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Portrait of a Coxswain



By courtesy of]

[A. J. Lennie

THE photograph shows Coxswain Gordon Bellamy, of Llandudno, Caernarvonshire. He was appointed bowman in July, 1958, and became second coxswain in November, 1960. He has been coxswain of the Llandudno life-boat since January, 1961, and since he became a boat's officer in 1958 the life-boat has been launched 47 times and has rescued 31 lives.

NOTES OF THE QUARTER

Two life-boats 70-foot in length, which will be larger than any at present in the Institution's service, are to be built by Messrs. Yarrow and Company Ltd. in Scotstoun, Glasgow. Both will be constructed in steel, one to the design of Mr. R. A. Oakley, the Institution's Naval Architect, and the other to the design of Mr. John Tyrrell of Arklow, Co. Wicklow.

NEW TYPE NEEDED

It was in June, 1963, that the Institution decided to invite tenders for a new type of life-boat which could be placed at certain exposed points round the coast where deep water would be available at all states of the tide and where there might be a need for a larger and faster type of life-boat. In particular it was felt that with the steady depopulation of certain parts of Scotland and Ireland such life-boats might be of special value.

TWO DESIGNS CHOSEN

A number of designs were submitted, of which three were considered most suitable. Models were built according to these designs and tested exhaustively in tanks by Messrs. Saunders Roe at Cowes in the Isle of Wight. As a result of these tests Mr. Oakley's and Mr. Tyrrell's designs were finally chosen.

The building of steel life-boats is a new and important departure, for apart from six steam life-boats, the first of which came into service in 1890, the hulls of all the Institution's life-boats have hitherto been of wood.

SECOND OAKLEY 48-ft. 6-in. LIFE-BOAT

The Institution has also placed an order for a second life-boat of the 48-foot 6-inch class built to Mr. Oakley's design.

The first 48-foot 6-inch life-boat, which was shown to the ninth international life-boat conference in June, 1963, is now stationed at Yarmouth in the Isle of Wight. Certain modifications will be introduced in the second boat with the object of providing maximum protection for the electronic equipment and better vision for the coxswain. The hull configuration and the principle of self-righting by means of the shifting of water ballast will remain the same.

BUSY SUMMER MONTHS

The early summer of 1964 has again been exceptionally busy. May, 1964, was the busiest May the service has ever known. Life-boats were launched on service no fewer than 99 times and saved 60 lives. The previous highest figure for launches in May was 78 in 1959.

Frequent calls have also been made on the new inshore rescue boats. Before the end of June these boats, the first of which was introduced experimentally in the summer of 1963, had been launched more than 100 times on service.

LIFE-BOATS FOR ITALY

Two 52-foot Barnett life-boats have been completed at Messrs. Groves &

Guttridge's yard at Cowes, Isle of Wight, for service in Italy.

OFFICERS TRAINED

Before the life-boats were handed over two officers and seven petty officers of the Italian Navy underwent training in the use of 52-foot Barnett life-boats under the supervision of the Institution's Deputy Chief Inspector, Commander D. G. Wicksteed, R.N.R. After training in the Torbay life-boat early in June, the party took passage from Falmouth in the Lizard-Cadgwith life-boat and continued their training at the Lizard-Cadgwith station.

When the Italian delegation returned to Italy they asked for drawings and other details of all the Institution's standard types of life-boat.

SEVERE TEST OF AMERICAN LIFE-BOAT

A 44-foot steel life-boat in the service of the United States Coast Guard recently underwent an exceptionally severe test with outstanding success. The life-boat was of the same type as that which has been obtained by the Institution for evaluation purposes in this country.

On 23rd June a 44-foot life-boat at the Umpqua River station on the west coast of the United States was standing by near the harbour bar while a number of boats were being escorted in by another life-boat.

CAUGHT BY SURF

Caught broadside by the surf the 44-foot life-boat rolled approximately 170 degrees and then returned on the

next wave. One man was thrown overboard. At the same time a boat capsized throwing four people into the breakers. A second swell then caught the life-boat and rolled her completely over.

CLEAR EVIDENCE

She righted herself automatically, went full astern, picked up the crew member and rescued all four occupants of the capsized boat which by then had broken into three pieces.

For several weeks previously Lieut.-Commander R. W. Witter, who was largely responsible for the design of the 44-foot life-boat and who accompanied the life-boat brought to this country, had been trying unsuccessfully to capsize the boat in conditions comparable to those prevailing on 23rd June. What happened on service at the Umpqua River station was clear evidence of the self-righting capacity of the boat.

DEATH OF EARL HOWE

At the time of going to press the *Institution* learned with deep regret of the death of Earl Howe, honorary Chairman for Life of the Committee of Management. A full obituary notice will appear in the December number of *THE LIFE-BOAT*.

Among the many remarkable services which Lord Howe gave to the Institution was the visiting of every single life-boat station.

The present Chairman, Captain the Hon. V. M. Wyndham-Quin, R.N., has already visited 112 stations and hopes to tour the remainder within the next 18 months.

Focus on DUNGENESS

A visit to the Kentish life-boat station and its crew is described in what is hoped will become a regular series on life-boat stations by Margaret Peter.

The men of Dungeness who form the life-boat crew are proud of their life-boat, proud of the opportunity to save life at sea. Since they were old enough to stumble across the shingle to the life-boathouse to watch their fathers, uncles, elder brothers launching the life-boat into high seas they have been "mad to get in the crew." Some have done so on their 18th birthdays, others have had to wait longer to take their place among the 10 men who man the 42-foot boat.

The coxswain of the *Mabel E. Holland*, George Tart, who is now in his sixties, began to help in the launching of the life-boat in the 1914-18 war. "I was mad to get in the crew although my father did not want me to join," he says. "I remember as a young lad that when the helpers were hauling the life-boat back on to the slipway the district inspector saw me gazing at it. He said, 'You might be coxswain one day.' I never thought it would become true."

Idolized Coxswain

Coxswain Tart speaks slowly, drawing out his vowels in the Kentish drawl—they speak of "la-a-rnching" at Dungeness, not of "launching." His face is bronzed and weather-beaten, his eyes blue and far-seeing, and his quiet manner suggests the imperturbability which inspires confidence in his crew at times of danger. In 1956 he won the bronze medal for gallantry from the Institution, after the rescue of nine men from the *Teeswood* in a hurricane-force wind.

His cousin Ben Tart, the second coxswain, was impatient to join the crew from the time he left school. When his father was coxswain he was taken regularly to the life-boathouse when the boat was launched. "We all looked up to my dad as coxswain as though he were a king—as perhaps the Beatles are to the kids today. He was our pop idol."

In Their Blood

Most of the other men who form the crew have the life-boat "in their blood." Their fathers and grandfathers before them were in the old pulling and sailing boats or were life-boat helpers. Very often they meet on Saturday evenings over a pint of beer and darts discussing, perhaps, the *Teeswood* rescue or the rescues that might have been but weren't—the time, for instance, when people were reported to be signalling for help in a yellow dinghy and who, on closer inspection, turned out to be a pair of unsuspecting seagulls on a bale of straw.

Even when they go on holidays, few of the crew would travel inland. They keep to the coastline and, wherever they choose, a life-boat station is unlikely to be far away. They seek out the local life-boat crews because they know they will be certain of a "really good evening together" drawn into closeness by the same compelling urge to save life at sea. Their wives, too, are brought together by the life-boat. They speak of the curious affinity which exists between women whose husbands are in the crew, women who

are always glad to see each other and to help each other out.

Women Launchers

The women of Dungeness have long been famous as life-boat launchers – tough, exacting work usually considered to be a man's job. For years they have gone out with their menfolk in all weathers, to lay the heavy wooden skids between the end of the slipway and the water and to heave on the ropes that pull the life-boat over the last stretch of shingle, which lengthens yearly as the sea recedes. Seventy-eight year old Miss Madge Tart, whose brother, Mr. Fred Tart, is honorary secretary of the station, has helped for over 60 years. Whenever the life-boat has been called out she has hurried to join the women at the slipway, thickly-coated and wellington-booted. At one time there were as many as ten, now only four women are among the launchers.

Mrs. Doris Tart, wife of the second coxswain, is another of the women who, throughout the war, continued their work at the risk of their lives. "Sometimes you would get a call when the doodlebugs were about," she says, "and there were minefields on either side of the slipway. There was only a little space left where the launchers could safely stand."

In War-time

In war-time Dungeness was a top security area. This fist of shingle-covered land jutting out into the Channel, with its scattering of fishermen's cottages and sea grasses, was taken over by the military authorities. Through it was laid the PLUTO line which carried oil under the Channel to France in readiness for the allied

invasion in 1943. Relics of the war-time emergency can still be seen. Between the groups of modern asbestos-walled bungalows and the old stone cottages of the fishermen which crouch low to the shingle along the roadways and railway track lie the decaying skeletons of the army huts. Beyond them—a post-war development—loom the two great hulks of the Dungeness nuclear power station and beyond these stand the fishing boats, upright on their skids, masts needling into the sky. From their cottage window close to the shore the women can watch for the safe return of their husbands from the sea.

Gaily into Danger

If the women have had their fears it has always been for the crew's safety, not their own. "When dreadful things happen round the coast you look at your husband in a different light," says Mrs. John Thomas, whose husband is a member of the crew. "They all go off in such a matter of fact way. 'The life-boat's needed—get my boots.' It all sounds so bright and gay, as though they were going on a summer picnic."

The day the *Teeswood* capsized, on 29th July, 1956, Mrs. Thomas was working in a local restaurant. "I shall never forget that day," she says, still shuddering slightly. "The wind was so strong you could almost lean on it. I was supposed to be working but I didn't serve any teas that day. I really got emotional."

Coxswain Tart takes up the story of the rescue. "By midday the wind was blowing force 10 to 12. The *Teeswood* was loaded with coal and was trying to take shelter. One big sea took charge of her and made her broach to. The

cargo shifted and the ship capsized. All the crew jumped into the water.

Four-hour Rescue

"My cousin heard the ship giving out Mayday calls, asking for immediate assistance. We went straight away—if the call had gone through the normal channels it would have taken much longer and all would have been lost.

"When we got there we found she was a small B.P. tanker. There were six men alongside on the raft and others dotted about in the water. The first we picked up was a young boy. It was his first trip.

"The tanker's propellers were jammed up with flotsam and jetsam but the mechanic freed them. It took about four hours to do the service and it took us a long time to get back, punching against the wind and sea."

With characteristic modesty, Coxswain Tart says little of the fierce conditions which made the rescue so gallant a feat—the high waves, the flying spray and rain which almost blinded the life-boatmen's eyes.

Real Satisfaction

For him and for the other members of the crew this was one of the rescues which make membership of the life-boat crew immeasurably worthwhile—compensating for the false alarms, the routine calls to help inexperienced yachtsmen or to escort boats in rough weather.

"The real satisfaction of being in the crew," says Coxswain Tart, "comes when you really know that you have saved somebody, when you rescue people from the water or when the ship goes down just after you get there. It comes when you know that there would be no other chance of their

being rescued if the life-boat was not there."

Fred Richardson, known to the crew as "Treacle," shares the feelings. "When there is a really genuine emergency you get a bit of satisfaction about doing some good."

Others enjoy the tension and suspense which life-boat rescues may bring. "It is mostly the excitement which I enjoy," says Arthur Haines, the bowman. "Excitement is one of the things I go for," says Bob Tart, son of the coxswain.

In the Families

Bob Tart, who joined at 23, is the youngest of the four members of the Tart family in the crew, and until recently there were also three Oillers in the life-boat. Arthur Oiller and John Oiller, the second mechanic, still remain and until his place was taken by bearded Frank Paine—the youngest in the crew—Alexander Oiller was the mechanic.

The life-boat at Dungeness has always been a family concern—dominated by the two families who were the first settlers on this wind-swept knuckle of the south-east coastline. The Tarts, from whose name the "e" has since been dropped, escaped from France at the time of the Revolution, sailing across the Channel in their fishing boats and bringing their nets with them. The Oillers, descended from a Cornish family, settled at Dungeness some years later.

Changing Community

Gradually, through inter-marriage and the arrival of new settlers, the fishing village grew larger and at one time there were 70 children in the village school. Nowadays there is no

school in Dungeness and some children go as far as Ashford and Folkestone for their grammar-school education, afterwards leaving Dungeness to seek their living in London and elsewhere. The future may bring radical

changes to the area but it is the hope of those who love and know it best that Dungeness will long remain the close-knit community of fishermen who, in their own words, "never want to live anywhere else".

SUPPORT FROM NEW ZEALAND



Close to Mount Cook, New Zealand, stands a R.N.L.I. collecting box framed by a life-belt. It has been placed there by Mr. Duncan Darroch, a landscape artist who has a cabin nearby. Considerable sums collected in this way and through the sales of Mr. Darroch's paintings have been sent to the Institution.

Nine People Rescued from Dutch Motor Vessel

A FINE service carried out in an easterly gale resulted in the rescue of all nine people on board a Dutch motor vessel. For this service Coxswain Walter Jonas Oxley, of Walton and Frinton, was awarded the bronze second service clasp for gallantry.

The first news of a vessel in distress reached the life-boat station at 2.50 a.m. on Sunday, 15th March, 1964, when the coastguard on duty at the Walton look-out informed the honorary secretary, Mr. R. Oxley, that he had just intercepted a Mayday call. This was from a vessel which had gone aground near the Longsand Head or South Ship Head. Mr. Oxley immediately alerted Coxswain Walter Jonas Oxley and Second Coxswain Frank Bloom, and the coastguard contacted North Foreland radio to get confirmation of the report.

Rain and Rough Seas

At 3.8 North Foreland radio reported that the Dutch motor vessel *Merak* of 498 tons gross was aground to the south of the Sunk lightvessel and needed help. Maroons were fired two minutes later and the honorary secretary went to the life-boat store. An east-south-easterly gale was blowing and the seas were extremely rough. Heavy rain was falling continuously and visibility was down to less than half a mile.

The tide was then about half ebb and was setting north-east at $1\frac{1}{2}$ knots. The strength and direction of the wind meant that the maroons were not immediately heard, but at 3.50 the

Walton and Frinton life-boat *Edian Courtauld*, which is one of the 46-foot 9-inch Watson type, left her moorings. Five minutes later the life-boat crew received from the Walton coastguard an amended position for the Dutch vessel. This was four miles north of the Sunk lightvessel. At 4.15, when she was $3\frac{1}{2}$ miles east of Walton pier, the life-boat obtained a direction-finding bearing of the casualty, which was 045° from the life-boat.

Rockets Not Seen

Between the squalls a fleeting glimpse was had of the north-east Gunfleet buoy, and then Coxswain Oxley altered course to pass outside the south Shipwash buoy, which is unlit. He asked the Dutch vessel to fire six distress rockets at intervals of five minutes. The confused sea and the poor visibility, which was further reduced by snow showers, prevented any of these rockets from being seen.

At 6.10 the honorary secretary ashore received further information from the Walton coastguard. This was that the s.s. *Avalon* was standing by one mile to the east of the *Merak* and would await the arrival of the life-boat. The *Avalon* also reported that she had an echo on radar bearing 145° , which was believed to be the life-boat two miles away from her.

Checked His Position

Coxswain Oxley came to the conclusion that he must have passed the *Merak* and asked the casualty to give him a 30-second call in order that he

could obtain another direction-finding bearing. This allowed him to adjust his course at 6.30.

Ready and Waiting

The tug *Hibernia* had meanwhile put out from Harwich, but at 6.43 a message was received to say that she had been forced to turn back because of the heavy seas. When the Walton life-boat was half a mile from the casualty Coxswain Oxley asked the master of the *Merak* if he wanted his crew to be taken off. The reply he received was: "Not yet, but stand by." The time then was 6.49.

Coxswain Oxley remained near the south-east Shipwash buoy, but the wind, which had backed to the east-north-east, was increasing in strength and gusting to storm force. As it would be low water at the shore at 6.30 Coxswain Oxley came to the conclusion that on the rising tide he would have a better chance of rescuing the crew of the Dutch vessel if he made to the westward of the sands and lay off the casualty to leeward. Shortly after 8.30 this manoeuvre was completed and the position of the life-boat was then about a mile south of the south-west Shipwash buoy. Later she remained standing by to the north-east of the buoy.

Bumping Badly

At 10.2 a signal was picked up from the master of the *Merak* to say that she was now bumping on the rising tide, seas were breaking over her, and he had decided to abandon ship. Coxswain Oxley therefore brought the life-boat in immediately. The *Merak* was by now heading approximately south-south-east along the line of the Shipwash sands. She had a Jacob's ladder over the starboard quarter and her

master reported that the depth of water at her stern was only one fathom. The Dutch vessel was bumping and rolling heavily.

Coxswain Oxley made the first run in, which he judged perfectly, and one woman and two men were taken off. He was then forced to back away to leeward.

The life-boat came in once more and two men jumped aboard her. A third attempt was then made, and this time the *Merak* rolled heavily towards the life-boat.

Almost Crushed

The bowman, Dennis Finch and another member of the crew, Robert Kemp, both narrowly escaped being crushed. Just in time they received a warning shout from the coxswain and their reactions were quick enough to save them. Nevertheless, at this third attempt the remaining four men on board the *Merak* succeeded in jumping into the life-boat. Coxswain Oxley then took the life-boat out at full speed astern.

Once aboard the life-boat, the captain of the *Merak* asked the coxswain to remain nearby in case his ship refloated on the rising tide. Soon after 10.20 the *Merak* did in fact wash clear of the sands and the captain and one member of his crew were put back aboard. They managed to drop anchor in deep water and the life-boat then put the engineer aboard too.

Woman Among Survivors

The life-boat stood by until two tugs had been able to circumnavigate the Shipwash sands, and Coxswain Oxley then set course for Walton backwater with five rescued men and one rescued woman aboard. The life-boat reached Walton Yacht Club hard at

1.2 p.m., and the survivors were put in charge of the Shipwrecked Mariners' Society.

The mission of the life-boat crew was not yet completed, for Mr. Oxley, the honorary secretary, had learnt that a motor barge had put out from Harwich, and although there were no signs of distress it was thought advisable for the life-boat crew to investigate. Soon after the life-boat had put out again it was learnt that the barge had returned to Harwich under her own power. The life-boat therefore returned to her river mooring where she was refuelled and made ready for service by 5.30.

In addition to the award of the bronze second service clasp to Walter Jonas Oxley, medal service certificates were issued to the other members of the crew: Second Coxswain Frank Alfred Bloom, Bowman Dennis Finch, Mechanic Gilbert Ernest Barrs, Assistant Mechanic Ronald J. Wyatt, crew members Kenneth Haggis, Robert Kemp, Arthur Cole, Brian Oxley and Robert Hipkin.

Coxswain Oxley's first bronze medal was awarded for his services as second coxswain when the Walton life-boat rescued the crew of three of the barge *Esterel*, of London, on 14th October, 1939.

SOUTH COAST RESCUE BOAT



By courtesy of]

[Hastings and St. Leonard's Observer

THE Institution has stationed one of its fast inshore rescue boats at Yarmouth, Isle of Wight, to help Yarmouth's 48-foot 6-inch life-boat in rescue coverage of the Needles Channel-Lymington area.

Yarmouth's new craft brings the number of inshore rescue boats in the Institution's service to 26. Above is a photograph of another south coast inshore rescue boat stationed at Hastings.

Second Life-boat Medal Awarded Forty-five Years Later

At the age of 62 Coxswain Henry Nicholas, of Sennen Cove life-boat, has been awarded the bronze second service clasp for gallantry. Nearly 45 years earlier he won his first bronze medal at the age of 17 when the Sennen Cove life-boat rescued four men from the sea and four from the rocks after a motor launch drove on to the Longships on 30th November, 1919.

Coxswain Nicholas' second award of the bronze medal has been made for the rescue of five people from the Belgian trawler *Victoire Roger*.

Coastguard's Reports

It was at 4.3 a.m. on 24th March, 1964, that the honorary secretary of the Sennen Cove life-boat station, Captain H. B. Harvey, learnt from the St. Just coastguard that a Belgian trawler was ashore at Lands End. The wind was blowing from the south-west and although it was not strong at the time there was a moderate sea and a heavy swell. Visibility was poor because of fog and rain. It was 1½ hours after high water with the ebb stream running to the south-west.

Trawler Afire

The Sennen Cove life-boat *Susan Ashley*, which is one of the 41-foot Watson type, was launched at 4.30, and about five minutes later Coxswain Nicholas saw that the trawler was on fire. She was ashore in Gamper Cove, which is a steep rocky inlet near Lands End.

The life-boat arrived off the casualty at 4.45. Coxswain Nicholas' first in-

tention had been to stand off and use his rocket apparatus and breeches buoy but as he approached the trawler he could see the crew standing on the poop in the light of the flames, and they appeared to be in immediate and grave danger. He therefore decided to go alongside at once and try to take them off.

Four Rescued

Stationing his crew forward he went alongside the starboard quarter of the trawler. This manoeuvre was partially successful, for four men were taken off, but then a heavy sea drove the life-boat into the cove, where she touched bottom. By quick and skilful use of his engines Coxswain Nicholas brought the life-boat astern out of the cove, although another heavy sea broke over her stern as he did so.

Injured Skipper

By this time the life-boat crew had learnt that there was still one man on board the trawler. He was the skipper and he had a broken arm. Coxswain Nicholas decided to return alongside immediately. In spite of his injuries the skipper was successfully taken off, and within a few minutes the whole rescue operation had been carried out. Coxswain Nicholas decided to make for Newlyn, where arrangements were made for a doctor and an ambulance to stand by. The life-boat reached Newlyn at 6.16 and landed the survivors. She returned to her station at 11.35 and was rehoused half an hour later.

Medal service certificates were issued to the other members of the



By courtesy of]

Sennen Cove life-boat lands the crew of the *Victoire Roger* at Newlyn *[Richards, Penzance*

crew: Second Coxswain Eric Pengilly,
Bowman Edmund George, Mechanic
Richard George, Assistant Mechanic

Maurice Hutchens, crew members
Kenneth G. Boden, Cecil H. Botterrell
and Hedley Hutchings.

THE PRINCESS FLIES TO WALES

New Life-boats are Named

ON two sunshining days in May Princess Marina, Duchess of Kent and President of the Institution, named new life-boats which will serve two stations on the Welsh coast, Llandudno in North Wales and St. David's in the south.

On 15th May Princess Marina arrived in Llandudno by a helicopter of the Queen's Flight, landing on a cricket ground only two minutes' car drive from the promenade. Wearing a blue coat and a white hat, she listened to the opening words of Councillor H. Neville, chairman of the Llandudno branch, and a description of the new 37-foot, self-righting Oakley life-boat by Lieut.-Commander W. L. G. Dutton, Chief Inspector of life-boats.

Captain the Hon. V. M. Wyndham-Quin, Chairman of the Committee of Management, handed *The Lilly Wainwright* to the branch and she was accepted on behalf of the branch by Mr. T. Taylor, honorary secretary, and dedicated by the Rt. Rev. G. W. O. Williams, Bishop of Bangor. The vote of thanks was proposed by Lady Mostyn, president of the Llandudno (Ormes Head) ladies' life-boat guild.

HOOTERS SOUNDED

After her address, Princess Marina pressed a button to release the bottle of champagne and to break it over the life-boat's bows. The boat slid into the water to a chorus of hooters from the Beaumaris life-boat and pleasure craft which were nearby.

The life-boat was provided out of a legacy from the late Mr. J. H. Wainwright, of York, and a gift from the Arthur Jowett Fund provided by the late Mr. Arthur Jowett, of Batley, Yorkshire.

Four days later, on the 19th, the Princess stood on a rostrum set high on a gorse-covered cliff above the sea at St. David's to name the new 47-foot Watson life-boat after the former honorary secretary of the station - *Joseph Soar (Civil Service No. 34)*.

Dr. Soar, now in his eighties and president of the St. David's branch, was unable to attend the naming ceremony but the Princess paid a tribute to his years of voluntary service to the Institution.

TWO OTHERS NAMED

The proceedings were opened by Mr. W. Morris Mendus, chairman of the St. David's branch, and Commander D. G. Wicksteed, Deputy Chief Inspector of life-boats, described the craft. Mr. F. C. Hampden formally presented the life-boat to the Institution on behalf of its donors, the Civil Service Life-boat Fund. She was received by Captain the Hon. V. M. Wyndham-Quin, Chairman of the Committee of Management, on behalf of the Institution and accepted by Mr. W. Llewellyn, assistant honorary secretary, on behalf of the branch. The life-boat was dedicated by the Rt. Rev. J. R. Richards, Bishop of St. David's, and a vote of thanks was proposed by Mr. E. H. Taylor, honorary secretary of the branch.



By courtesy of] Princess Marina, Duchess of Kent, meets the Llandudno crew at the naming ceremony [Western Mail



By courtesy of]

St. David's life-boat launches after the naming ceremony

[Studio Jon

Two other life-boats were also named during the second quarter of the year.

On 6th June the Duchess of Northumberland, wife of the Honorary Treasurer of the Institution, named the new Cullercoats life-boat the *Sir James Knott*.

PROVIDED BY TRUST

The 37-foot Oakley life-boat was provided out of a gift from the Sir James Knott Trust and the funds of the Institution.

After opening words from Mr. B. H. Brown, chairman of Cullercoats branch, Commander L. F. L. Hill, District Inspector of life-boats, described the new boat. Mrs. E. C. Obbard, widow of the late Sir James Knott, presented the life-boat to the Institution on behalf of the Sir James Knott Trust.

The life-boat was accepted by the Duke of Northumberland, Honorary Treasurer and a Vice-president of the Institution, on behalf of the Institution,

and handed over to Mr. A. Rankine, honorary secretary, acting for the branch. The Rt. Rev. H. E. Ashdown, Bishop of Newcastle, dedicated the life-boat and a vote of thanks was proposed by Mr. J. A. St. S. Talbot, a member of the Cullercoats branch committee, and seconded by Mrs. D. Kirsop, chairman of Cullercoats and Whitley Bay ladies' life-boat guild.

At Cowes, Isle of Wight, a reserve life-boat was named *James and Catherine Macfarlane* on 26th May.

ON DONOR'S BEHALF

Captain the Hon. V. M. Wyndham-Quin, Chairman of the Committee of Management, opened the proceedings and Commander H. B. Acworth, Assistant Chief Inspector of life-boats, described the 37-foot Oakley craft. The life-boat was presented to the Institution by Mr. G. F. White, on behalf of the donor, Mr. Robert F. Macfarlane. She was dedicated by the Rev. H. A. Eyton-Jones, Vicar of Holy Trinity Church, Cowes.

OLD LIFE-BOATS FOR SALE

Bought for Conversion

FORMER R.N.L.I. life-boats can be converted into reliable pleasure craft, as many amateur sailors have discovered. Demand is keen for life-boats which are no longer required for the Institution's service and a list is kept of prospective buyers who are informed when old life-boats come on to the market.

At the present time reserve prices vary from £1,000 to £2,500 according to size and condition. Readers who would like to receive details about the sale of these life-boats should apply to the Superintendent of Depot, Royal

National Life-boat Institution, Boreham Wood, Hertfordshire.

The active station life of a life-boat is usually about 20 to 25 years. When they are relieved by new craft the old life-boats, with certain exceptions, enter the reserve fleet.

Life-boats in the reserve fleet are used as temporary replacements for station life-boats which are undergoing survey or are being repaired. A definite complement is laid down for the reserve fleet and as new boats enter it the older ones become redundant and are sold out of the service.

CENTENARIES IN THE NORTH-WEST



By courtesy of]

[*North Western Evening Mail*
Barrow life-boat crew at the centenary celebrations

Two life-boat stations in the north-west, Barrow and Blackpool, celebrated their centenaries in April and June.

It was commercial travellers who raised money for the first 36-foot sailing life-boat to be stationed near Barrow in 1864 and, appropriately, she

was named *Commercial Traveller*. At that time the station was known as Piel, standing as it did on the island of Piel in Morecambe Bay. The name was changed a quarter of a century later when the boat was moved to Barrow. The January, 1865, number of THE LIFE-BOAT notes that the life-boat "will command the entrance to the Port of Barrow, which is rising in importance, and where it is likely wrecks may occur more frequently than they have done."

Centenary Dinner

From the time the *Commercial Traveller* went out on her first rescue to the time of this year's centenary Barrow life-boats had been launched 180 times, saving 196 lives. The most recent medal award was made to Coxswain Roland Moore in 1958 when the life-boat took a sick man off the Morecambe Bay lightvessel in a near-hurricane force wind and exceptionally rough seas.

The centenary vellum was presented by Mr. P. Denham Christie, a member of the Committee of Management, on 10th April when the branch's annual general meeting and centenary dinner and dance were held.

The centenary vellum was later presented to the Mayor of Barrow-in-Furness for safe keeping by Mr. W. D. Opher, president of the Barrow

branch, at the town hall on 24th April.

The first life-boat to be placed at the Blackpool life-boat station in 1864 was a 33-foot, 10-oared life-boat presented by the widow and daughter of Mr. R. W. Hopkins of Preston and named *Robert William* in his memory. From the foundation of the station to the time of this year's centenary Blackpool life-boats had been launched 94 times, saving 163 lives.

The centenary celebrations took place on 13th June when the Rt. Rev. C. R. Claxton, Bishop of Blackburn, conducted the thanksgiving service, assisted by the Rev. Canon G. Gower-Jones, Rural Dean of Blackpool, and the Rev. S. J. Metcalf, President of the Free Church Federal Council. After opening remarks by Alderman A. Ashworth, Mayor of Blackpool, Sir Arnet Robinson, a Vice-president of the Institution and deputy chairman of the Port of Liverpool and district branch, presented the centenary vellum to the branch.

Held by Mayor

It was accepted by Mr. F. L. Burton, honorary secretary of the branch, and handed to the mayor for safe keeping. The vote of thanks was proposed by Mr. E. E. Law, chairman of the branch, and seconded by Mr. H. Bateson, vice-president of the branch.

United States Life-boats

In the June, 1964, number of THE LIFE-BOAT it was stated that a delegation from the United States Coast Guard which visited Europe in 1928 had decided that the Watson cabin life-boat of the R.N.L.I. was the most suitable for their purposes of all they had seen and that they had asked to be provided with one. This was quite correct and the Institution naturally agreed to comply with the request. The request, however, was later withdrawn at the instance of the United States Government.

Life-boat in Water-Colour



A water-colour study of a life-boat launching which won a holiday cruise to Russia and Scandinavia for Barry Ketley, 17 year old Hull schoolboy. He entered the painting in the *Daily Mail* New Year Schools' Contest and was one of 24 winners

Christmas Cards and Calendars

THIS year the Institution will for the first time have a choice of two Christmas cards for sale, in addition to pocket calendars.

One card is a reproduction of a painting by David Cobb, R.O.I., S.M.A., which depicts the rescue from the Norwegian vessel *Johan Collett* by the St. Peter Port life-boat with the help of a searchlight from a South African frigate. For this service Coxswain Hubert Ernest Petit was awarded the gold medal. A full account of the service appeared in the June, 1963, number of *THE LIFE-BOAT*.

The other card is based on a design by William Malin, a 24 year old

student of graphic design who won a competition held at St. Martin's School of Art, London, for the best Christmas card appropriate to the life-boat service.

Further details appear on the order forms enclosed in this number of *THE LIFE-BOAT*. Supporters of the Institution living in the Irish Republic are asked to order Christmas cards direct from the Dublin office, 32 South Frederick Street, Dublin, C.2.

The pocket calendar has a photograph of Coxswain Richard Walsh, of Rosslare, Ireland, on the front. It can be obtained in dozens, the price being 2s. a dozen.

Film Winner in Italy

A 24-MINUTE film on the life-boat service, *Part-Time Heroes*, won a silver cup presented by the Ministry of Naval Defence when shown this year at a review of maritime documentaries during the Milan Fair.

The film shows a number of life-boats in action—the Porthdinllaen life-boat taking a fishing vessel in tow, the Falmouth life-boat going to the aid of a vessel on fire, the Walmer life-boat near the Goodwin Sands. Insights into the work of the Institution's headquarters are also given.

Made by the B.B.C. and presented by them to the Institution, the film is in 16 mm. and is available for showing to non-paying audiences.

Part-Time Heroes is one of three 16 mm. films on the life-boat service which can be exhibited to non-paying audiences by arrangement with the R.N.L.I.

For Those in Peril traces the life of the famous Cromer coxswain, Henry Blogg, recreating his exploits with the aid of still photographs, film material, interviews with those who knew him best, and scenes of Cromer and its life-boat. The film lasts 40 minutes and was presented to the Institution by its makers, Anglia Television.

FIRST IN COLOUR

Atlantic Launch portrays the life-boat station at St. David's, in Pembrokeshire, the city in which it is set, and the members of the crew. The rescue of a fishing boat by the St. David's life-boat is also shown. The 16 mm. film was given to the Institution by North German Television and lasts 20 minutes.

Life-boat Call is one of six 16 mm. films which are available for showing to audiences of all kinds. The first film in colour to be made for the R.N.L.I., it was shot mainly at Southend-on-Sea. Members of the Southend life-boat crew are shown at their day-to-day work then, when the alarm is raised, they are seen manning the life-boat and going to the rescue of two boys in a capsized dinghy. The film runs for 11½ minutes and was made by Excalibur Films with a commentary written by Duncan Carse.

Air Lift to Safety is a 16-minute film made by Dr. William J. Guild and shot in Scotland. It shows the Broughty Ferry life-boat and an R.A.F. helicopter combining in the rescue of an injured deck hand who is taken off a ship by the life-boat and then transferred to a helicopter which flies him to a waiting ambulance.

HOSPITAL SERVICE

Life-boat Coming is also in colour, and was shot at Arbroath, Angus. It shows an injured man being landed from the Abertay lightvessel and illustrates the co-operation which exists between the life-boat service, the coastguard and the hospital service. The 12-minute film was made by Dr. William J. Guild with the co-operation of the Research Film Unit of Edinburgh University.

Shipshepe, available in 35 mm. as well as 16 mm., depicts the behind-the-scenes work of repairing and renewing life-boats at their stations,

with stores sent from the R.N.L.I. depot. It lasts five minutes and was made by Paul Rotha.

Appeal of the Life-boat Service, another five-minute production, is a film of the appeal on B.B.C. television broadcast on 19th February, 1961, which was made by Wynford Vaughan Thomas. It shows the Lizard-Cadgwith life-boat crew and four people rescued by the life-boat who tell of their experiences. It was presented by the B.B.C.

The Village Turned Out, also available in 35 mm., begins with the naming ceremony of the Coverack life-boat, then shows the crew going to the

rescue of a training aircraft which has crashed into the sea. It was presented to the R.N.L.I. by the Shell Film Unit and the running time is eight minutes.

LESS RECENT FILMS

Other less recent films, all in 35 mm. or 16 mm., are available on special demand. These are: *Gale Warning* (25 minutes), *A Fisherman's Yarn* (20 minutes), *Boats That Save Life* (seven minutes), *Volunteers of the Life-boat Service* (five minutes), *The Tradition of the Life-boat Service* (five minutes), *Craftsmanship of the Life-boat Service* (five minutes), *Troubled Waters* (six minutes, for non-paying audiences only).

THE SEAMEN'S STORY

WHILE the Institution was developing its life-boat service in the first half of the 19th century another maritime organization was also in its infancy—a federation of port unions which was the precursor of the National Union of Seamen.

Historical Record

A short history of the National Union of Seamen, published recently, is available from the union's London headquarters at 1s. Wages, it says, were 45s. to 55s. monthly for able seamen

who were working long hours in the 1880s, and food on board ship left much to be desired.

Seamen's Diet

"Warm water and peas for soup, pork of acrid taste and greenish hue . . . a black liquor full of short sticks called tea . . ." is a quotation from the *Daily Telegraph* of the period. The description of the gradual improvement in seamen's working conditions is taken up to the present day and beyond—to the 42-hour week due to begin in April next year.

NOT RETIRING

To Mr. Robert Fraser, honorary secretary and treasurer of Aith branch, are expressed apologies for inadvertently stating that he had retired in the June number of THE LIFE-BOAT. Mr. Fraser, who was presented with a barometer in recognition of his services, is continuing his work for the Institution.

RESCUE PRACTICE IN SCOTLAND



By courtesy of]

Largs inshore rescue boat on exercise

[Daily Record

AN EXPLOSIVE CATCH

MR. F. DOWNS, a member of the Whitstable inshore rescue boat crew, recently helped to save his own fishing boat from a possible explosion by a German magnetic mine.

His fishing boat, *Harvester II*, was found to have a German type D mine caught in her nets just as she was about to enter Whitstable harbour at 2 a.m. on 28th May. Mr. Downs was asked to anchor outside the harbour entrance while the police made an urgent call to the Portsmouth Command Bomb and Mine Disposal Unit of the Royal Navy. It was low water when the unit arrived and there would not have been enough water to float a boat for several hours.

At the request of the police and the unit, Mr. B. E. Hardy, honorary secretary of the station, agreed to launch the inshore rescue boat to take members of the unit out to the fishing boat.

His Insistence

Heavy sea mist prevented any immediate action but at 2 a.m. the next morning the help of the inshore rescue boat was again given. Acting as coxswain, Mr. Downs took out Lieut.-Commander Wray, of the Bomb and Mine Disposal Unit, and his chief petty officer. Mr. Downs insisted on moving his fishing boat to a position where the mine could be safely released for detonation. He stood by in the inshore rescue boat during the counter-mining action and by 4.30 a.m. on the 29th the mine had been safely disposed of by the unit. The inshore rescue boat returned to shore half an hour later.

A few days later the Institution received a letter written by Admiral Sir Wilfrid Woods, from Admiralty House, Portsmouth. He wrote: "The mine was identified as a German type D mine, designed to function either magnetically, acoustically, or by hydrostatic clock or switch. It was also fitted with a bomb fuse, designed to explode the mine if it fell on land or in shallow water. Any of these devices might have caused the mine to explode while it was being moved.

Traditions Upheld

"Mr. Downs was fully aware of the hazards involved, but insisted that he and his crew should take *Harvester II* to a position where the mine could be safely released for detonation. . . .

"Mr. Downs and his crew acted throughout in accordance with the best traditions of the Royal National Lifeboat Institution, and were of the greatest assistance to the Portsmouth Command Bomb and Mine Disposal Unit".

Further Appreciation

Appreciation of the help given by another of the Institution's inshore rescue boats has also been expressed recently by H.M. Coroner, Dr. Sommerville, at an Eastbourne inquest, and by the Chief Constable for East Sussex.

On 29th June, 1964, the Eastbourne inshore rescue boat searched for Mr. Brian Matthewman, a missing swimmer, in Pevensey Bay. News that he was missing came from the coastguard at 12.9 p.m. and six minutes later the inshore rescue boat was launched.

The swimmer was picked up 10 minutes later, and on the beach the police and an ambulance were waiting. Despite efforts to resuscitate him, the swimmer unfortunately did not revive. The inshore rescue boat returned to her station at 1.48 p.m.

A subsequent letter from the Chief Constable of East Sussex to Mr. Cecil F. Baker, Eastbourne honorary secretary, read:

"At an inquest held at Eastbourne on the 1st of July, H.M. Coroner, Dr. Sommerville, said that he would like to offer his thanks and the thanks

of the public to the R.N.L.I. inshore boat from Eastbourne which arrived in about five minutes to assist with the rescue of the late Mr. Brian Matthewman who had disappeared whilst swimming off Pevensey Bay.

"Mr. Matthewman died in the water as a result of a coronary attack which would not have been fatal had he not been in the water and for this reason the efforts of your crew were of no avail. I would however like to add my own appreciation of your services to that of H.M. Coroner."

All Bottled Up . . .

When is an emergency not an emergency? One answer might come from the crew of the inshore rescue boat at St. Ives: when it is a drifting bottle.

At 8.25 p.m. on 29th May Captain T. Stevens, honorary secretary at St. Ives, was told that someone had seen a bottle prominently labelled "Emergency" drifting out to sea.

At the same time Mr. John Stevens, owner of the small gig *Mayflower*, reported that the *Mayflower*, manned by his son, was overdue. He feared that the engine had broken down and that the gig would be drifting north-westerly on the strong ebb tide.

Five minutes later, at Captain Stevens' request, Mr. A. Thirlby, coxswain of the inshore rescue boat, and two crew members launched to investigate the two reports.

The bottle was "rescued" by the crew and the *Mayflower*, which was free from engine trouble but proceeding slowly against the strong tide, was escorted back to St. Ives by 9 p.m. The contents of the bottle? "Emergency Post"—a back number of a monthly magazine described as a "Christian Witness for Today" containing religious messages and a biblical crossword puzzle for the benefit of its readers.

THE LIFE-BOAT FLEET

148 life-boats

26 inshore rescue boats

LIVES RESCUED 84,971*

from the Institution's foundation in 1824 to 30th June, 1964

*From a further search of the records of Skegness life-boat station it has come to light that 61 lives were saved between 1825 and 1864. This explains the considerable increase in the "lives rescued" shown above.

New Ways of Raising Money

Almost 20 years after his aircraft had been shot down in the Channel, on 12th June, 1944, a former German prisoner-of-war wrote to the British naval attaché in Bonn to trace the commanding officer of the British escort vessel which had rescued him from the sea.

He told the attaché that for 20 years he had remembered the courage and courtesy of a ship which, in the possible presence of the enemy, had risked its own safety by stopping to pick up German survivors. He was hoping to be able to express his gratitude to the officer whose action had saved the lives of both him and his mechanic.

The letter was received by the attaché in November, 1963. Recently, after extensive but unsuccessful investigations by the British authorities, Mr. Kurt Lohrmann sent 100 German marks to be donated to a British charity dealing with rescue at sea—in gratitude for his original rescue and for the help given in his quest. The sterling equivalent (£8. 18s. 7d.) was passed by the Admiralty to the R.N.L.I.

* * *

A girl dressed entirely in life-boat head scarves sold them at 10s. each and raised about £30 for the Institution at the dinner of the Southend-on-Sea life-boat crew.

* * *

The Dundee life-boat guild reports that "a lady with 100 pockets" raised over £27 at a coffee morning. Dressed in Victorian clothes she had 100 pockets sewn on her dress, each containing a 1s. article for sale.

Beginners who go sailing at the Central Council of Physical Recreation Centre at Bisham Abbey and accidentally capsize their boats pay a 6d. forfeit to the life-boat service. Major C. P. H. E. Huxford, sailing instructor at the centre, began taking 6d. forfeits last year and is continuing to do so this year. "With some good strong winds and careless crews," he writes, "we should be able to raise quite a decent amount."!

* * *

A life-boat of flowers—made of dozens of red, white and blue blooms and trimmed with miniature rope—was the centrepiece of "Spring Rhapsody," an exhibition of flower arrangements held by the Stourbridge Floral Art Club in April. The proceeds of £62 went to the Institution's funds.

* * *

The honorary secretary of the Linlithgow ladies' life-boat guild has been given a cheque for £6 by the husband of one of the guild members, who has ground which he allows campers to use free of charge. He donates any money which campers may offer to give him to the Institution's funds.

* * *

A member of the Port Talbot branch, who is promenade manager at Aberavon, has a collecting box in the nursery where lost children are looked after. When the anxious parents finally come to collect their children they often ask if there is any charge and instead are invited to make a contribution in the life-boat collecting box.

SPORTING CLUBS CAN HELP THE R.N.L.I

THE life-boat service receives each year most valuable support from many sporting clubs. With costs increasing because of technical developments, it is timely to draw attention to the easy way in which clubs not yet helping the service can do so, and to remind regular club supporters that their help is needed more than ever.

The scheme is a simple one. The Institution is prepared to supply to clubs, without charge, suitable prizes for races or competitions in which the entrance fees are donated to the life-boat service. The range of prizes available include very attractive pennants for yacht and sailing clubs and for model yacht and power boat clubs. For golf, bowls and sea angling clubs, decorative life-boat spoons can be supplied, whilst an R.N.L.I. propelling pencil is available for other sports.

MORE COULD HELP

All the arrangements, the amount of the entrance fee, date and so on, are left entirely to the club concerned; the only stipulation the Institution makes is that the total raised by the race or competition should exceed appreciably

the cost of the prizes supplied, so that its funds can benefit. Adverse weather conditions can sometimes make this difficult, but any resultant loss of entrance fees can be offset by arranging a lunch or dinner collection in the club restaurant or by organizing a small raffle or simple competition which, even when there is no loss of entrance fees, can provide valuable additional revenue for the service.

PERSONAL APPROACH

Yacht, golf, model yacht, angling and most bowls clubs are approached annually by letter. The response is very good indeed but more clubs would undoubtedly help the life-boat service if a direct and personal approach were made.

Any honorary worker or supporter of the Institution, whether a member of a club or not, could do valuable work by personally bringing the scheme to the attention of the appropriate committee of all local clubs which do not at present help. Such an approach would not be wasted, even to clubs which do already help the service, since it could be the means of ensuring annual participation.

THE GOBLET IS SOLD

The monumental glass goblet decorated by Miss Honoria Diana Marsh with a picture of the Weston-super-Mare life-boat and illustrated on page 12 of the June number of *THE LIFE-BOAT* has now been sold by the Institution. The buyers are the Gulbenkian Foundation, whose donation of £25,000 provided the Weston-super-Mare life-boat in the first instance. For the goblet the foundation gave £500.

THE GRACE DARLING MUSEUM



By courtesy of]

The newly extended West Room of the Grace Darling Memorial Museum at Bamburgh

[Tweeddale Press

Gala Performance

A Royal gala performance of the musical version of *The Admirable Crichton* with Kenneth More and Millicent Martin will be held in aid of the Institution at a London West End theatre, on 17th December.

Seats will be available to the public at 15s., one, two, three and five guineas through Keith Prowse and Co.

This is the first time in 180 years that Keith Prowse have personally sponsored a charity performance in any theatre.

This has been made possible through the kindness of Mr. Peter Cadbury, chairman and managing director of Keith Prowse and Co.

The Royal Visitors

When the new 44-foot steel life-boat obtained from the United States Coast Guard was in the course of her summer trials off the south coast in July she was inspected by members of the Royal Family. The Duke of Edinburgh, who is a member of the Institution's Committee of Management, accompanied by the Prince of Wales and Princess Anne, went to sea in her off Cowes, Isle of Wight, on 7th July.

Sidelights on Stations

Alarmed to see a boat which appeared to be in difficulties in heavy seas on 14th April, a public-spirited Blackpool shopkeeper reported the news to the life-boat station. Raising his binoculars to scan the sea, the boat-house attendant located the casualty. It was, in fact, the Blackpool life-boat herself, out on exercise with the honorary secretary and district inspector.

What the well-dressed life-boatman is wearing on service in the north-east: a white shirt and black dinner jacket. Whether or not Second Coxswain John King of Bridlington life-boat will set a new sartorial standard for life-boat wear is questionable, but what the second coxswain did *not* question on 25th April was the call to go out on service while attending a dinner dance of the Royal Yorkshire Yacht Club. Still dinner-jacketed, he hurried away to join the crew in taking a doctor to attend an injured man on a Grimsby trawler. Comments from Mr. M. E. Hodgson, honorary secretary, that he might be "overdressing the part a little" were met with his assur-

ance that the dinner jacket would be unharmed with his "oily" over it.

Cromer life-boat station had its first visit from six Icelandic Members of Parliament in April. While in Cromer they watched a combined life-boat and helicopter display, inspected the no. 1 life-boat *Henry Blogg*, and threw many questions to Coxswain Henry "Shrimp" Davies and other members of the crews. Icelanders, of course, have a life-boat society of their own, with a fleet which includes motor life-boats and patrolling rescue cruisers.

On 17th April anxious residents telephoned the gardai. A man was shouting for help from Dalkey Island, they said. Within minutes a gardai patrol car had rushed to the shore to investigate and rockets burst over Dun Laoghaire to call the life-boat crew. While the crew stood by at the life-boathouse ready for launching the gardai had second thoughts. They listened again. The "calls for help" came from the island's goats.

NOTICE

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

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

The next number of THE LIFE-BOAT will be published in DECEMBER, 1964.

OBITUARY

COXSWAIN ROBERT CROSS

Coxswain Robert Cross, who had the remarkable distinction of twice winning the gold medal for gallantry, died at the age of 88 on 14th June, 1964. He was former coxswain of the Humber life-boat.

He joined the life-boat crew at Spurn Head on the Humber in 1902, when the station was controlled by Hull Trinity House, and he left six years later, buying a share in a herring drifter. In 1909 he was out with the Flamborough life-boat when his brother and his brother's two sons were drowned while in a fishing coble. From then on he decided to devote himself to the life-boat service and two years later, when the Institution took over the station, he became the Humber coxswain.

During the 1939-45 war he had as fine a record as any life-boat coxswain in the Institution's service and he took part in the rescue of 244 lives. During his 31 years as coxswain he rescued 403 lives and gained the George Medal, two gold medals, three silver and two bronze medals, and the Institution's thanks on vellum. He retired in 1943 when he was 67.

He was awarded his first gold medal for the service by Humber life-boat on 12th February, 1940. With only five men with him in the boat instead of the usual crew of seven, he rescued nine men from the steam trawler *Gurth* of Grimsby, with squalls at gale force and seas breaking continuously over the life-boat.

He was awarded a clasp to his gold medal for the service to H.M. trawler *Almondine* on 7th January, 1943, when 19 members of the crew were rescued.

COXSWAIN SAMUEL CUNNINGHAM

Coxswain Samuel Cunningham, who died at his home at the age of 54 on 3rd June, 1964, had a dual role which was unique in Ulster. He was former coxswain of the Portrush life-boat and was also town clerk of Portrush.

He was coxswain from 1946 until the end of last year when he retired because of ill health. Previously he had served as second coxswain from 1937 until his appointment as coxswain. He became town clerk of Portrush in 1953, succeeding his father who had held the position for over 40 years.

He was awarded the Institution's silver medal for a service by the Portrush life-boat on 22nd October, 1960, when 14 members of the crew were rescued from the Greek motor vessel *Argo Delos*.

AWARDS TO COXSWAINS AND CREWS

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

<i>Name</i>	<i>Station</i>	<i>Service</i>
ERNEST COTTON	Aldeburgh	Member of crew 12½ years. Assistant mechanic 15½ years.
ALASTAIR GEORGE HICKS	Angle.. ..	Helper 6 years. Member of crew 11½ years. Bowman 6½ years.
WILLIAM ANDREW MORSE	Angle.. ..	Member of crew 17 years. Winchman 30½ years.
HENRY GARDNER	Anstruther	Member of crew 12 years. Bowman 5½ years.
THOMAS JOHN JEWELL	Appledore	Member of crew 11½ years. Assistant mechanic 2½ years.
MICHAEL KAVANAGH	Arklow	Member of crew 7½ years. Second coxswain 7½ years.
WILLIAM DAVID GRIFFITHS	Barmouth	Member of crew 24½ years. Bowman 3½ years. Second coxswain 3¾ years.
JOHN ALEXANDER MACNEIL	Barra Island.. ..	Member of crew 9 months. Bowman 1 year. Second coxswain 1 year. Coxswain 15 years.
NORMAN CHARNLEY	Barrow	Member of crew 12½ years. Second coxswain 17 years.
RICHARD R. ARTHUR	Cadgwith	Member of crew 18 years. Assistant mechanic 10¾ years. Bowman 8¾ years. Second coxswain 7½ years.
THOMAS A. JANE	Cadgwith	Member of crew 10¾ years. Assistant mechanic 1 year.
JAMES H. JANE.. ..	Cadgwith	Member of crew 22½ years. Second coxswain 11 years. Coxswain 6½ years.
LLEWELLYN S. STEPHENS	Cadgwith	Member of crew Lizard life-boat 13¾ years. Assistant mechanic Cadgwith life-boat 4½ years. Mechanic 1 year. Bowman 1¾ years.
WILLIAM ARCHIBALD ROWE	Coverack	Member of crew 10¾ years. Bowman 3 years. Second coxswain 4½ years. Coxswain 24¾ years.
ROBERT CADWALADER	Criccieth	Member of crew 17½ years. Bowman 3½ years.
HENRY SABISTON	Cullercoats	Member of crew 8 months. Mechanic 24½ years.
GEORGE SCOTT TAYLOR	Cullercoats	Member of crew 11 years. Second coxswain 12½ years. Coxswain 6½ years.
JOHN RENTON JAMIESON	Eyemouth	Member of crew 22 years. Bowman 4½ years.
JOHN YOUNG	Eyemouth	Member of crew 19 years. Bowman 3 years. Second coxswain 2½ years. Coxswain 4½ years.
WILLIAM ABRAM SALTHOUSE.. ..	Fleetwood	Member of crew 13½ years. Bowman 3½ years. Second coxswain 3 months.
MICHAEL DIRRANE	Galway Bay	Member of crew 5 years. Assistant mechanic 22¾ years. Mechanic 8 years.
JOHN GIBB SOUTER	Gourdon	Bowman 9¾ years. Second coxswain 2½ years. Coxswain 16 years.

<i>Name</i>	<i>Station</i>	<i>Service</i>
CHARLES MICHAEL CHAPPLE ..	Hartlepool ..	Member of crew 13 years. Assistant mechanic 5 years.
WILLIAM J. MCCONKEY ..	Howth ..	Member of crew 4 years. Mechanic 33 years.
RICHARD BIRD ..	Hoylelake ..	Member of crew 20½ years. Bowman 12 years.
JACK PARKINSON ..	Lytham-St. Anne's ..	Member of crew 20¾ years. Bowman 9½ years.
GEORGE HENDERSON ..	Montrose ..	Member of crew 14¾ years. Second coxswain Montrose No. 2 3¾ years.
ANDREW PEATTIE ..	Montrose ..	Assistant mechanic 11½ years.
GEORGE BROWN MOIR ..	Newburgh ..	Member of crew 13 years. Bowman 7¼ years.
HENRY PARRY ..	Porthdinllaen ..	Member of crew 15½ years.
SAMUEL CUNNINGHAM ..	Portrush ..	Member of crew 3 years. Second coxswain 9½ years. Coxswain 17½ years.
ARTHUR T. VERRION ..	Ramsgate ..	Member of crew 20¾ years. Bowman 6½ years. Second coxswain 6¾ years. Coxswain 10¾ years.
WILLIAM DUGGAN ..	Rosslare Harbour ..	Member of crew 5¾ years. Second coxswain 17¾ years.
GEORGE A. JORDAN ..	St. David's ..	Assistant mechanic 9¾ years. Mechanic 17 years.
HUBERT ERNEST PETIT ..	St. Peter Port ..	Coxswain 15¾ years.
VICTOR HENRY PAGE ..	Shoreham Harbour ..	Member of crew 11 years. Second coxswain 10½ years. Coxswain 6½ years.
ROBERT STONEHOUSE ..	Teesmouth ..	Member of crew of Redcar life- boat 5 years. Bowman 12 years. Second coxswain 9 months. Member of Teesmouth crew 2 years. Bowman 10 years
JAMES R. COX ..	Wells ..	Member of crew 16 years. Mechanic 28¼ years.
ALEXANDER LEVENIE ..	Whitehills ..	Assistant mechanic 15 years.
ALFRED MACKAY ..	Wick ..	Member of crew 14¼ years. Bowman 7¼ years. Second coxswain 3½ years.
WILLIAM ELLIS ..	Youghal ..	Member of crew 30¾ years.

BIRTHDAY HONOURS

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

G.B.E. Alderman C. J. Harman,
Lord Mayor of the City of
London, ex officio member
of the Committee of Man-
agement.

C.B.E. Miss M. L. Jackson, M.B.E.
J.P., president of the Black-
ley branch.
Mr. E. H. Macintosh, pre-
sident of the Inverness
branch.

M.B.E. Mr. G. M. Harvey, vice-
president of the Nantwich
branch.

Dr. J. Leiper, honorary
medical adviser at the Aber-
deen life-boat station.

Mrs. E. V. Lidgely, former
chairman of the Camborne
branch.

Mr. J. Williams, a council
and executive committee
member of the Civil Service
Life-boat Fund.

B.E.M. Mr. Sidney Cann, Coxswain
of the Appledore life-boat.

Life-boat services round the Coasts

LAUNCHES AND LIVES SAVED

1st April to 30th June: Launches 229, lives saved 102

NORTH-EAST ENGLAND

Amble, Northumberland. At 8.34 a.m. on 8th May, 1964, the coastguard informed the honorary secretary that a fishing coble was in difficulties half a mile east of Cresswell. At 8.58 the life-boat *Millie Walton* was launched in a west-north-westerly gale and a rough sea. It was two hours after low water. The life-boat found the local fishing coble *Silver Coquet* and escorted her safely to Amble by 11.45.

BLOWN OUT TO SEA

Berwick-upon-Tweed, Northumberland. At 11 a.m. on 12th April, 1964, the coastguard informed the honorary secretary that a small boat was being blown out to sea off the pier. There was a near gale from the south-west with a choppy sea and a flooding tide. The life-boat *William and Mary Durham* launched at 12.20 p.m. and quickly reached the small coble. The coble's oars had broken and the one man on board was unable to start the outboard motor. A line was made fast and she was safely towed to Berwick harbour. The life-boat arrived back at her station at 12.50.

INTERPRETER CAME

At 10.45 a.m. on 17th June, 1964, the secretary of the Berwick Infirmary told the honorary secretary that a Dutch trawler had asked if a boat could land the skipper as she could not enter the harbour on the ebb tide. As no other suitable boat was available the life-boat *William and Mary Durham* was launched in a light south-easterly breeze and a slight sea. The life-boat met the trawler *Dirkje* and brought ashore the skipper, who was suffering from appendicitis. As he could not speak English the trawler's mate accom-

panied him to act as interpreter and was later taken back to the *Dirkje*. The life-boat finally reached her station at 3 p.m.

CANOE CAPSIZED

Boulmer, Northumberland. At 4.55 p.m. on 31st May, 1964, an Alnmouth resident told the honorary secretary that a canoe appeared to be in difficulty at the mouth of the River Aln. Shortly afterwards the canoe, which had aboard two occupants, capsized and the life-boat *Robert and Dorothy Hardcastle* was launched at 5.13. There was a light north-north-easterly wind, a moderate sea, and a flooding tide. A R.A.F. helicopter from Acklington rescued the men before the life-boat reached the river mouth, and the life-boat returned to her station at 6 p.m. The local coble *Girl Joan* also put out.

NOT A HOAX

Bridlington, Yorkshire. At 9.10 p.m. on 24th April, 1964, the coxswain told the honorary secretary that the motor fishing vessel *Random Harvest* had received a radio telephone message that the trawler *Lemberg* of Grimsby intended landing an injured crew man at Bridlington at approximately 11 p.m. The honorary secretary questioned the coastguard and Humber Radio, neither of whom knew anything about it. As the honorary secretary had received two hoax telephone calls during the evening, no action was taken for the time being. At 11.30 the honorary secretary was told that the trawler *Lemberg* had entered Bridlington Bay and was heading for the harbour. He immediately authorised the life-boat to launch and arranged for a doctor to attend at the boathouse. There were light airs with a smooth sea, and it was low water. The life-boat *Tillie Morrison, Sheffield II*

launched at 12.20 a.m. and reached the trawler as she anchored. The injured man was taken on board and, on being landed, was treated by the doctor before going to hospital in an ambulance. The life-boat returned to her station at 2 a.m.

POLICE CLEARED WAY

At 12.30 p.m. on 18th May, 1964, the coastguard told the honorary secretary that a sailing dinghy was being driven ashore in a moderate to fresh south-easterly wind and moderate sea at Barmston. The tide was ebbing. At 1 p.m. the life-boat *Tillie Morrison, Sheffield II* was launched. As the town was crowded with Whitsun holiday makers the police were asked to help clear a way while the life-boat was being taken from her boathouse. An hour later the coastguard reported that the converted ship's life-boat *Alert* had cleared the beach and was in no further danger. The life-boat was recalled and reached her station at 3 p.m.

The life-boat was also called out on 17th April.

ANXIOUS PARENTS

Cullercoats, Northumberland. At 1.35 a.m. on 20th May, 1964, the Tyne-mouth coastguard informed the honorary secretary that the parents of two youths who had not returned from a fishing trip in an 18-foot motor boat were anxious about their sons' safety and at 2 a.m. the life-boat *Sir James Knott* was launched. There was a light north-easterly wind, a smooth sea, and an ebbing tide. The life-boat found the motor boat, a converted ship's boat, which had broken down. She was $1\frac{1}{2}$ miles east of Rex Hotel in Whitley Bay, and had three youths on board. The life-boat rescued them, towed their boat to Cullercoats and returned to her station at 3 a.m.

COBLES ESCORTED

Filey, Yorkshire. At 8 a.m. on 8th May, 1964, the life-boat second coxswain reported that six local fishing cobles were at sea in deteriorating weather. At 8.55 the life-boat *The Isa & Penryn Milsted* was launched with the second coxswain in charge. A gale was blowing from the

south-west, the sea was rough and it was one hour after low water. The cobles, widely dispersed in Filey Bay, were gathered together by the life-boat and escorted back to Filey by 11.30.

RETURNED SAFELY

At 9 a.m. on 29th June, 1964, the coastguard told the honorary secretary that two cobles were still about eight miles north-east of the Brig and in view of the deteriorating weather they might need help. At 11.20 the life-boat *The Isa & Penryn Milsted* launched in a strong north-north-westerly breeze, rough sea, and ebbing tide. The life-boat found the fishing cobles *Angela May* and *Northern Star*, which were escorted into Filey. The life-boat returned to her station at 3.20 p.m.

The life-boat was also called out on 17th May.

FOUR IN DISTRESS

Flamborough, Yorkshire. At 6.45 p.m. on 17th May, 1964, the coastguard told the life-boat coxswain that a fishing boat appeared to be in need of help about $1\frac{1}{2}$ miles from the coastguard station and by 6.55 the life-boat *Friendly Forester* was launched. There was a fresh south-easterly wind, with a moderate sea and a flooding tide. The life-boat found the motor boat *Probus Ioanes* pleasure-fishing a mile east of Flamborough Head. Her propeller shaft had broken and her crew of four were making distress signals. The life-boat towed the boat to Bridlington and then returned to her station at 9.15.

The life-boat was also called out on 17th April.

HELP FOR DUTCH

Hartlepool, Co. Durham. At 9.25 p.m. on 10th June, 1964, the coastguard told the coxswain that the Dutch trawler *Guus* was making for Hartlepool with a sick man aboard and that a helicopter had been alerted. At 10.25 the coxswain was informed that the helicopter had been cancelled and the life-boat was needed. The coxswain arranged to meet the trawler seven miles east of Hartlepool. The life-boat *Edward and Isabella Irwin*, on temporary duty at the station, left at

11 p.m. in a gentle west-south-westerly breeze and a moderate sea. The sky was clouding over and the tide was one hour after low water. Contact was made between the life-boat and the trawler at 12.10 a.m. and the sick man was transferred to the life-boat, which returned to harbour, reaching her moorings at 1.30.

The life-boat was also called out on 13th June.

TO NORTH SHIELDS

Newbiggin, Northumberland. At 2.20 a.m. on 3rd June, 1964, the crew of the coble *Xmas Rose* informed the honorary secretary that the coble *Mary Robinson* was still at sea. It was almost low water; the sea was rough due to a strong east-north-easterly breeze. As the weather was becoming worse, the life-boat *Richard Ashley* was launched at 2.45 and half an hour later contacted the coble sheltering alongside a seine-netter. The life-boat escorted the *Mary Robinson* to Blyth but because of the weather conditions they had to proceed to North Shields. After seeing the coble safely to North Shields, the life-boat returned to her station at 8 a.m.

THIRD COBLE HELPED

At 1.30 p.m. on 19th June, 1964, the coastguard told the honorary secretary that two fishing cobs had returned from fishing because of rapidly deteriorating weather. The tide was one hour past high water. A fresh north-easterly breeze accompanied by heavy squalls and rough seas caused the coastguard some concern as to the safety of a third fishing coble which had not yet returned. At 1.38 the life-boat *Richard Ashley* was launched, and contact was made with the third coble at 3 p.m. The coble was escorted to safety and the life-boat reached her station at 6.20.

UNABLE TO ROW

Redcar, Yorkshire. At 3.30 p.m. on 13th April, 1964, the coastguard told the honorary secretary that a small boat was in difficulties near Huntcliff, Saltburn. There was a fresh west-north-westerly breeze with a slight sea, and a flooding

tide. The life-boat *City of Leeds* launched at 3.50, and 40 minutes later met the small boat. Three youths on board had gone fishing but had been unable to row back against the wind and tide and their anchor had fouled. They were taken on board the life-boat which returned to her station with the boat in tow. The survivors were treated in hospital for exposure and shock but were later reported to have completely recovered. The life-boat arrived at her station at 5.20.

FISHERMAN WAVED

At 10.25 a.m. on 8th May, 1964, the coastguard told the honorary secretary that the local fishing coble *Maria Dolores*, which had a crew of three, appeared to need help off Saltscar and that one of the fishermen was waving. At 10.40 the life-boat *City of Leeds* was launched in a strong westerly gale and very rough sea and made a search in a flooding tide. She found the *Maria Dolores* in tow of another coble east of Redcar, escorted them both to the shore, and returned to the station at 11.10.

DOCTOR REQUIRED

Scarborough, Yorkshire. At 8.10 a.m. on 8th May, 1964, the skipper of the fishing coble *Who Cares*, who had just returned ashore, reported that the trawler *Amélie Suzanne* of Ostend was signalling for a doctor but that conditions at sea were too bad for the coble to go alongside and take an injured man ashore. At 8.15 the life-boat *J. G. Graves of Sheffield* was launched with a doctor on board and found the trawler a mile south-east of Scarborough. A gale was blowing from the west, the sea was rough and it was low water. The doctor found that the skipper had injured a foot and had him transferred to the life-boat, which took him ashore to a waiting ambulance. As the injured man was detained in hospital overnight, the life-boat launched again and put the life-boat second coxswain aboard the trawler to pilot her in. The life-boat returned to her station at 2.20.

MOTHER WAS ILL

At 9.30 p.m. on 2nd June, 1964, the police told the honorary secretary that



By courtesy of]

Scarborough life-boat crew take a seaman off H.M.S. *Malcolm* [Crofts Photoservices

H.M.S. *Malcolm* was due to arrive off Scarborough at 10 p.m. and had to land a rating who needed to see his seriously ill mother. The high tide and fresh north-east breeze made the harbour entrance dangerous to ordinary shoreboats though the open sea was moderate. Consequently the life-boat *J. G. Graves of Sheffield* was launched at 9.35, reaching H.M.S. *Malcolm* four miles east by south of the harbour. The rating was transferred to the life-boat and on reaching the harbour he was taken in a police car to hospital. The life-boat returned to her station at 10.40.

The life-boat was also called out on 30th May.

TOWED SAFELY

Seaham, Co. Durham. At 5.23 p.m. on 7th June, 1964, the coastguard told the honorary secretary that a fishing coble about $1\frac{1}{2}$ miles off the pier was lying broadside to a moderate sea and a fresh westerly breeze. The life-boat *Will and Fanny Kirby* was launched at 5.34 with the tide two hours before low water. At 5.50

she reached the fishing coble *Moir* with a crew of one, and took her in tow. At 6.40 the harbour was reached safely.

CATAMARAN DISMASTED

Skegness, Lincolnshire. At 11.53 a.m. on 3rd May, 1964, the coastguard reported that a catamaran with a crew of two had been dismasted half a mile off Winthorpe and was drifting northward. At 12.15 p.m. the life-boat *Charles Fred Grantham* was launched on service for the first time. There was a strong south-westerly wind, the sea was choppy and the tide was on low ebb. A dinghy with a man and a woman on board also made for the catamaran, but both dinghy and catamaran were blown seawards. The life-boat came up with the craft $1\frac{1}{2}$ miles off-shore, towed in the catamaran first and then beached the dinghy, returning to the station at 2.30. A R.A.F. helicopter from Leconfield was airborne, but was not needed. One of the crew of the catamaran made a donation to the funds of the Institution.

SEARCH FOR SEAMAN

At 2 p.m. on 10th June, 1964, the coast-guard asked the honorary secretary if the life-boat would launch to search for a seaman who was missing from the Belgian trawler *Zeebrugge 476* which had sunk at 9.20 a.m. two miles north-east of the Inner Dowsing lightvessel. The trawler had a crew of three, and two men had been rescued by a sister ship. The life-boat *Charles Fred Grantham* was launched at 2.15 in a light northerly breeze and a slight sea. It was 1½ hours after low water. Assisted by a helicopter and a Shackleton aircraft, the life-boat searched until 7 p.m. when the helicopter returned to base. The life-boat, the Shackleton and a fishing vessel continued for a further two hours but found nothing. The life-boat returned to her station at 8 p.m.

BLOWN ON TO REEF

Teesmouth, Yorkshire. At 4.18 p.m. on 3rd May, 1964, the South Gare lighthouse keeper informed the honorary secretary that a small boat with a crew of two had been blown on to a slag reef about a quarter of a mile offshore and at 4.35 the life-boat *Sarah Jane and James Season* was launched. A moderate wind was blowing from the west-south-west, there was a slight sea and the tide was two hours flood. The life-boat made for the reef and grounded 20 yards from the small boat whose outboard motor had broken down. A girl was in the boat and her male companion was in the sea holding on to the craft to prevent her from being blown seawards. The boat drifted to the life-boat, which rescued the two people and towed the boat to Teesmouth by 5.50.

LINER GROUNDED

Tynemouth, Northumberland. At 7.10 a.m. on 23rd May, 1964, the coast-guard told the honorary secretary that the passenger liner *Venus* of Bergen had gone aground off the Herd Sand Groyne, but no help had been requested. The life-boat crew were assembled because the ship was still settling and had about 150 passengers on board. About an hour later it was reported that the ship had settled satisfactorily and was undamaged. At 9.40 the coastguard told the honorary secretary

that the passengers were to disembark into tenders at about noon and it was agreed that the life-boat should launch to stand by while they were being transferred. Visibility was down to 100 yards because of fog and the tide was flooding. The life-boat *Tynesider* was launched at 11 a.m. in a light north by easterly breeze and stood by the *Venus* while the passengers were all safely put into the tenders. The liner was towed clear at 11.30 and the life-boat stood by while she was taken up river, reaching her station at 11.55.

The life-boat was also called out on 30th April.

COBLES AT SEA

Whitby, Yorkshire. At 8.5 a.m. on 25th April, 1964, the life-boat second coxswain reported that there was a very heavy swell on the harbour bar and that several local fishing cobles, one of which had been reported to have broken down, were still at sea. At 8.15 the life-boat *Mary Ann Hepworth* was launched with the second coxswain in command and escorted in several cobles in a moderate south-south-east breeze. The tide was 4½ hours ebb. The life-boat coxswain, who was in one of the first cobles to return, took over command of the life-boat which stood by in deteriorating weather until all the cobles had entered harbour safely. She returned to her station at 12.15 p.m.

PROPELLER WAS FOULED

At 8.40 a.m. on 1st June, 1964, the local motor fishing vessel *Venus II* reported to Whitby harbour by radio telephone that she had fouled her propeller with crab pots. Twenty minutes later the life-boat *Mary Ann Hepworth* was launched. A fresh wind was blowing from east-north-east, the sea was rough and the tide was three-quarters ebb. The life-boat found the *Venus II*, which had a crew of six, 3½ miles north-west of the harbour, took her in tow and returned to Whitby at 10.15.

RETURNED SAFELY

At 8.45 a.m. on 3rd June, 1964, the coxswain informed the honorary secretary that there was a heavy swell on the harbour bar and that four local fishing

boats were still at sea. At 9 a.m. the life-boat *Mary Ann Hepworth* was launched and escorted the four keelboats safely to their moorings. The life-boat returned to her station at 12.45.

Other life-boats also called out in April, May and June, 1964, were:

Blyth, Northumberland—17th June.

Humber, Yorkshire—26th May.

Sunderland, Co. Durham—30th June.

SOUTH-EAST ENGLAND

Clacton-on-Sea, Essex. At 8.24 a.m. on 5th April, 1964, the coastguard informed the honorary secretary that a yacht appeared to be aground on the Gunfleet sands north of Clacton. The boat was kept under observation and it was decided that if her position worsened the life-boat would launch and investigate, although no distress signals had been observed. At 11.31 the yacht appeared to be listing and the life-boat was launched. There was a gentle north-north-westerly breeze with a slight sea, and an ebbing tide. The life-boat *Sir Godfrey Baring* launched at 11.45 and at 12.42 p.m. reached the yacht *Suzy* of Chalfont which was aground on the sands. At 4.32, when the tide had flooded sufficiently, she was towed clear by the life-boat, and as her rudder had jammed it was decided to tow her to Brightlingsea. At 5.11 the yacht freed her rudder and proceeded under her own power. The life-boat returned to her station at 5.40. The owners of the yacht made a donation to the Institution's Funds.

DRIFTING AWAY

At 6.4 p.m. on 29th April, 1964, the coastguard told the honorary secretary that a small boat was drifting out to sea with two boys on board. There was a gentle westerly breeze with a slight sea. The life-boat *Sir Godfrey Baring* launched at 6.15 on an ebbing tide and soon reached the small boat. The boys were rescued and the boat towed back to Clacton, where the young survivors were met by a waiting ambulance. The life-boat arrived back at her station at 7 p.m.

DISTRESS SIGNAL

At 8.33 a.m. on 7th June, 1964, the coastguard told the coxswain that a fishing vessel lying at anchor half a mile offshore appeared to be flying a distress signal. At 8.50, in moderate sea and wind conditions, with the wind from the south-south-west and the tide one hour before high water, the life-boat *Sir Godfrey Baring* was launched. At 9.19 the life-boat reported that she had taken in tow fishing smack no. MN41 and was making for Brightlingsea. At 10.35 they reached Brightlingsea and found that the vessel's propeller was fouled by a trawl net. At 1.18 p.m. the life-boat returned to the station.

The life-boat was also called out on 10th May and 8th June.

CRAB BOAT AIDED

Cromer, Norfolk. At 9 a.m. on 29th June, 1964, the crab boat *George William* was seen by the coxswains of the two life-boat stations to be adrift with a fouled propeller one mile south-east of Cromer. The crab boat *My Beauty* had tried unsuccessfully to take the boat in tow three times. At 9.5 the life-boat *Jose Neville*, on temporary duty at the no. 2 station, was launched in a near north-westerly gale and very rough sea. The tide was flooding. By this time the crab boat had been taken in tow by the crab boat *Young Fisherman*. A member of the life-boat crew was put aboard the *George William* to help to row her ashore with the life-boat escorting. The life-boat then set out again and escorted the *Young Fisherman* safely to the shore, returning to her station at 10 a.m.

YOUTHS ON ROCKS

Dover, Kent. At 9.39 p.m. on 9th May, 1964, a message from Dover harbour control tower reported a small fire at the foot of the cliffs at Fan Bay between Dover and St. Margaret's. At 9.56 the life-boat *Southern Africa* left her moorings, taking a dinghy with her, and made for the position in a moderate south-westerly wind, moderate sea and flooding tide. She found two youths on a rocky ledge surrounded by water. The youths were taken into the dinghy and transferred to the life-boat, which returned to her station at 11.15.

The life-boat was also called out on 23rd May and 3rd June.

TOOK PROVISIONS

Great Yarmouth and Gorleston, Norfolk. At 11.30 a.m. on 4th April, 1964, the superintendent of the Trinity House Depot at Great Yarmouth asked the honorary secretary if the life-boat would take out provisions to the Trinity House vessel *Mermaid* which had been sheltering in Yarmouth roads from bad weather for the previous three days. The honorary secretary readily agreed. There was a strong north-east by east breeze with a rough sea, and it was almost high water. The life-boat *Louise Stephens* launched at 2 p.m., and after the provisions had been transferred to the *Mermaid* she returned to her station at 3 p.m.

FATAL FALL

At 3.9 p.m. on 23rd May, 1964, the Great Yarmouth police informed the honorary secretary that a man had fallen into the river at the yacht station. The tide was almost at low water. There was a moderate north-easterly breeze with a rough sea. The life-boat *Louise Stephens* was launched at 3.15 and the inshore rescue boat also searched. After searching unsuccessfully for nearly two hours the life-boat returned to her station at 4.30. The body of the missing man was not recovered for seven days.

The life-boat was also launched on 2nd April and 14th June.

ROCKETS FIRED

Hastings, Sussex. At 2.47 a.m. on 11th June, 1964, the coastguard told the honorary secretary that a small craft had fired red rockets from a position three miles south-east of the coastguard station. At 3.4, with the tide three hours after high water, the life-boat *Lucy Lavers*, on temporary duty at the station, was launched and made her way through a smooth sea and gentle north-westerly breeze to the fishing vessel *William and Edwin* whose propeller had been fouled. The vessel with her crew of two was towed to Hastings and the life-boat returned to her station at 4.40.

The life-boat was also called out on 6th and 18th May.

RED FOR DANGER

Lowestoft, Suffolk. At 5.32 p.m. on 9th May, 1964, the coastguard told the honorary secretary that the cabin cruiser *Boy Leslie* was burning red flares on the outer edge of the Newcombe sand. The cabin cruiser's engine had stopped and she was lying broadside to the sea in shallow water. At 5.35 the life-boat *Frederick Edward Crick* left in a fresh southerly breeze and choppy sea. The tide was flooding. A yacht had been unable to help the cabin cruiser due to her dangerous position. Using an echo sounder the life-boat edged up to the cabin cruiser, which was leaking badly and whose engine had flooded. The cabin cruiser was taken in tow but as she began to roll badly the three people on board were taken on to the life-boat and the cabin cruiser was brought alongside. Efforts by three of the life-boat crew to bale her out were unsuccessful and as the life-boat entered the harbour the cabin cruiser was almost submerged. The life-boat managed to get the boat to a mud bank where she was salvaged by a tug. The life-boat returned to her moorings at 7.15.

The life-boat was also called out on 10th May and 14th June.

UNSUCCESSFUL SEARCH

Margate, Kent. At 3.41 p.m. on 1st April, 1964, the coastguard informed the honorary secretary that two men had been lost overboard from the survey ship H.M.S. *Echo* in the Edinburgh Channel off the North East Shingles buoy. There was a north-easterly gale with a very rough sea, and it was high water. The life-boat *North Foreland (Civil Service No. 11)* launched at 3.51, and on reaching the H.M.S. *Echo* the coxswain was told by the ship's coxswain that the two men had been swept out of a small boat while taking soundings on the Shingles sands. The life-boat searched extensively with other vessels but without success. The captain of H.M.S. *Enterprise* called off the search at 6.30 but the life-boat continued to search until dusk when she

returned to her station. Weather conditions off Margate were too severe for the life-boat to rehouse, so the coxswain decided to proceed to Ramsgate for the night. The life-boat was rehoused at 8.30 p.m. the next day after an exercise with the district engineer.

FREED FROM SANDS

At 7.40 p.m. on 25th April, 1964, the coastguard told the honorary secretary that a cabin cruiser ashore on the Hook Sands had fired a red rocket. There was a moderate south-easterly breeze with a choppy sea and a flooding tide. The life-boat *North Foreland* (Civil Service No. 11) was launched at 7.55 and soon reached the cabin cruiser *White Cloud* of Burnham. A line was fired across the craft, a tow rope was made fast, and the boat was pulled off the sands. The engine of the *White Cloud* had failed and the life-boat towed her into Margate harbour, arriving at 10.48. On account of the weather and tide, the life-boat was left on moorings in the harbour for the night and rehoused at 2.45 p.m. the next day.

HELICOPTER RESCUE

At 8.46 p.m. on 31st May, 1964, the coastguard told the coxswain that a Swedish vessel had reported that a yacht was firing red flares one mile east of the Margate sands beacon. There was one hour before low water, and it was misty and overcast with a rapidly freshening east-north-east wind and a rough sea. Weather conditions were worsening. At 8.56 the life-boat *North Foreland* (Civil Service No. 11) was launched. At 9.23 a message was received from a R.A.F. helicopter stating it was over the casualty the *Ereina* of Burnham, and that two of the five people on board the yacht had been taken off. The owner asked the coxswain if he could safely stay on board but as the life-boat would be unable to reach the yacht for three or four hours as the tide was ebbing, the coxswain advised that he and the other two people be taken off by the helicopter. The life-boat re-entered Margate harbour at 2 a.m. An hour later she put to sea again and searched the Margate Sands for the yacht but could find no trace of her. Rehousing the life-

boat was delayed until next day because of the weather. The yacht was found later eight miles from the Isle of Sheppey.

SIX TAKEN ABOARD

At 6.35 p.m. on 1st June, 1964, the coastguard told the honorary secretary that red flares had been seen off Foreness. The life-boat *North Foreland* (Civil Service No. 11) was launched at 6.50 in a heavy thunderstorm, a light south-westerly wind and slight sea. The tide was three hours after high water. At about 7.15 she reached the speedboat *Fury* of Ramsgate which was drifting off Foreness Point, having lost her propeller. The six people aboard were taken on board the life-boat which then towed the speedboat to Margate, landed the survivors, and returned to her station at 10 p.m.

The life-boat was also called out on 13th June.

TOWED TO NEWHAVEN

Newhaven, Sussex. At 9.59 p.m. on 27th May, 1964, the coastguard told the honorary secretary that a vessel was flashing an SOS signal south-east by south of West Pier, Newhaven. Maroons were fired at 10.1 and nine minutes later the life-boat *Kathleen Mary* was launched with a full crew. It was almost high water, the sea was smooth and there was a light north-east breeze. In half an hour the life-boat contacted the outboard speedboat *Aires* whose engine had failed, and towed her to Newhaven. At 11.45 the life-boat returned to her station.

The life-boat was also called out on 23rd May.

LEAKING PETROL TANK

At 9.57 p.m. on 27th June, 1964, the coastguard told the honorary secretary that a small boat in Scaford Bay was flashing SOS. The tide had been rising for three hours; there was a slight sea with a gentle westerly breeze. At 10.10 the life-boat *Kathleen Mary* was launched and 10 minutes later she found the outboard motor boat *Joles* with three adults, two children and a baby on board. There was a leak in the petrol tank of the *Joles* and at 10.50 the life-boat entered the harbour

with the outboard motor boat in tow. At 11 p.m. she returned to her station.

DINGHY CAPSIZED

Ramsgate, Kent. At 7.10 p.m. on 23rd April, 1964, the east pier watchman informed the coxswain that a dinghy had capsized off the Quern buoy and was drifting towards the Brake buoy with two people on board. At 7.20 the life-boat *Michael and Lily Davis* set out in a moderate to fresh west-south-westerly wind and a moderate sea. The tide was flooding. Before the life-boat reached the casualty a helicopter from Manston picked up both occupants of the dinghy *Baleful*. The life-boat took the dinghy in tow and reached her station at 8.18.

BOYS ADRIFT

At 5.17 p.m. on 27th May, 1964, the coastguard informed the honorary secretary that three boys were adrift in an 18-foot wherry. Despite the light south-easterly breeze there was a thick fog with visibility down to 50 yards and a smooth sea. The wherry's last position was given as about 300 yards off Broadstairs towards the east. The life-boat *Michael and Lily Davis* slipped her moorings at 5.30. Visibility was down to 20 yards off Dumpton Gap, where the wherry *Uncle George* was found. Two boys were aboard, the third having been landed earlier on. The *Uncle George* was brought to Ramsgate harbour and the life-boat returned to her station at 7 p.m.

TWO WERE HELPED

At 8 p.m. on the same day the coxswain was told that a vessel was ashore between Dumpton and Ramsgate. The life-boat *Michael and Lily Davis* left her moorings at 8.15 taking the boarding boat with her. There was a light southerly breeze with a smooth sea, and it was three hours before high water. Visibility was down to 50 yards because of fog. Shortly afterwards the life-boat found the motor boat *Lady Annette* and escorted her safely into harbour. At 8.45 the original vessel was found $1\frac{1}{4}$ miles north of Ramsgate. She was the motor fishing vessel *Franz Schubert* with a crew of two. Two members of the life-boat crew put off in two boarding boat to see if

help was needed, but this was declined. The life-boat stood by until the vessel refloated and escorted her to Ramsgate. The life-boat reached her moorings at 10.30.

ON BOARD FRENCH TRAWLER

10.32 p.m. on 15th June, 1964, the coastguard told the honorary secretary that the French trawler *Gloire à St. Thérèse* of Boulogne had on board an injured man needing hospital treatment, and owing to her draft and the state of the tide the trawler was unable to enter the harbour. At 11.5 the life-boat *Michael and Lily Davis* left in a light westerly breeze and smooth sea. It was low water. The life-boat met with the trawler one mile east of Ramsgate and took off the injured man, who was landed at Ramsgate and taken by ambulance to hospital. The life-boat then escorted the trawler into harbour and returned to her station at 1.30 a.m.

The life-boat was also called out on 18th April and 28th May.

HOPPER ON FIRE

Selsey, Sussex. At 8.43 a.m. on 27th May, 1964, the coastguard informed the honorary secretary that the sand hopper *Seastone* of London had sent a distress message from a position two miles west of the Owers lightvessel, stating that she was on fire. Twelve minutes later the life-boat *Canadian Pacific* was launched. The weather was calm, there was a slight sea and the tide was one hour flood. The life-boat made for the position in very bad visibility and found the *Seastone* two miles west-south-west of the lightvessel. The crew of the hopper controlled the fire, but asked the life-boat to fetch foam from a Canadian destroyer. This was done and the life-boat then stood by. The *Seastone* was taken in tow to Southampton by two other vessels, so the life-boat returned to her station at 1.10 p.m. A helicopter alerted by the coastguard was unable to reach the scene because of thick fog. The owners made a gift to the life-boat crew.

The life-boat was also called out on 28th April, 14th May and 15th June.

BOAT WAS OVERDUE

Shoreham Harbour, Sussex. At 10.15 p.m. on 24th May, 1964, the coastguard told the honorary secretary that two men who had gone in a canoe to help a motor boat with an engine breakdown had been away for a long time. Although conditions were calm, an investigation was considered necessary. Only after the life-boat *Dorothy and Philip Constant* had been launched at 10.30 p.m. did the true facts become known and the search shifted to a boat from which the outboard motor had been removed but which contained two occupants. At 2.25 a.m. the boat was found five miles south-east of Shoreham Harbour. The occupants were taken aboard the life-boat and the boat, *Rover II*, was taken in tow to Shoreham. The life-boat returned to her station at 3.45.

LAUNCHED IN MIST

At 1 p.m. on 27th May, 1964, the coastguard told the mechanic that a report had been received that a large vessel had gone aground west of the harbour entrance. Visibility was very bad because of mist, it was high water and there was no wind. The life-boat *Dorothy and Philip Constant* was launched at 1.10 and made her way in poor visibility to the motor vessel *Gerlinde*, which she reached in 10 minutes. The vessel was trying unsuccessfully to work herself clear. By pulling alternately at the bow and stern the life-boat succeeded in freeing the *Gerlinde* and then stood by until the pilot boat arrived. She escorted the vessel into harbour, returning to her station at 3 p.m.

DINGHIES IN TROUBLE

At 11.50 a.m. on 7th June, 1964, the coastguard told the honorary secretary that three sailing dinghies had capsized seaward of the harbour and, with about 20 dinghies in the area, the safety boat escorting them would be unable to deal with any further casualties which might occur. There was a moderate to fresh south-westerly wind, with a choppy sea, and an ebbing tide. The life-boat crew were alerted and five minutes later, after reports that more dinghies had capsized, the life-boat *Dorothy and Philip Constant* was launched. The crew of two of the yacht

Segel were taken aboard the life-boat and were landed inside the harbour entrance. The life-boat then put to sea again and patrolled the area until all the sailing dinghies and yachts were seen to be safe. She returned to her station at 1.10 p.m.

MOTORS FAILED

At 4.20 p.m. on 14th June, 1964, the coastguard told the coxswain that he had received a message from the motor vessel *Anchorman* that a small fishing boat, the *Saga*, had broken down three miles south-east of the harbour and needed the life-boat's help. There was a moderate south-west breeze with a choppy sea and it was flood tide. The life-boat *Dorothy and Philip Constant* was launched at 4.31 and she reached the vessel 20 minutes later. The *Saga* had three people on board and both the main and the outboard motors had failed. She was towed to Shoreham and the life-boat returned to her station at 5.45.

The life-boat was also called out on 6th and 13th June.

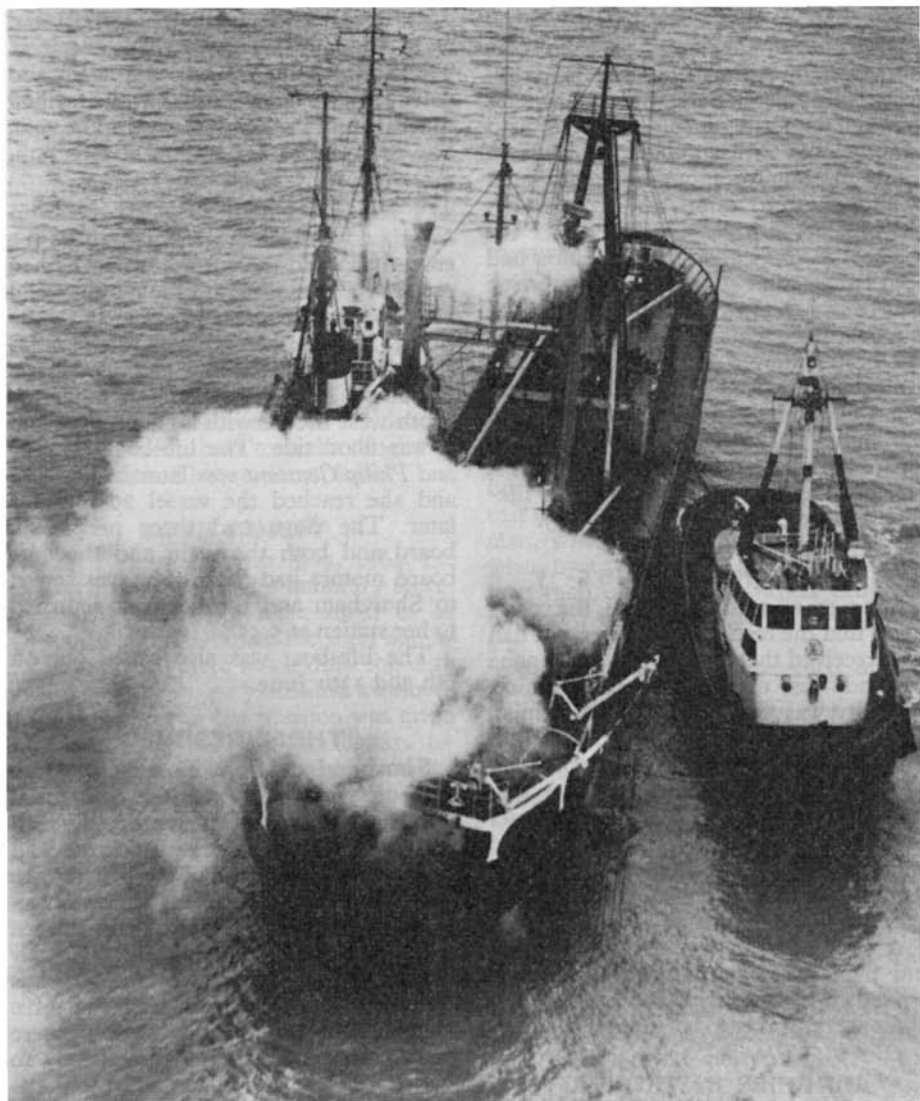
THREE RESCUED

Southend-on-Sea, Essex. At 11.20 a.m. on 7th June, 1964, the coastguard told the honorary secretary that a small sailing boat with a crew of three had capsized one mile west of the pier. It was 1½ hours after high tide, there was a strong south-westerly breeze and the sea was rough. At 11.45 the life-boat *Greater London II* (Civil Service No. 30) was launched and 15 minutes later the three members of the dinghy's crew were picked up and returned immediately to the shore. The life-boat then towed the sailing boat to the station, arriving at 12.30 p.m.

The life-boat was also called out on 31st May.

ABANDONED SHIP

Walmer, Kent. At 11.45 p.m. on 5th April, 1964, the coastguard told the honorary secretary that the German motor vessel *Perseus* of Bremen had radioed that she was on fire and that the crew were abandoning ship about 15 miles east-south-east of Deal. There was a moderate breeze from the north with



By courtesy of]

Perseus ablaze in the Channel—Walmer life-boat took off the crew

[Peter Powell

a choppy sea, and it was low water. The life-boat *Charles Dibdin* (Civil Service No. 32) launched at 12.5 a.m. and proceeded at full speed to the position given. At 1 a.m. a radio telephone message was received that the crew of 13 of the *Perseus* had been picked up by the Dutch freighter *Schiedyk* and a rendezvous was arranged at the South Goodwin lightship where the survivors were transferred to

the life-boat. They were landed at Dover. The life-boat arrived back at her station at 4.10.

Other life-boats also called out in April, May and June, 1964, were:

Dungeness, Kent—21st April, 10th and 27th May.

Eastbourne, Sussex—4th and 10th June.

Walton and Frinton, Essex—12th June.

Wells, Norfolk—26th April.

CHANNEL ISLANDS

St. Helier, Jersey. At 9.30 a.m. on 12th April, 1964, the watchkeeper of La Corbière lighthouse informed the Harbour Office that a motor cruiser appeared to be on fire about half a mile west-north-west of the lighthouse. There was a moderate west-south-westerly breeze with a corresponding sea and an ebbing tide. The assistant honorary secretary was informed and at 9.52 the life-boat *Lloyd's*, on temporary duty at the station, put out. When she reached the motor cruiser *Lottie* it was found that although there had been no fire on board her engine had broken down. The crew of two were landed by the States of Jersey fire service rubber rescue boat and the vessel was towed safely by the life-boat into St. Helier harbour. The life-boat arrived back at her station at 12.45 p.m.

The life-boat was also called out on 22nd May.

HELP FOR SICK MAN

St. Peter Port, Guernsey. At 5.10 a.m. on 12th June, 1964, the St. John Ambulance commissioner informed the honorary secretary that the life-boat was required to take a sick man from Sark to St. Peter Port. There was a moderate easterly breeze with moderate seas, and it was about low water. The life-boat *Lloyd's*, on temporary duty at the station, proceeded at 5.35 with two St. John Ambulance personnel on board the life-boat and the service was successfully completed at 8 a.m., when the life-boat returned to her moorings.

The life-boat was also called out on 24th and 25th May.

SOUTH-WEST ENGLAND

Bembridge, Isle of Wight. At 3.25 p.m. on 29th April, 1964, the coastguard informed the honorary secretary that the inshore rescue boat recently placed at the station appeared to be in difficulties off the West Princess buoy while out on

exercise. At 3.34 the coastguard reported that a flare had been fired and the crew were waving. There was a strong westerly breeze with a rough sea. The tide was ebbing. The life-boat *Cunard*, on temporary duty at the station, launched at 3.48 and found that the inshore rescue boat had engine failure. The life-boat towed her safely back to the station, arriving at 5.45.

HELICOPTER CAME

At 2.12 p.m. on the following day the coastguard told the honorary secretary that a small dinghy which had capsized in Whitecliff Bay had been righted but appeared to be in difficulties. There was a light westerly breeze with a moderate sea, and it was high water. The life-boat *Cunard*, on temporary duty at the station, was launched at 2.25 but the single crew member of the dinghy was rescued by helicopter before the life-boat arrived. The life-boat returned to her station with the dinghy in tow at 3.25.

IN ROUGH SEA

At 5.30 p.m. on 7th June, 1964, the coastguard told the honorary secretary that a yacht appeared to be in difficulties between the main channel and the shore west of Southsea Castle. There was a strong west-south-westerly breeze and a very rough sea. It was three hours before high water. The life-boat *Cunard*, on temporary duty at the station, was launched at 5.37. The Royal Albert Yacht Club reported at 5.58 that a launch was approaching the yacht. The coastguard also reported that a motor fishing vessel had been sent. After reaching the position, where various craft were searching, the life-boat went to Eastern Barrier to help another craft which seemed to be in difficulties. At 6.50 the coastguard reported that the motor fishing vessel had contacted the original yacht and her occupant had declined assistance from her and a helicopter although drifting dangerously near the defence boom. The life-boat found the yacht named *Ark Royal* with a crew of two and took her in tow to Portsmouth Harbour. The life-boat reached her station at 8.15.

TWO ON BOARD YACHT

At 10.7 p.m. on 13th June, 1964, the coxswain told the coastguard that as a yacht had run aground near St. Helen's Fort and had been firing flares he had decided to launch. At 10.18 the life-boat *Cunard*, on temporary duty at the station, was launched. There was a light south-westerly breeze and a slight sea, the tide being two hours after low water. At 10.53 the life-boat reported that she had taken the yacht with a crew of two in tow and was returning to her station, which she reached at 11.20. The yacht *Snuffbox* was moored near the station and the life-boat was rehoused.

The life-boat was also called out on 19th June.

STUDENTS RESCUED

Clovelly, Devon. At 3.50 p.m. on 7th May, 1964, the life-boat coxswain reported that two students on holiday had taken a hired rowing boat westward beyond Gallantry Bower. As they would have been unable to return against the ebbing tide and strong southerly wind, the life-boat *Clara and Emily Barwell*, on temporary duty at the station, was launched at 4 p.m. She found the boat one mile off Mouth Mill Bay, rescued the students, and towed the boat to harbour. She returned to her station at 4.50.

The life-boat was also called out on 3rd and 17th May.

REFLOATED YACHT

Exmouth, Devon. At 1.25 p.m. on 17th May, 1964, the life-boat motor mechanic reported that a yacht was in a dangerous position on the Pole sands and at 1.40 the life-boat *Michael Stephens* was launched, taking her boarding boat in tow. A fresh breeze was blowing from the east, there was a moderate sea and the tide was ebbing. The life-boat found the 28-foot yacht *Pippa* with a crew of two, but as she was in no immediate danger the life-boat returned to her station at 2.15. At 3.30 three members of the life-boat crew left in the boarding boat and took kedge anchors and ropes to the *Pippa*, which by this time was high and dry. The yachtsmen were still on board. The anchors and ropes were laid out, and the crew members returned to Exmouth. At 8.30 the

life-boat put out again. Using the boarding boat, the crew were able to pick up the lines and pass them to the life-boat, which refloated the *Pippa*, towed her to moorings at Starcross, and then returned to her station at 9.45. The owners made a gift to the life-boat crew.

DISMASTED CRAFT

Minehead, Somerset. At 12.50 p.m. on 12th June, 1964, the coastguard told the honorary secretary that a catamaran had been dismasted four miles off the Foreland. At 1.20 the life-boat *Sarah Ann Austin*, on temporary duty at the station, was launched in a moderate to fresh south-south-easterly wind and corresponding sea. It was two hours before high water, and visibility was poor. Before the life-boat arrived a helicopter rescued the crew of two from the catamaran *Orlando* of Portishead. The life-boat recovered the *Orlando* which was then four miles north-east of the Foreland and took her in tow to Minehead, reaching her station at 6.25.

FAULTY COMPASS

Penlee, Cornwall. At 11.30 p.m. on 6th May, 1964, the coastguard told the honorary secretary that a boat had been seen flashing a light 50 yards off Prah sands. Shouts for help were also heard. At 11.45 the life-boat *Solomon Browne* launched in a moderate sea. The tide was flooding and visibility was 50 yards. At 12.15 a.m. the life-boat saw the flashing light 50 yards south of Cudden Point. Using parachute flares the life-boat crew identified the fishing boat as the *Sheila* of Penzance. The two crew on board stated that their compass was not reliable so their boat was escorted to Newlyn, which was reached at 1.30. The life-boat was rehoused at 3 p.m.

INJURED CAPTAIN

At 7.30 a.m. on 12th May, 1964, the coxswain heard from the honorary secretary that the life-boat would be needed to bring ashore the captain of the motor vessel *Haminea* of London who was badly injured. At 8.30 the life-boat *Solomon Browne* launched in a light south-westerly breeze and smooth sea. The tide was ebbing. After embarking a doctor and

stretcher at Newlyn, the life-boat left again at 9 a.m. and met the *Haminea* 10 miles from Newlyn. The captain was taken on board and at Newlyn was transferred to an ambulance and taken to hospital. The life-boat was rehoused at 5.30 p.m.

SPEEDBOAT BROKE DOWN

Plymouth, Devon. At 6.43 p.m. on 10th April, 1964, the coastguard told the honorary secretary that a speedboat with one occupant had broken down half a mile south of their lookout. There was a gentle north-westerly breeze with a smooth sea, and an ebbing tide. The life-boat *Thomas Forehead and Mary Rowse* left at 6.54 and quickly reached the speedboat. The occupant, who was very cold, was taken on board the life-boat and given a hot drink. The speedboat, with a member of the life-boat crew on board, was towed to Cremyll where the survivor was landed. The life-boat returned to her station at 9.5.

SAW RED FLARE

At 11.10 p.m. on 17th May, 1964, the Rame Head coastguard told the honorary secretary that a small vessel was burning a red flare five to six miles off Portwrinkle. Twenty-two minutes later the life-boat *Thomas Forehead and Mary Rowse* was launched at high water with the bowman in command. Searching in a fresh south-easterly wind and slight sea, she found the motor yacht *Beiren* about six miles north-west by west of Rame Head, bound for Looe with a man, a woman and two children on board. The yacht had broken down so the life-boat towed her to Millbay Docks and arrived back at her station at 3.45 a.m.

SPEED BOAT TOWED

At 5.3 p.m. on 6th June, 1964, the coastguard told the mechanic that a speedboat had been seen about to strike the rocks off Hoe bathing pool. At 5.18 the life-boat *Thomas Forehead and Mary Rowse* left in a near south-south-easterly gale and choppy sea. A pilot launch which had also gone to help had already taken the speedboat *Enterprise* in tow. The tow was transferred to the life-boat and the speedboat, whose engine had broken

down, was taken to moorings at Laira. The life-boat returned to her station at 6.30.

SOS SOUNDED

At 11.38 a.m. the following day, a man at Cawsand told the coxswain that a small cargo boat was listing heavily and sounding SOS with her siren. There was a moderate to fresh breeze, a heavy swell, and it was 1½ hours after low water. The life-boat *Thomas Forehead and Mary Rowse* proceeded at 11.53 and was alongside the Dutch coaster *Trude-K*, which had shipped water in her hold, in 11 minutes. While she was standing by, the Admiralty tug *Alsatian* drew alongside and used her heavy suction hose to clear the water from the coaster's hold. When this was done three members of the life-boat crew were put aboard to help shift the cargo of bagged fertiliser and remained on board while the *Trude-K* was escorted by the life-boat to Cattedown wharves. One of the coaster's life-boats was towed in by the life-boat, which returned to her station at 4.24 p.m.

The life-boat was also called out on 30th and 31st May.

CRIES FOR HELP

Poole, Dorset. At 10.45 p.m. on 1st May, 1964, cries for help were heard coming from the harbour from the direction of Stakes buoy. The Institution's rubber dinghy manned by the life-boat's motor mechanic and a member of the crew was launched immediately to search the area. A pilot boat also put out and rescued two men. A third man swam ashore and reported that a fourth man was still missing. The life-boat *Bassett Green* was then launched at 11.10 to help. There was a fresh south-westerly wind with a moderate sea. It was high water. The life-boat eventually found the outboard motor dinghy *Jaime Lewis*, which the four men had been in, capsized. The dinghy was righted and brought to the quayside. The search for the missing man was continued by the life-boat and rubber dinghy but he was not found and the life-boat and dinghy returned at 12.50 a.m.

The life-boat was also called out on 9th May.

SEAMAN'S INJURIES

St. Ives, Cornwall. At 12.20 a.m. on 2nd April, 1964, the honorary secretary was told by the radio medico service that the Belgian trawler *Triton* of Zeebrugge was proceeding towards St. Ives Bay with a badly injured seaman on board. The estimated time of the trawler's arrival in the bay was given as about 1 a.m. and the life-boat *Edgar, George, Orlando and Eva Child* was launched immediately with a doctor on board. There was a moderate to fresh east-north-easterly wind with a rough sea, and it was low water. The life-boat met the *Triton* and escorted her to calmer water where the doctor and a stretcher were transferred to her. The seaman, who was very badly injured with fractures of the thigh, pelvis, ribs and arm, received medical treatment before being transferred to the life-boat. He was landed at 2.20 and taken by ambulance to hospital. The life-boat was rehoused at 3.15.

MAN HAD DIED

At 8.16 p.m. on 14th June, 1964, the coastguard told the honorary secretary that the s.s. *Naess Tern* of Panama was making for St. Ives Bay with a sick man aboard. The life-boat *Edgar, George, Orlando and Eva Child* was launched at 8.40 into a gentle west-north-west breeze and slight sea; it was high tide. The arrival time of the *Naess Tern* was given as 10.30. At 10.15 the life-boat set out with the honorary medical adviser on board, and contact was made with the vessel just before the estimated arrival time. The sick man had died, however, during the passage to St. Ives, and his body was taken ashore by the life-boat, which returned to her station at 12.35 a.m.

NIGHT-LONG SEARCH

St. Mary's, Scilly Islands. At 6.10 p.m. on 3rd May, 1964, the coastguard told the honorary secretary that the yacht *Fair Judgement*, on passage from Gibraltar, had asked for guidance to the Scilly Islands. The yacht was then 12 miles south-south-west of Bishop Rock lighthouse, and at 6.50 the life-boat *Guy and Clare Hunter* was launched. There

was a strong to near gale force wind blowing from the south-west, with a very rough sea and a flooding tide. At 10 p.m. the yacht had still not been found and the life-boat was recalled, reaching her station at 11.10. After a report that a light had been seen south-west of St. Agnes the life-boat launched again, changing course at 11.30 when Lands End radio reported the yacht was by the Seven Stones ledges. The yacht was not found until the next morning when aircraft spotted her 50-60 miles north of the Seven Stones ledges. A French trawler was alongside her and a helicopter transferred two airmen with charts to the *Fair Judgement*. Both men were yachtsmen. The life-boat was recalled and reached her station at 10.30 a.m.

The life-boat was also called out on 11th June.

TOOK OVER TOW

Salcombe, Devon. At 11.20 a.m. on 4th April, 1964, the coastguard told the honorary secretary that a yacht was in tow of a steam ship two miles south of Bolt Head and the life-boat was asked to take over the tow. There was a moderate north-easterly breeze with a choppy sea, and an ebbing tide. The life-boat *The Baltic Exchange* launched at 11.30 and took over the tow. The yacht *Helen* was brought safely into harbour and the life-boat returned to her station at 1 p.m.

TRIMARAN CAPSIZED

At 8.50 a.m. on 7th June, 1964, several people informed the honorary secretary that a trimaran had capsized on the harbour bar. It was almost low water; there was a fresh breeze with a rough sea. At 9.15 the life-boat *The Baltic Exchange* set out for the bar where the trimaran *Arde Graft* had capsized. Three members of the crew were rescued, the trimaran was taken in tow, and the life-boat reached her station at 10.15.

The life-boat was also called out on 12th April and twice on 3rd June.

CREW WERE SAFE

Swanage, Dorset. At 6.7 p.m. on 12th April, 1964, the coastguard informed the assistant honorary secretary that a

yacht had grounded on Kimmeridge Ledge. There was a gentle south-westerly breeze with a moderate sea. Visibility was poor. The life-boat *R.L.P.* launched at 6.21 and en route received a radio telephone message that the yacht was off shore at Freshwater Step. When the life-boat reached the yacht the coxswain found that her crew had managed to get to the shore safely in a dinghy. The yacht was taken in tow to Swanage and the life-boat returned to her station at 10.30.

The life-boat was also called out on 9th April.

ESCORT FOR TWO

Torbay, Devon. At about 10 p.m. on 1st April, 1964, a shipping agent at Exmouth informed the honorary secretary that the motor vessel *The Duchess* had found a catamaran with four people on board 15 miles south-east of Berry Head and was towing the boat to Brixham. As no contact could be established with the motor vessel it was decided to launch the life-boat in case extra help was needed. There was a strong north-north-easterly breeze with a rough sea and an ebbing tide. The life-boat *Princess Alexandra of Kent* left at 11.35 and found the catamaran *Miss Lucy* in tow of *The Duchess* about five miles south-east of Berry Head. The life-boat escorted both boats to Brixham and when the motor vessel anchored in the outer harbour the life-boat took the catamaran in tow and placed her on moorings. The life-boat returned to her station at 2.20 a.m.

The life-boat was also called out on 12th and 31st May, 3rd and 19th June.

SEARCHED IN VAIN

Weston-super-Mare, Somerset. At 7.50 a.m. on 20th June, 1964, the coastguard told the honorary secretary that the Weston police had reported that an elderly man was missing from a small fishing ketch somewhere between Avonmouth and Portishead, and the life-boat's aid was requested. At 8.20 the life-boat *Calouste Gulbenkian* was launched. The tide was approaching low water, the sea was choppy and there was a moderate breeze. After a fruitless search in com-

pany with a helicopter, the life-boat was recalled and at 11.35 she returned to her station.

The life-boat was also called out twice on 31st May.

CABIN CRUISER SANK

Weymouth, Dorset. At 3.40 p.m. on 17th May, 1964, the coastguard told the honorary secretary that a cabin cruiser was in distress 5½ miles north-west of Portland Bill. The life-boat *Frank Spiller Locke* left at 3.50 in a light to moderate east-south-easterly wind and a rough sea. The tide was ebbing. The life-boat sighted the cabin cruiser 200 yards away, apparently on fire, but before she could be reached the *Lorrelie* sank with two men on board. The men, one of whom had burns on his wrists, were rescued and the life-boat returned at 7.15.

FOUND IN FOG

Yarmouth, Isle of Wight. At 10.20 p.m. on 24th May, 1964, the coastguard told the honorary secretary that a yacht was aground on the shingle bank half a mile north of the south-west shingle buoy. The life-boat *George and Sarah Strachan*, on temporary duty at the station, set out at 10.45 in calm weather. Visibility was poor because of fog. An hour later the life-boat found the schooner *Suzanne* of Poole with a crew of four. She had no motive power and was taken in tow to Yarmouth Roads where she anchored. The life-boat reached her station at 2.30 a.m.

Other life-boats also called out in April, May and June, 1964, were:

Appledore, Devon—17th May.

Falmouth, Cornwall—4th June.

Fowey, Cornwall—28th June.

Ilfracombe, Devon—1st June.

WALES

Angle, Pembrokeshire. At 7.50 a.m. on 25th April, 1964, the coastguard told the honorary secretary that the Belgian trawler *Prins Boudewijn* of Ostend had been reported on fire one mile west of St. Anne's Head. There was a moderate south-easterly breeze with a corresponding sea, and the tide was ebbing. Visibility

was very poor owing to fog. The life-boat *Richard Vernon and Mary Garforth of Leeds* launched at 8.17 and met the trawler at 8.35. The tug *Thorn Garth* was alongside the trawler and the life-boat stood by the vessels for about two hours, until no further help was required. She arrived back at her station at 10.45.

FAULTY WIRELESS

At 9.30 p.m. on 13th May, 1964, the coastguard informed the honorary secretary that distress flares had been seen 20 miles south-south-west of St. Anne's Head. The life-boat *Richard Vernon and Mary Garforth of Leeds* was launched at 9.55 in a fresh to strong north-westerly wind and a moderate sea. It was 1½ hours after high water. The life-boat found the Admiralty motor fishing vessel 609 of Milford with a crew of eight. Her engine had broken down and the wireless was faulty. The life-boat took the fishing vessel in tow to Pembroke dock and reached her station at 7.30 a.m.

The life-boat was also called out on 15th April.

ANCHOR TROUBLE

Beaumaris, Anglesey. At 12.50 p.m. on 3rd May, 1964, the yacht *Quinquereme*, which had a crew of four, ran aground on the Lavan sands. She refloated on the rising tide, but appeared to be in need of help, so at 1 a.m. the life-boat *Field Marshal and Mrs. Smuts* was launched. There was a strong south-westerly breeze with a rough sea. The life-boat found that the yacht, having broken down, had anchored, and that the crew were having difficulty in weighing the anchor. The life-boat stood by until the yachtsmen repaired their engine and hove in the anchor. The life-boat escorted the yacht to moorings off Beaumaris pier, arriving back at her station at 2 p.m. The yachtsmen made a gift to the life-boat crew.

SECOND CALL TO YACHT

At 7 p.m. on 8th May, 1964, the honorary secretary was informed that the yacht *Quinquereme* had broken away from her moorings and was adrift in the middle of the straits—a potential danger to shipping. As the two local boats suitable

for recovering the yacht were unavailable the life-boat was launched. There was a fresh south-westerly breeze with a moderate sea, and it was high water. The life-boat *Field Marshal and Mrs. Smuts* left at 7.45 and towed the yacht to a safe mooring near Garth, returning to her station at 9.45.

The life-boat was also called out on 2nd May.

SIX BOYS STRANDED

Fishguard, Pembrokeshire. At 6.50 p.m. on 23rd May, 1964, the coastguard informed the honorary secretary that six boys were stranded on a cliff at Pwllerochan. There was a light north-easterly breeze, a heavy ground swell, and it was high water. The life-boat *Howard Marryat* was launched at 8.15 but found that the boys had been rescued by a life-saving apparatus team and a helicopter. The life-boat returned to her station at 11.15.

FROGMEN SEARCHED

At 12.10 a.m. on 3rd June, 1964, the coastguard told the honorary secretary that the Carmarthenshire police had asked for the life-boat's help in searching for a boy who had apparently fallen over the cliffs between Mount Head and Aberporth. At 12.30 the life-boat *Howard Marryat* was launched at high water, with a slight sea and very light wind. Visibility was poor and though the search was carried on for several hours, nothing was found. At 8.30 the life-boat returned to her station. The body of the boy was found at the end of a day's search by frogmen.

PROPELLER PROBLEM

At 1.40 p.m. on 10th June, 1964, the harbour authorities told the honorary secretary that the harbour launch *Pen-Cw* had fouled her propeller on a wire rope outside the north breakwater and was drifting on to rocks. In a moderate to fresh south-westerly breeze and a slight sea the life-boat *Howard Marryat* was launched. The tide was at low water. At 2.20 the life-boat reported having the launch in tow. At 2.45 she was alongside the harbour quay, and she reached her station at 3 p.m.



By courtesy of]

The *Salmoor* ashore near Holyhead harbour, when Holyhead life-boat stood by [David E. Sutcliffe

The life-boat was also called out on 10th May.

AIDED CATAMARAN

Holyhead, Anglesey. At 6.50 p.m. on 23rd May, 1964, the coastguard informed the honorary secretary that the catamaran *Gay Fiesta* had reported that she was lost in Cardigan Bay and that a helicopter was making for the position. The helicopter lowered a man to the catamaran, which was found eight miles south of Valley, but the crew of the catamaran were unable to get him on board. The helicopter reported that the *Gay Fiesta* needed help and at 7.51 the life-boat *St. Cybi* (Civil Service No. 9) was launched. There was a light north-easterly wind, a slight sea and a flooding tide. The life-boat found the catamaran at 10.10 three to four miles north of Rhosneigr, put two members of her crew on board, and towed her to Holyhead, arriving at 12.45 a.m. The owner of the catamaran made a donation to the Institution's funds.

YACHT AT STANDSTILL

At 4.56 p.m. on 31st May, 1964, the coastguard told the life-boat coxswain that a yacht was in difficulties outside Holyhead breakwater and at 5.15 the life-boat *St. Cybi* (Civil Service No. 9) was launched. A gale was blowing from the east-north-east, the sea was very rough and the tide was three hours ebb. The life-boat found the yacht *Sea Ranger* broken down and at anchor near North Stack. There was one man on board. As the weather was deteriorating a member of the life-boat's crew boarded her and the life-boat towed the yacht to Holyhead, arriving at 7.5.

OVERTURNED DINGHIES

At 11.44 a.m. on 10th June, 1964, the coastguard told the honorary secretary that a small yacht in the direction of Penrhos Bay appeared to be in difficulties. A helicopter had been alerted and had already set out. The sea was choppy, the wind was increasing in strength to a

fresh breeze, and the sky was overcast. At 12.7 p.m., with the tide one hour after high water, the life-boat *St. Cybi* (Civil Service No. 9) was launched. At 12.25 the sailing dinghy was found overturned and another was noticed nearby, also overturned. Both boats were taken in tow, both crews of two having been rescued by the helicopter. The life-boat returned to her station at 1.55.

STEAMSHIP ASHORE

At 2 a.m. the following day the coastguard told the honorary secretary that a vessel appeared to have come ashore on the corner of the breakwater. The vessel, the s.s. *Salmoor*, was awaiting help from the local tug but at 2.43 she radioed for life-boat assistance as she was well over in the rough seas and gale force south-westerly wind. At 3 a.m., when the tide was three hours before low water, the life-boat *St. Cybi* (Civil Service No. 9) was launched. In 15 minutes the life-boat was alongside the *Salmoor* but, unable to offer further assistance because of the ebbing tide, returned to her mooring buoy to stand by. Four members of the *Salmoor's* crew were put ashore by their own launch. At 7.50 the vessel requested an air-sea rescue launch to help to tow her off and the life-boat returned to her position at 8.13 and stood by. At 9.20 the vessel was refloated with the help of an air-sea rescue launch and a pilot boat. The life-boat then found one of the ship's boats waterlogged and with one man aboard. The man was taken off and the ship's boat was towed to the Customs jetty while the life-boat was escorting the *Salmoor* to the same jetty. The life-boat returned to her station at 10.30.

The life-boat was also called out on 25th June.

SHEERING BADLY

Llandudno, Caernarvonshire. At 6.20 p.m. on 3rd May, 1964, the assistant secretary asked the second coxswain, in the absence of the coxswain, to launch the life-boat *The Lilly Wainwright* to go to the assistance of a motor yacht in difficulties in Conway Bay. The life-boat launched at 6.34 in a westerly gale and a very rough sea. The tide was ebbing. The

yacht *Almeria* with a crew of four was in about two fathoms of water in a heavy breaking sea, with two anchors and chains out ahead, and a helicopter was standing by. One of the life-boat crew went aboard to help in making fast a towline and lifting or slipping the anchors. The *Almeria* was taken up channel to Conway but because she was sheering badly she was brought up alongside the life-boat. As the yacht was being fastened to a mooring buoy, it was learnt that there was a sick woman on board. The life-boat brought a doctor from Conway who, after attending to the woman, was landed ashore again. The life-boat reached her station at 10.43. The owner of the yacht made a gift to the life-boat crew.

RESCUE FROM ROCKS

At 8.15 p.m. on 24th May, 1964, the coastguard told the honorary secretary that the local life-saving apparatus team was on its way to the Little Orme because two young men were stranded. At 8.30 the life-boat *The Lilly Wainwright* was launched with a dinghy in tow as the police had reported that the life-saving apparatus would be unable to reach the young men from the shore. There was a moderate to fresh east-south-easterly wind with a slight sea. The youths were found stranded on the rocks with the tide flooding. Two members of the crew of the life-boat took the dinghy ashore while the life-boat stood off. Cold and wet, the youths were brought to the life-boat after trying to swim to safety. They were wrapped in blankets and given hot soup. The life-boat returned to her station at 10 p.m.

The life-boat was also called out on 15th April.

SAFE RETURN

Rhyl, Flintshire. About 5 p.m. on 22nd April, 1964, red flares were seen by a man on the beach who immediately told members of the life-boat crew working in the harbour. There was a gentle south-westerly breeze with a slight sea. The life-boat *Anthony Robert Marshall* launched at 5.15 on a flooding tide and soon reached the motor fishing vessel *Storm* which had her propellers fouled by

a trawl net. A tow line was made fast and the *Storm* was brought safely into harbour. The life-boat returned to her station at 7.20.

SPEEDBOAT CAPSIZED

At 2.45 p.m. on 6th June, 1964, the life-boat's mechanic informed the honorary secretary that a vessel, whose position was one mile offshore from the station, had fired two smoke flares. The vessel *Welsh Lady II* had a fishing party aboard and thinking that one of the party had been taken ill the mechanic informed the honorary medical adviser as well. There was a strong south-east breeze with a rough sea and the tide was one hour after low water. At 3.4 the life-boat *Anthony Robert Marshall* was launched. She reached the *Welsh Lady II* 13 minutes later and found that she had the capsized speedboat *Sara Terrapin* in tow, and the three occupants of the *Sara Terrapin* on board. These three were immediately taken ashore by the life-boat, which returned to the *Welsh Lady II* as the wind was increasing to a near gale. The crew of the life-boat baled out the speedboat while the honorary medical adviser attended to a seasick passenger from the *Welsh Lady II*. The life-boat returned to her station at 5.30 with the sick passenger on board, while the speedboat was towed to harbour by the *Welsh Lady II*. The crew of the speedboat expressed their thanks to the coxswain and crew and made a gift to the welfare fund.

The life-boat was also called out on 10th May and 19th June.

LOADED WITH PETROL

St. David's, Pembrokeshire. At 1.10 p.m. on 9th May, 1964, the coastguard told the honorary secretary that the owners of the motor vessel *Austility*, of London, laden with petrol, had broken down and was dragging her anchor about 2½ miles north-west of Skomer. The tug *Anglegarth* was on her way to the position and at 1.34 the life-boat *Joseph Soar* (*Civil Service No. 34*) was launched with the honorary secretary on board. A gale was blowing from the south-west, the sea was rough and it was nearly low water. At 2.30 the life-boat found the *Austility* 1½

miles north-west of Skomer. The tug arrived 10 minutes later, passed a line to the vessel and began towing against the tide which by this time was flooding. The life-boat escorted the tug and the *Austility* and at 6.5 the tow rope parted in heavy weather south-east of Skokholm. The life-boat helped to pass another line across and by 7.20 the tug resumed towing. The *Austility* had now drifted to within a mile of Gateholm Island south-east of Jack Sound and a second tug arrived later in the evening. The tug *Anglegarth* made for Milford Haven with the *Austility*, the life-boat and the other tug in attendance. At 9.5 they reached the Fairway buoys and the life-boat then returned to her station at 11 p.m. after nearly ten hours at sea.

The life-boat was also called out on 12th April.

BLOWN ASHORE

Tenby, Pembrokeshire. At 12.1 p.m. on 6th June, 1964, the second coxswain told the honorary secretary that one of the local pleasure boats had been blown ashore by the fresh south-easterly breeze and that others were in similar danger. The life-boat *Henry Comber Brown* was launched at 12.8, two hours after low water, and escorted the pleasure boat *Viking* into harbour. The life-boat returned to the pleasure fleet to put some members of her crew aboard the remaining craft and stand by while these made harbour. The motor fishing vessel *Doodle* was similarly helped. The life-boat returned to her station at 1.30.

FAULTY PUMP

At 5.24 p.m. on 27th June, 1964, the coastguard told the honorary secretary that red flares had been fired by a trawler two miles off Bury Holm in a southerly direction. The life-boat *Henry Comber Brown* was launched at 5.37 in a moderate south-westerly wind, a moderate sea, and a flooding tide. The life-boat found the trawler *Mary* of Swansea with a crew of three. Her injector pump had failed and she was taken in tow to Burry Port. The life-boat reached her station at 11 p.m.

The life-boat was also called out on 17th April and 5th May.

Other life-boats also called out in April, May and June, 1964, were:

Aberystwyth, Cardiganshire—18th May.

The Mumbles, Glamorganshire—18th and 21st June.

NORTH-WEST ENGLAND

Blackpool, Lancashire. At 9.15 a.m. on 14th June, 1964, the life-boat *Maria Noble* launched in a strong north-westerly breeze and rough sea to return the captain and other officers to H.M.S. *Mersey*, which was $1\frac{1}{2}$ miles off shore and was paying a courtesy visit to Blackpool in conjunction with the branch centenary celebrations. Because of worsening weather and the ship's position it was agreed that the life-boat should be used instead of another boat as originally planned. The life-boat returned to her station at 11.55.

GIRL ON CLIFF

Douglas, Isle of Man. At 8.40 p.m. on 25th May, 1964, the Ramsey coastguard told the honorary secretary that the police had reported that a girl had climbed down a cliff below the entrance to Howstrake holiday camp and was sitting on a ledge between 150 and 200 feet above the rocks. At 8.55 the life-boat *R. A. Colby Cubbin No. 1* was launched, taking a dinghy with her. There was a light easterly wind, the sea was smooth and the tide was three hours flood. At 9.15 she reached the cliff and two of the life-boat crew took the dinghy in to the rocks. One of the men climbed to within 30 feet of the girl, but she threatened to jump, and he climbed down again. In the meantime the district officer of H.M. coastguard and a police constable descended the cliff on ropes and the coastguard asked the dinghy to lie off in case too many people frightened the girl and made her jump. The police officer talked with her and was able to grasp hold of her. She fainted, but with ropes secured to her she was lowered in a Neil Robertson stretcher to the rocks, and transferred first to the dinghy, and then to the life-boat. At the harbour an ambulance was waiting to collect her. The life-boat arrived back at her station at 11.10.

FATHER WAS ILL

Fleetwood, Lancashire. At 2.30 p.m. on 13th April, 1964, the superintendent of the Trinity House depot at Holyhead informed the honorary secretary that the father of one of the crew members of the Morecambe Bay lightvessel was very ill. The honorary secretary agreed to allow the life-boat to launch and land the man because of these circumstances. There was a strong west-south-westerly breeze with a moderate sea and an ebbing tide. The life-boat *Ann Letitia Russell* launched at 2.55 and the seaman was transferred to the life-boat from the lightvessel and landed at Fleetwood. The life-boat arrived back at her station at 8 p.m.

NEAR ROSSALL

At 11.22 a.m. on 12th May, 1964, the coastguard informed the honorary secretary that a small fishing boat was in difficulties a few hundred yards off the beach at Rossall. The life-boat crew, already standing by in the boathouse, were telephoned when an eight-foot dinghy, with a seasick person aboard, was seen. At 11.35 the life-boat *Ann Letitia Russell* launched in a fresh-south-westerly breeze and slight sea. It was 45 minutes before high water. The life-boat picked up the occupant and his boat and returned to her station at 1 p.m.

The life-boat was also called out on 12th June.

HELICOPTER FOR BOYS

Hoylelake, Cheshire. At 4.35 p.m. on 28th May, 1964, the Formby coastguard informed the life-boat coxswain that two schoolboys had been seen on what was assumed to be a rubber dinghy, drifting out to sea a quarter of a mile north of Hilbre Island. At 5.15 the life-boat *Oldham IV* was launched in a moderate south-south-easterly wind and a slight sea. The life-boat found the boys on rubber mattresses half a mile west of HE. 6 buoy, rescued them and landed them at East Hoyle. A R.A.F. helicopter from Valley requested by Hoylelake police landed alongside the life-boat, took the boys on board and flew them to the life-boat station. From there they were taken by



By courtesy of]

Fleetwood life-boat launches with Fleetwood's mayor aboard [Fleetwood Chronicle

car to hospital. The life-boat arrived back at her station at 6.15.

The life-boat was also called out on 9th June.

THREE RESCUED

Port Erin, Isle of Man. At 1.41 a.m. on 24th May, 1964, the Castletown coast-guard told the honorary secretary that the local motor boat *Bradley* was reported to have broken down $1\frac{1}{2}$ miles west of Chicken Rock lighthouse. At 2.10 the life-boat *Matthew Simpson* was launched. There was a light breeze, the sea was calm and the tide was three hours ebb. The life-boat found the *Bradley* with three men on board two miles west of the lighthouse. The life-boat rescued them, towed the boat to Port Erin and returned to her station at 3.54.

The life-boat was also called out on 12th May.

FELL ON ROCKS

Ramsey, Isle of Man. At 4.6 p.m. on 19th May, 1964, the coastguard told the honorary secretary that a boy had fallen over the rocks at the Dhoon. The life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at the station, was launched at 4.25, towing a small boat and

carrying two doctors. There was a light westerly wind, with a moderate sea, and a flooding tide. The life-boat waited off Dhoon beach while the small boat was sent ashore to pick up the boy. After medical attention from the two doctors he was transferred to the life-boat and from Laxey he was taken by the police to hospital, suffering from a severe scalp wound and bruising on his back and arms. The life-boat reached her station at 8.20.

The life-boat was also called out on 3rd April, 18th and 26th May.

The **New Brighton, Cheshire**, life-boat was called out on 5th April and 7th June.

SCOTLAND

Aberdeen. At 11.6 p.m. on 30th April, 1964, the coastguard told the honorary secretary that the motor fishing vessel *Ability* of Kirkcaldy had gone ashore below the Girdleness lighthouse. The coastguard had tried to contact the vessel's crew by aldis lamp but had received no reply. The life-boat *Ramsay-Dyce* left at 11.35 in a light south-westerly breeze and a calm sea. The tide was flooding. A tow rope passed from the life-boat to the *Ability* was declined, so the life-boat

stood by until the vessel refloated. The life-boat escorted her to Aberdeen and reached her station at 12.45 a.m.

STRANDED IN FOG

Anstruther, Fife. At 9.15 a.m. on 22nd May, 1964, a representative of a boatbuilders' firm at St. Monance asked if the life-boat would help the motor fishing vessel *Integrity* of St. Monance which had stranded in fog off Kilrenny Mill. The fire service had put a pump aboard the *Integrity*, which was pounding slightly, in case she made water as the tide rose. At 9.33 the life-boat *James and Ruby Jackson*, with the second coxswain in charge, was launched in a smooth sea, calm weather and poor visibility. The tide was 3½ hours flood. The life-boat stood by the *Integrity*, which had a crew of six, and passed a tow rope from her to the fishing vessel *Fidelis*. At 12.15 p.m. the *Integrity* refloated and made for St. Monance under her own power, and the life-boat returned to her station at 12.45.

DANGEROUS POSITION

Arbroath, Angus. At 8.50 a.m. on 31st May, 1964, the coastguard told the coxswain that a message had been received from a Carnoustie resident that a fishing boat had fired two red flares from a point off Dowrie. At 9.6 the life-boat *The Duke of Montrose* was launched in a gentle east-north-easterly breeze and a choppy sea. It was three hours before low water. The life-boat found the fishing boat *Falcon* with a rope fouling her propeller. She was in danger of drifting on to rocks with a strong inshore wind and the life-boat took the *Falcon* in tow, with her crew of two. She reached her station at 10.30.

FINNISH STEAMER

Dunbar, East Lothian. At noon on 27th May, 1964, a fisherman reported that a vessel had run ashore about three miles north of Dunbar. Twelve minutes later the life-boat *Margaret* put to sea. There was a light north-easterly wind with a smooth sea and the tide was two hours flood. In thick fog the life-boat found the Finnish tramp steamer *Ramfdal*, laden with esparto grass, on the east

end of Peffer sands. She had a crew of 20 and was bound from North Africa for Granton. The life-boat stood by her to wait for high water when it was hoped a tug would arrive from Leith, and during the afternoon the coastguard life-saving team from Seacliff rigged a breeches buoy to the *Ramfdal*. Fog prevented the tug's arrival and the life-boat made an unsuccessful attempt to pull the vessel clear. As the tide had begun to ebb the life-boat returned to her station at 6 p.m. At 1 a.m. the next morning she put off again to stand by at high tide in case her services were needed, but the *Ramfdal* remained fast and the life-boat returned to Dunbar six hours later. She left Dunbar for a third time at 2.55 p.m. to guide two tugs to the position. At 4 p.m. the Leith dockmaster reported that the tug *Crayleith* was about a mile from the *Ramfdal* and the Dunbar coastguard asked the life-boat to look out for her. However, the vessel refloated without help and made for Leith, so the life-boat returned to her station at 4.55, after 14 hours on duty. The crew received a gift of money from the master of the *Ramfdal*.

DOCTOR TAKEN

Islay, Inner Hebrides. At 12.45 p.m. on 12th April, 1964, the honorary medical adviser asked the honorary secretary if the life-boat would take him to Colonsay at 2 p.m. to attend the resident doctor there. The honorary secretary agreed and at 2 p.m. the life-boat *Francis W. Wotherpoon of Paisley* put out in a fresh south-westerly breeze and choppy sea. It was one hour after low water. The life-boat reached Colonsay at 3.30. The doctor returned to the life-boat two hours later, having been unable to persuade the patient to return with him to the life-boat so that he could be taken to a hospital on the mainland. The life-boat returned to station at 7.30.

TOWED TO SHELTER

At 11.50 a.m. on 2nd May, 1964, the owner of the motor fishing vessel *Virgin IV* of Campbeltown told the honorary secretary that his vessel, having fouled her propeller earlier that morning, might be in trouble in worsening weather. At

12.15 p.m. the life-boat *Francis W. Wotherspoon of Paisley* set out at full speed in a fresh south-easterly breeze and choppy sea. It was 3½ hours after high water. The fishing vessel, with three people on board, was taken in tow to the shelter of Nave Island. The life-boat returned to her moorings at 5 p.m.

RED FLARES SEEN

Lerwick, Shetlands. At about 12.20 a.m. on 27th April, 1964, the coastguard informed the honorary secretary that red flares had been sighted from the direction of Ham on the island of Bressay. There were light southerly airs with a choppy sea and an ebbing tide. It was foggy and visibility was very bad. The life-boat *Claude Cecil Staniforth* left at 12.45 and at 1.10 located the small trawler *Deevale* ashore inside the Point of Ham. The life-boat stood by the trawler and helped lay out an anchor. H.M.S. *Yarnton* arrived off the trawler at 9.4 and 10.15 the honorary secretary was told that the Lerwick harbour master had been appointed salvage officer and was proceeding in the pilot cutter *Budding Rose*. As no further help was needed the life-boat was recalled, reaching her station at 11 a.m.

DRIFTING VESSEL

Montrose, Angus. At 8.55 p.m. on 29th May, 1964, a Ferryden resident informed the honorary secretary that the motor fishing vessel *Petunia* had drifted on to the Annat bank. Five minutes later the fishing vessel floated off but then drifted seaward on the ebb tide with her engine broken down. The life-boat *The Good Hope* was launched at 9.10 in a light variable wind, a calm sea, and poor visibility. She found the *Petunia* with a crew of four and took her in tow to the jetty. The life-boat reached her station at 9.45.

The life-boat was also called out on 30th April.

SEAMAN LANDED

Portpatrick, Wigtownshire. At 11.55 a.m. on 23rd May, 1964, the coastguard told the chairman of the branch committee that the motor vessel *Firth Fisher* was heading for Portpatrick with

an injured seaman aboard. A doctor, who was on holiday at Portpatrick, accompanied the life-boat *The Jeanie* when she slipped her moorings at 12.37 p.m. The injured man was taken to the shore by the life-boat. There was little wind with a slight sea, and the tide had been ebbing for over an hour at the time of the service. The life-boat returned to her station at 1.17.

TAKEN TO STORNOWAY

Stornoway, Outer Hebrides. At 11.15 p.m. on 12th May, 1964, the coastguard told the honorary secretary that the motor vessel *Moran* of Glasgow, which wished to land a sick man at Stornoway, was now off Bayble, and asked if the life-boat could meet her off Chicken Head. At 11.55 the life-boat *The James and Margaret Boyd* was launched with a doctor. A gale was blowing from the west-south-west, the sea was very rough and the tide was ebbing. Forty minutes later the life-boat reached the vessel, took the patient on board, and transferred him to an ambulance at Stornoway at 1.20 a.m.

NORWEGIAN APPEAL

Stornoway, Outer Hebrides. At 11 p.m. on 5th June, 1964, a shipping agency in Stornoway told the honorary secretary that a radio message received via Oban Radio had stated that a Norwegian vessel was making for Stornoway with an injured man aboard, and that she was expected to arrive at 5 a.m. the following morning. As there was no other suitable craft available the life-boat *The James and Margaret Boyd* slipped her moorings at 4.5 a.m. with a doctor aboard, and met the Norwegian motor vessel *Langforn* 50 minutes later. The injured man was landed at Stornoway and taken immediately to hospital. The life-boat returned to her station at 5.55.

LOBSTER BOAT AIDED

Stromness, Orkneys. At 4.20 a.m. on 24th June, 1964, the honorary secretary was told that the lobster boat *Robin* of Kirkwall on passage to Stromness was overdue. At 4.45 the life-boat *Archibald and Alexander M. Paterson* launched in a moderate west-south-westerly breeze and smooth sea. It was low water. At 5.20 the

lobster boat was seen one mile off St. John's Head. The *Robin* with a crew of two on board was escorted into harbour and the life-boat returned to her station at 6.45.

The life-boat was also called out on 12th May.

BY RADIO TELEPHONE

Thurso, Caithness-shire. At 9 p.m. on 29th April, 1964, a local man reported that he had heard a message on his radio telephone that the motor fishing vessel *Golden Rule*, of Stromness, needed help. At 9.45 the life-boat *Pentland* (*Civil Service No. 31*) was launched. There was a fresh westerly wind, the sea was rough, and the tide was half flood. The life-boat found the *Golden Rule*, which had a crew of three, six miles north-west of Brims Ness. Her engine had been giving trouble and two vessels were standing by her. The life-boat escorted her to Scrabster and returned to her station at 11.45.

HAD BROKEN DOWN

Troon, Ayrshire. At 7.27 p.m. on 5th May, 1964, the Kildonan coastguard told the life-boat coxswain of a Lamlash police report that a small boat was in difficulties 200 yards north of Holy Isle buoy. The life-boat *Glencoe*, *Glasgow*, on temporary duty at the station, was launched. There was a moderate south-south-west wind with a moderate sea, and an ebbing tide. Searching in poor visibility the life-boat found the 23-foot cabin cruiser *Westward*, with one man on board, broken down three miles north of Clauchlands Point. The life-boat towed the boat to Lamlash and returned to her station at midnight.

SEARCH FOR BODY

At 11 a.m. on the following day the Ardrossan harbour master told the honorary secretary that the pilot boat at Ardrossan had capsized on leaving a tanker and that a pilot had been drowned. He asked if the life-boat would help to mark the position of the sunken boat and to try and recover the body when the weather moderated. As no other suitable boat was available and the weather eased during the afternoon, the life-boat *Glencoe*,

Glasgow, on temporary duty at the station, was launched at 6 p.m. in a moderate south-westerly wind and moderate sea and embarked two pilots at Ardrossan. The position of the sunken boat, in 50 feet of water near the entrance to the harbour, was buoyed. The body was not found and the life-boat returned to her station at 9.55. The Ardrossan Harbour Company made a donation to the Institution's funds.

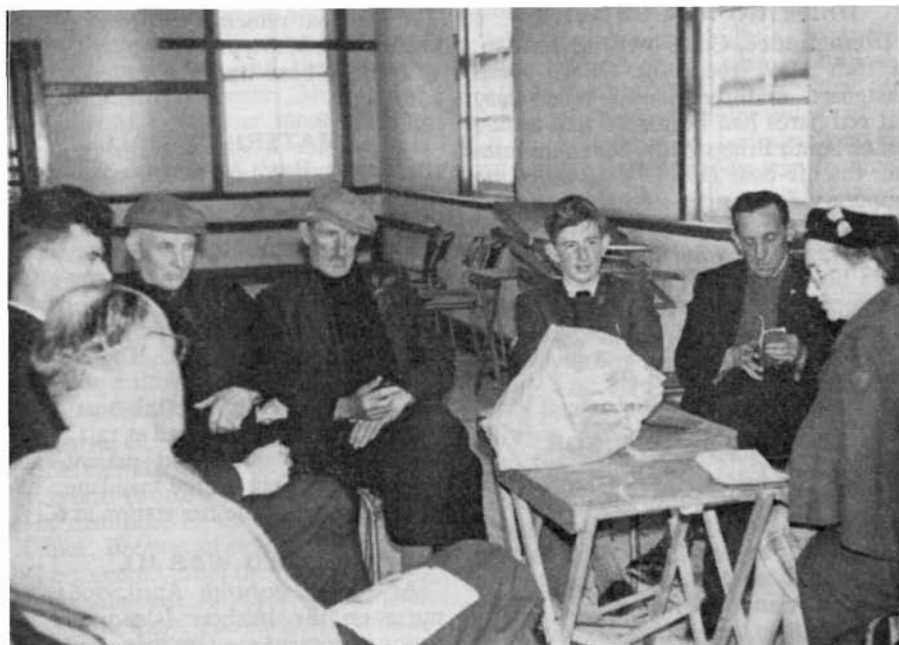
HUSBAND SURVIVED

At 8.45 a.m. on 19th May, 1964, the coastguard told the honorary secretary that a cabin cruiser anchored half a mile offshore, two miles north of Ardrossan, had run out of fuel and appeared to have lost a rudder. No other boat was available so at 9.45 the life-boat *James and Barbara Aitken* proceeded in a light south-westerly breeze and a choppy sea. It was three hours after high water. The life-boat found the cabin cruiser *Beaver*. On board were a man and the body of his wife. She had died after being overcome by exhaust fumes whilst crossing the Firth of Clyde from Arran to Troon. The man attributed his survival to the fact that the petrol supply had run out while he was unconscious. The life-boat towed the *Beaver* to Ardrossan where the police met the man and the woman's body was landed. The life-boat returned to her station at 3 p.m.

The life-boat was also called out on 18th May.

ROLLING HEAVILY

Wick, Caithness-shire. At 2.40 a.m. on 14th April, 1964, the coastguard told the honorary secretary that the fishing boat *Girl Betty* of Peterhead was ashore on Proudfoot at the north entrance of Wick Bay. There was a moderate south-westerly breeze with a choppy sea, and the tide was ebbing. The life-boat *City of Edinburgh* launched at 2.55 and found the vessel at 3.10, fast aground and rolling heavily. The coxswain took the life-boat round the rocks to the seaward of the fishing boat and rescued her crew of seven. The life-boat left the vessel at 3.45 and arrived back at her station at 4 a.m.



By courtesy of]

Valentia life-boat crew take instruction in first aid

[Adrian Mackey

COASTGUARD REPORT

At 6.16 p.m. on 19th April, 1964, the coastguard informed the honorary secretary that red flares had been seen three miles east-south-east of Wick Bay. There was a moderate north-easterly breeze with a choppy sea, and it was high water. The life-boat *City of Edinburgh* launched at 6.40 and found the small fishing boat *Rose Valley*. A hand-line had fouled her propeller but she had just cleared it when the life-boat arrived. The life-boat escorted her back to the harbour before returning to her station at 7.25.

The **Mallaig, Inverness-shire**, life-boat was called out on 8th and 9th May.

IRELAND

Arranmore, Co. Donegal. At 8.10 a.m. on 19th June, 1964, the Arranmore lighthouse keeper informed the honorary secretary that a fishing boat was in difficulties off the lighthouse. It was half tide with a moderate to fresh north-easterly breeze. The life-boat *W. M. Tilson* was

launched at 8.30 and on reaching the motor fishing boat *St. Gerald* at 9.16 towed her back to the harbour, as her engine had failed. The life-boat returned to her station at 11.20.

CLINGING TO DINGHY

Ballycotton, Co. Cork. At 7.43 p.m. on 15th April, 1964, a sailing dinghy which was being kept under observation by the coxswain and mechanic was seen to capsize at the northern side of Ballycotton Bay. There was a moderate southerly breeze with a corresponding sea. It was high water. The life-boat *Ethel Mary* set out at 7.45 and soon reached the dinghy. Her crew of two were clinging to the side and were taken on board the life-boat where, suffering from cold and exhaustion, they were given rum and cigarettes. The dinghy was righted and towed back to the harbour, and the life-boat arrived back at her station at 8.30.

The life-boat was also called out on 8th June.

DRIFTING NEAR ROCKS

Donaghadee, Co. Down. At 7.7 p.m. on 16th May, 1964, the Orlock Head coastguard told the honorary secretary that red flares had been seen half a mile east of South Briggs buoy. Seven minutes later the life-boat *Edward Z. Dresden*, on temporary duty at the station, put to sea with the second coxswain in charge. There was a light wind with a choppy sea and a flooding tide. The life-boat found the speedboat *Jungfrau*, with three adults and one child aboard, drifting towards rocks at Copeland Island and towed her to Donaghadee harbour by 8.20.

ANXIOUS ABOUT SON

Dunmore East, Co. Waterford. At 12.30 p.m. on 20th June, 1964, a woman caller, Mrs. Moore, telephoned the honorary secretary to say that her eleven year old son and his uncle, who had put to sea together in a 26-foot fishing vessel, were more than three hours overdue from a fishing trip, although no distress signals had been seen. The sea was moderate with a corresponding north-westerly breeze and it was two hours after high water. The life-boat *Annie Blanche Smith* put out at 1.20 a.m. The cross-channel ship *Pluto* saw the maroons and, having volunteered to help, patrolled the coast 10 miles south of the suspected area. The fishing boat, which was not picked up on the ship's radar, was seen about an hour after dawn south of Bunmahon. She was taken in tow to Boatstrand by the life-boat which reached her station at 7.30.

JUST IN TIME

Fenit, Co. Kerry. At 1.15 p.m. on 22nd June, 1964, Valentia radio informed the honorary secretary that an unknown fishing vessel was in serious difficulties $5\frac{1}{2}$ miles north-north-east of Loop Head. There was a moderate west-north-west breeze, and it was approaching flood tide. Visibility was poor to moderate. At 1.30 the life-boat *Hilton Briggs* left her moorings and reached the *Naöm Brigid* at 4.15. A rope had fouled the fishing boat's propeller and her anchor cable was fouled. The life-boat took the casualty in tow just in time to prevent her being severely damaged against some steep rocky cliffs.

The life-boat returned to Fenit with the fishing boat in tow at 9.30.

The life-boat was also called out on 29th June.

MATERNITY CALL

Galway Bay. At 11.30 a.m. on 8th April, 1964, the nurse on Middle Island told the honorary secretary that a maternity patient needed hospital treatment on the mainland. As no other boat was available the honorary secretary readily agreed to the use of the life-boat to take the patient to Rossaveel. There was a gentle southerly breeze with a slight sea and a flooding tide. The life-boat *Mabel Marion Thompson* launched at 12.15 p.m., embarked the nurse and patient, and landed the patient on the mainland. The life-boat returned to her station at 6.45.

CHILD WAS ILL

At 4 p.m. on 16th April, 1964, the nurse on the Inisheer Island told the acting honorary secretary that a child suffering from appendicitis needed to be taken to the mainland for hospital treatment. As no other boat was available the assistant honorary secretary agreed to the use of the life-boat. There was a light easterly breeze with a smooth sea, and it was three hours before high water. The life-boat *Mabel Marion Thompson* left at 4.45. The patient was embarked and conveyed to Rossaveel where he was taken to hospital by ambulance. The life-boat arrived back at the station at 9.15.

TAKEN TO ROSSAVEEL

At 3 p.m. on 22nd June, 1964, the local doctor asked the honorary secretary if the life-boat would take a patient to hospital on the mainland. The life-boat *Mabel Marion Thompson* left her moorings at 4.30 with the patient on board, in a light north-westerly breeze and smooth sea. It was high water. The patient was put ashore at Rossaveel pier and the life-boat returned to her station at 7.30.

The life-boat was also called out on 17th April.

DIED AFTER FALL

Howth, Co. Dublin. At 5 p.m. on 12th June, 1964, the gardai told the honorary secretary that a boy had fallen

down the cliff at Balscadden and could be seen in the water. The tide had been ebbing for two hours and there was a light north-easterly breeze. At 5.13 the life-boat *A.M.T.* left her moorings and made her way through a choppy sea, reaching the scene of the accident at about 5.20. It was found that the fire brigade had already reached the boy. He was placed on the stretcher and ferried out to the life-boat which returned to her station at 5.55. A member of the fire service administered oxygen on board the life-boat but the boy had died.

URGENT CASE

Valentia, Co. Kerry. At 12.30 a.m. on 12th May, 1964, the local doctor asked the life-boat to take a patient who needed urgent treatment to the county hospital at Tralee. Because of severe weather no small boat could make the passage and at 1.15 the life-boat *Rowland Watts* went alongside the quay. The patient, a woman, was taken aboard with a nurse and on arrival at the mainland went by ambulance to hospital. There was a southerly gale with a rough sea. The life-boat returned to her station at 3 a.m.

SERVICES BY TWO OTHER LIFE-BOATS

WHILE ON TRIALS

Reserve life-boat. At 11 a.m. on 12th May, 1964, the reserve life-boat *Charles Cooper Henderson* put out from a shipbuilders' yard at Rowhedge, Essex, in a light westerly breeze and a slight sea. She was undergoing machinery trials after a period of storage, and the life-boat district engineer, a motor mechanic and two employees of the shipbuilders formed her crew. About 1½ hours later a capsized dinghy was seen a quarter of a mile off shoer at Brightlingsea and as the life-boat was steered towards the dinghy it was seen that the sailing dinghy's helmsman, who had been the only occupant, was floating in the water about 50 yards from his boat. He was taken aboard the life-boat suffering from slight shock, but soon recovered and reboarded the sailing dinghy, which the life-boat was towing up the river. At the request of the helmsman the dinghy was cast off near to a yacht club on

FLOODING EMERGENCY

At 9.20 p.m. on 26th June, 1964, the Rescue Co-ordination Centre, Haulbowline, told the honorary secretary that the Spanish trawler *Vispon*, nine miles west of Bull Rock lighthouse, had sent out an SOS call as her engine room was flooding. There was a fresh north-westerly breeze, the tide was ebbing, and the sea was moderate. At 9.45 the life-boat *Rowland Watts* proceeded through Portmagee Channel but because of fog the vessel was finally found 12 miles west of the reported position, in tow of the Spanish trawler *Muella*. The life-boat escorted both vessels to Bantry, arriving at 1.30 p.m. the following day. At 2 p.m. the life-boat sailed for Valentia, reaching her station at 5.30.

Other life-boats also called out in April, May and June, 1964, were:

Clogher Head, Co. Louth—10th April and 31st May.

Courtmacsherry Harbour, Co. Cork—8th June.

Dun Laoghaire, Co. Dublin—31st May and 14th June.

Newcastle, Co. Down—8th April.

the north bank, and the helmsman reached the shore safely. The life-boat continued her machinery trials and reached Rowhedge at 1.10 p.m.

ASKED FOR ESCORT

Life-boat O.N. 44-001. The 44ft. steel life-boat O.N. 44-001 purchased from the United States Coast Guard was returning from an exercise off Appledore on 1st June, 1964, with a Deputy Chairman of the Institution, Commander F. R. H. Swann, O.B.E., R.N.V.R., on board, when a yacht was seen to be anchored in what might have become a dangerous position off Appledore bar. The life-boat went alongside the yacht *Shellin* and her crew of two asked to be escorted into Appledore. Commander Swann and one of the crew of the life-boat were put aboard the yacht to help in recovering the anchor. After a few minutes the yacht's engine failed and the life-boat took her in tow and secured her to a buoy at Appledore.

THE NEW LIFE-BOAT ON TRIALS



By courtesy of]

The new 44-foot steel life-boat of U.S. Coast Guard design seen at Bideford during her summer trials

[Western Times

Helping the "Little Boats"

IN July Coxswain Roland Moore, coxswain of the Barrow life-boat, received a letter from four very young supporters. It contained a £1 contribution.

"Dear Mr. Moore," they wrote. "Last month our Melanie, our Jackie, Barbara Maudsley, Elaine Graham and I collected a lot of wild flowers from the fields. We made a little stall in the lane and sold bunches to the people who passed by.

"Daddy said he would give the money to your life-boat. Altogether we collected 14s. 6d. and Daddy has added 5s. 6d. to make up £1 which I am sending to you because you help the little boats when they are in trouble."

The letter was signed by Lesley and Melanie Duckworth, Barbara Maudsley and Elaine Graham, of Barrow-in-Furness.

Naval Architect Appointed

In recognition of his services as the designer of two of the Institution's standard types of life-boat Mr. R. A. Oakley, M.B.E., M.R.I.N.A., has been formally appointed as the Institution's Naval Architect. The previous title of his post was that of Surveyor of life-boats.

Inshore Rescue Boats on Service

From 1st April to 30th June, 1964, inshore rescue boats were launched on service 76 times. On nine occasions—described in chronological order below—they were able to rescue people in difficulties.

Walmer, Kent. At 4.14 p.m. on 9th April, 1964, the inshore rescue boat no. 14 was launched to help a sailing dinghy which had been seen to capsize half a mile south-east of the life-boathouse. There was a fresh southerly breeze with a moderate sea. It was low water. The crew of the inshore rescue boat helped to right the catamaran and assisted the crew of two to regain the boat. The inshore rescue boat returned to her station at 4.55. One of the dinghy's crew made a donation to the Institution's funds.

Mudford, Hampshire. At 2.13 p.m. on 12th April, 1964, inshore rescue boat no. 7 was launched to aid the yacht *Scarab*, which, with a crew of two on board, had run aground on the bar. There was a moderate south-westerly breeze and the tide was ebbing. The crew of the *Scarab* were taken on board the inshore rescue boat and she returned to her station at 2.30.

A quarter of an hour later on the same day the honorary secretary saw a boat at the harbour entrance which appeared to be in difficulties. As there was a fog and the honorary secretary was unsure of the boat's movements, inshore rescue boat no. 7, still afloat from the previous service, set out in a moderate south-westerly breeze. The tide was ebbing and there was a moderate swell on the bar. The inshore rescue boat found the motor boat *Minerva* which had engine trouble. The crew of three were taken on board and, after anchoring the motor boat in a safe position, the inshore rescue boat returned to her station at 3.5 p.m.

Worthing, Sussex. At 1.25 p.m. on 18th May, 1964, the honorary secretary was told that a boat had capsized $1\frac{1}{2}$ miles west of the station. At 1.29 inshore rescue boat no. 10 launched in a fresh south-westerly breeze and choppy sea. The tide was ebbing. The inshore rescue boat

reached the capsized catamaran *Ton-Up II* which had torn and twisted sails. The crew of two were taken on board and with the catamaran in tow the inshore rescue boat returned to her station at 2.16.

Aberystwyth, Cardiganshire. At 2.30 p.m. on 25th May, 1964, the police told the honorary secretary that a man on an inflatable air bed had drifted away from Clarach beach and was now a mile offshore. At 2.45 inshore rescue boat no. 19 was launched in a fresh north-easterly breeze and choppy sea. It was low water. The inshore rescue boat rescued the man and took him and the air bed to Clarach beach, returning to her station at 3.20.

Broughty Ferry, Angus. At 4.30 a.m. on 31st May, 1964, the police informed the coxswain that a man who was swimming in the Tay, 300 yards off Broughty Castle, appeared to be in difficulties. An empty rowing skiff was seen a quarter of a mile further upstream. Inshore rescue boat no. 17 launched three minutes after receiving the call in a gentle south-easterly breeze and smooth sea. It was two hours before high water. The swimmer was rescued by the inshore rescue boat and at the coxswain's house was given a change of clothing and a hot drink. Aged 15, he had escaped from an approved school at Montrose and had stolen the skiff to cross the Fife. At the request of the police the coxswain took the youth to Newport and the inshore rescue boat returned to her station at 4.41.

Mudford, Hampshire. At 10.30 a.m. on 12th June, 1964, inshore rescue boat no. 7 was launched in a strong easterly breeze and rough sea to the aid of the fishing vessel *Venture*, which was stranded on the bar entrance. One of the crew of two on board had injured his leg. The inshore rescue boat took off the crew

and at 10.40 returned to her station, where a doctor was waiting to attend to the injured man.

Great Yarmouth and Gorleston, Norfolk. At 3.34 a.m. on 14th June, 1964, the coastguard told the honorary secretary that red flares had been seen to the north-east. At 3.47 inshore rescue boat no. 9 launched in a light south-westerly wind, a slight sea, and an ebbing tide. The inshore rescue boat, together with the life-boat, proceeded to the position given and found the motor fishing vessel *Forward* with a crew of two on board on Scroby Sands. The motor fishing vessel *Endeavour* had already reached the position but was unable to tow the vessel off due to low water. The inshore rescue boat took off the crew of two and returned to her station at 4.20.

St. Ives, Cornwall. At 1.30 p.m. on 30th June, 1964, the honorary secretary was told that a skiff with three people on board was in dangerous water off Mexico Beach. At 1.31 inshore rescue boat no. 5 launched in a moderate north-westerly breeze, a moderate sea, and an ebbing tide. The inshore rescue boat reached the skiff *Sea Breezes*. As the skiff was under control the inshore rescue boat stood by her until she reached smoother water. On the return journey to the station the crew noticed that the skiff *Starfish II* appeared to be in difficulties near Carrick Gladder point. The inshore rescue boat investigated and found that the skiff had engine trouble and that its two occupants were sick and upset. The crew were taken on board and the inshore rescue boat, with the skiff in tow, returned to her station at 2.15.

Services in Brief

The following is a complete list of services or attempted services by inshore rescue boats during the months of April, May and June, 1964:

<i>Date</i> 1964	<i>Station</i>	<i>Casualty</i>	<i>Service</i>
April 7	Mudford	Reported dinghy	No service
April 9	Walmer	Sailing dinghy	Saved boat and 2
April 12	Mudford	Yacht SCARAB	Rescued 2
	Mudford	Motor boat	Saved boat and 3
April 15	Mudford	Overdue sailing dinghy	No service
April 20	Barrow	Sick man on Piel Island	Took out doctor
April 24	Mudford	Cabin cruiser	Gave help
April 27	Broughty Ferry	Man fallen off Tay road bridge	No service
	Broughty Ferry	Man fallen off Tay road bridge	No service
April 30	Barrow	Sick man	Taken from Piel Island to mainland
May 1	Poole	Capsized speedboat	No service
	Wells	Yacht SKATE	Gave help
May 2	Mudford	Motor boat TIKI	Gave help
May 4	West Mersea	Yacht	Stood by yacht
May 6	Aberystwyth	Capsized dinghy	No service
May 7	Largs	Dinghy	Escorted boat
May 10	Worthing	Yacht	Stood by yacht
May 12	Worthing	Reported person in distress	No service
May 16	Mudford	Small boat	No service
	Southwold	Motor boat CARA MIA	Gave help, and landed 6

<i>Date</i>	<i>Station</i>	<i>Casualty</i>	<i>Service</i>
May 17	Great Yarmouth and Gorleston	Missing boy	No service
	Largs	Yacht NORDISCA	No service
	Walmer	Fishing boat FREEDOM of Dover	No service
May 18	Hastings	Capsized dinghy	No service
	Walmer	Yacht SQUALL	Gave help
	Worthing	Catamaran TON-UP II	Saved boat and 2
May 23	Broughty Ferry	Yacht	No service
	Great Yarmouth and Gorleston	Man missing after falling off yacht	No service
May 25	Aberystwyth	Man on air bed	Rescued 1
	Largs	Yacht	No service
May 27	Largs	Sailing dinghy WHITRACK	Saved boat
		Sailing dinghy in tow of rowing boat	Gave help
May 28	Humber	Two boys missing	No service
	Largs	Yacht RHUBANA	Gave help
	Whitstable	Fishing vessel with mine caught in her nets	Gave help
May 29	St. Ives	Reported distress message	No service
		Gig MAYFLOWER	Escorted boat
	Whitstable	Fishing vessel with a mine caught in her nets	Stood by vessel
		Fishing vessel with a mine caught in her nets	Stood by vessel
May 30	Largs	Motor boat QUESTING	Gave help
May 31	Atlantic College	Two persons cut off by tide	No service
	Broughty Ferry	Swimmer	Rescued 1
	Largs	Yacht IONA	Saved boat
June 3	Barrow	Dinghy	No service
June 4	St. Ives	Skiff SEA SHANTY	Gave help and landed 2
	Walmer	Reported dinghy in distress	No service
June 5	Pwllheli	Sailing boat JOE	Gave help
June 7	Atlantic College	12 persons cut off by tide	No service
	West Mersea	Speedboat	No service
June 8	Eastbourne	Dinghy	No service
	Walmer	Two swimmers	No service
June 9	St. Ives	Dinghy	No service
June 10	Walmer	Catamaran SWIFT	Gave help
June 11	Broughty Ferry	2 men on sandbank	No service
	Hastings	Reported body on catamaran	No service
	Torbay	Small sailing boat	No service
June 12	Mudford	Fishing vessel VENTURE	Rescued 2
June 13	Bembridge	Dinghy	No service
	Pwllheli	Bather	No service
June 14	Broughty Ferry	Catamaran CATTENACH in tow of motor boat ORSOVA	Escorted boats
	Great Yarmouth and Gorleston	Motor fishing vessel FORWARD	Rescued 2

<i>Date</i>	<i>Station</i>	<i>Casualty</i>	<i>Service</i>
June 16	Worthing	Fishing boat	No service
June 20	Tramore	Fishing boat	Gave help
	Walmer	Cabin cruiser	
		ALLEN CROSS	No service
	Walmer	Capsized sailing dinghies and catamarans	Gave help
	Walmer	Capsized catamaran	Gave help
June 21	Bembridge	Dinghy MARECA	No service
June 22	Aberystwyth	Fishing boat	No service
June 23	Pwllheli	Sailing boat JOE	No service
June 27	Broughty Ferry	Three persons stranded on sandbank	No service
		Canoe	No service
June 28	Worthing	Fishing vessel SALIAN	Landed one
	Aberystwyth	Three boys cut off by tide	No service
	Bembridge	Bather	No service
	Skegness	Woman fallen over cliff	Landed a body
	Tramore	Two sailing craft overdue	Gave help
	Walmer	Swimmer	Landed a body
June 29	Eastbourne	Skiff SEA BREEZES	Stood by boat
June 30	St. Ives	Skiff STARFISH II	Saved boat and 2
	St. Ives	Two children stranded on yacht	No service
	Largs		

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