 1963	Station	Casualty	Service
July 10th:	Mudford	Capsized dinghy	No service
July 10th:	Gorleston	Canoe	No service
July 14th:	Redcar	Canoe	No service
July 21st:	West Mersea	Sailing dinghy	No service
July 25th:	Mudford	Reported capsized boat	Recovered float section of bathing float
July 26th:	Mudford	Speedboat	Saved boat and rescued 2
July 27th:	Redcar	Bather	No service
July 27th:	West Mersea	Sailing dinghy	Rescued 1 and landed 1
July 28th:	Southwold	Bather	No service
July 28th:	Mudford	Yacht <i>Maureen Grace</i>	No service
July 28th:	Whitstable	Cabin cruiser <i>Calamity Jane</i>	No service
July 28th:	Whitstable	Yacht	No service
July 30th:	West Mersea	Sailing dinghy	No service
Aug. 2nd:	Mudford	Boat reported on fire	No service
Aug. 4th:	Gorleston	Bather	No service
Aug. 11th:	Wells	Two swimmers	No service
Aug. 14th:	Aberystwyth	Yacht <i>Mersey</i>	No service
Aug. 16th:	Gorleston	Bather	No service
Aug. 17th:	Whitstable	Motor cruiser	Saved boat and rescued 3
Aug. 18th:	Southwold	Capsized catamaran in tow of rowing boat	Stood by
Aug. 18th:	West Mersea	Motor boat	Stood by
Aug. 23rd:	Mudford	Capsized dinghy	No service
Aug. 26th:	West Mersea	Capsized boat	No service
Aug. 29th:	Gorleston	Bather	Rescued 1
Sept. 3rd:	Whitstable	Capsized yacht	No service
Sept. 8th:	St. Ives	Two bathers	No service
Sept. 8th:	Whitstable	Dinghy	No service
Sept. 14th:	Southwold	Sailing dinghy	No service
Sept. 16th:	Whitstable	Distress signal	No service
Sept. 18th:	Redcar	Small fishing vessel	No service
Sept. 19th:	Gorleston	Dinghy <i>Chimera</i>	No service
Sept. 20th:	Mudford	Outboard motor boat	No service
Sept. 24th:	Whitstable	Motor boat <i>Witch of Ender</i>	No service

## PRIDE OF PLACE

*The Parsons Engineering Co. Ltd. are proud to acknowledge the continued installation of their 'Penguin', 'Porbeagle' and 'Barracuda' marine diesel engines in ROYAL NATIONAL LIFE-BOAT INSTITUTION Life-boats. Every one of these vessels is built and fitted out to the highest possible standards and specifications and it is, therefore, gratifying to the Company that these engines have been repeatedly chosen to aid the wonderful work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.*



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