

THE LIFE-BOAT

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Coxswain Peter Smith of Bembridge

Portrait of a Coxswain

THE photograph shows Coxswain Peter Smith of Bembridge, Isle of Wight. He was appointed on the 1st January, 1956, and previously served as second coxswain from March, 1954, to Decem-

ber, 1955. Since he became a member of the crew in March, 1954, the Bembridge life-boat has been launched on service 164 times and has rescued 90 lives.

NOTES OF THE QUARTER

THE life-boat service can look back with both satisfaction and gratitude on the year 1963 as a whole. Life-boats saved no fewer than 354 lives; the new inshore rescue boats saved 10 lives, and 224 lives were saved by shore-boats in services recognized by the Institution. It is particularly gratifying to be able to record that not a single member of the crew of any life-saving craft in the service of the Institution lost his life on service. This is an indication of the skill and seamanship of the crews as much as of the quality of the vessels in which they serve.

The number of lives rescued by shore-boats is in itself proof of the success of the scheme which was launched jointly by the R.N.L.I. and the Ministry of Transport for making greater and more co-ordinated use of the services of private boat owners who are prepared to go out to the rescue.

INSHORE RESCUE BOATS

There will be a substantial increase in the number of fast inshore rescue boats in service in 1964. In the summer of 1963 boats of this type were placed experimentally at four life-boat stations and at four other points on the coast. Winter trials were carried out at three places, and as a result it has been decided to have 25 inshore rescue boats in service in 1964.

Twenty-three of the sites have been definitely chosen. The sites in England are the life-boat stations at Barrow, Bembridge, Gorleston, Hastings, Humber, North Sunderland, Redcar, Skegness, St. Ives, Torbay, Walmer and Wells, in addition to Mudeford,

Southwold, West Mersea, Whitstable and Worthing. The four sites in Wales will be the Pwllheli life-boat station, Aberdovey, Aberystwyth and St. Donat's. The Scottish sites will be the Broughty Ferry life-boat station and Largs.

KENNEDY LIFE-BOAT

As a tribute to the late President of the United States, John Fitzgerald Kennedy, the Institution has decided that a life-boat to be stationed in the Irish Republic shall bear his name. This proposal has met with the approval of the Governments of the United States and of the Irish Republic. The decision was announced by the Deputy Chairman, Captain the Hon. V. M. Wyndham-Quin, in Washington, during a visit which he and a small delegation from the Institution paid to the United States in order to investigate United States Coast Guard life-boats and methods of construction. At the ninth international life-boat conference a paper presented by the United States Coast Guard on their new 44-foot steel life-boat aroused great interest. A full report on the visit to the United States will appear in the June number of THE LIFE-BOAT.

CLOSING OF BUILDING YARD

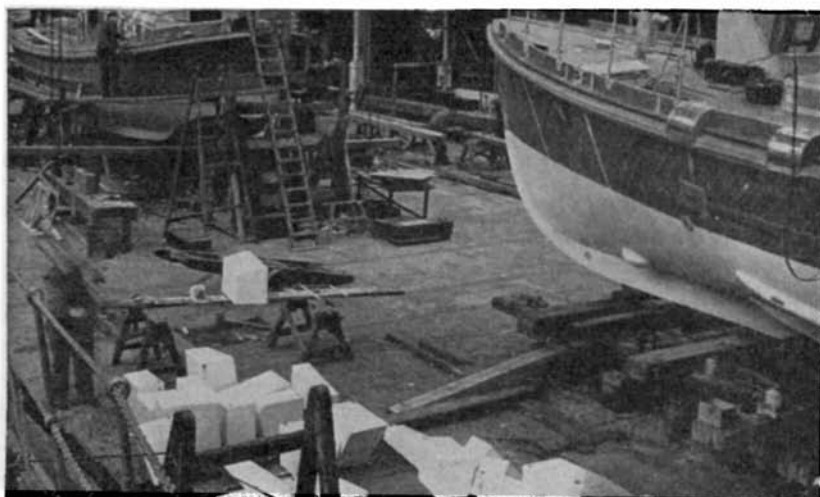
A firm which has had a very long association with the R.N.L.I. decided in November to cease building wooden boats at Cowes. This is J. Samuel White & Co. Ltd. As long ago as 1951 White's completed their hundredth life-boat for the R.N.L.I. The firm will be completing a number of life-boats which are at present under construction, and the last of these to be built will be the one hundred and

thirty-fourth life-boat which White's have provided for stations in various parts of Britain and Ireland.

NEW FORM FOR JOURNAL

Readers will have noticed that this number of *THE LIFE-BOAT* is strikingly different in appearance from earlier numbers. Both the type and the general layout are more in accordance

with modern practice, and the cover is considered to be rather more in keeping with current ideas of design. The practice of having a photograph of a different coxswain in each number, which is believed to be a popular one, will of course be continued, and as in the present number it will appear immediately after the table of contents.



White's building yard at Cowes

SUMMARY OF THE YEAR'S WORK

Lives rescued by life-boats	354
Lives rescued by inshore rescue boats	10
Lives rescued in other ways for whose rescue the Institution gave rewards	224
Total lives rescued	588
People landed by life-boats and inshore rescue boats from vessels in which they might have been in danger	255
Boats and vessels which life-boats and inshore rescue boats saved or helped to save	106
Boats and vessels which life-boats and inshore rescue boats stood by, escorted to safety or helped	336
Total number of launches of life-boats and inshore rescue boats, including those in which for various reasons no services were rendered	863

For list of services in 1963 see page 49

RESCUE BY BOARDING BOAT IN NEAR GALE

At 6.55 on the evening of Monday, 2nd September, 1963, the mechanic of the Valentia, County Kerry, life-boat station, Joseph Houlihan, saw a small dinghy capsized about 600 yards from the life-boat storehouse, where he was working at the time.

A near gale was blowing from the north and the sea was rough, but the weather was fine and clear. It was an hour and a half after high water on an exceptionally high spring tide, which was ebbing at two knots.

Rowed to Capsized Dinghy

Mechanic Houlihan immediately launched the station boarding boat, which is 12 feet 6 inches in length, and rowed towards the capsized dinghy. The dinghy was already about 200 yards north-north-east of Reenagiveen Point.

When he reached the scene he found two men in the water. One of them had virtually collapsed and he succeeded in

dragging him into the boarding boat. The other survivor, who was a clergyman, was too heavy for the mechanic to pull on board the boat. He therefore told the clergyman to hang on to the transom.

Hanging on to Transom

The return trip was particularly difficult. The man who had been taken on board was unable to give any help; there was a rough following sea; and the man hanging on to the transom caused the boat to trim by the stern.

Mechanic Houlihan became nearly exhausted himself, but he managed to beach the boat and land the two survivors near Reenagiveen Point. He later returned to the scene of the casualty and recovered the capsized dinghy.

For this rescue the Institution's bronze medal for gallantry was awarded to Mechanic Joseph Houlihan.

RESCUE FROM CLIFF IN FULL GALE

At 11.10 p.m. on the night of Saturday 14th September, 1963, Mr. R. Watt, the honorary secretary of the Mallaig life-boat station, learnt from the police that a number of people were trapped on a cliff in Loch Duich. A quarter of an hour later the Mallaig life-boat *E.M.M. Gordon Cubbin*, which is one of the 52-foot Barnett type, put out with Second Coxswain Charles Henderson in command. She took her boarding boat in tow.

Near Gale Blowing

A near gale was blowing from the south, the sea was rough, and heavy

rain caused poor visibility. The tide was half ebb.

Second Coxswain Henderson followed a course through the Sound of Sleat to Glenelg Bay and then through Kyle Rhea to Loch Alsh and the mouth of Loch Duich. By the time the life-boat had reached Loch Duich a full gale was blowing and visibility had become very much worse. There are no shore navigational aids in the area, and Second Coxswain Henderson proceeded slowly through the narrow entrance to Loch Duich, using parachute flares and a searchlight.

At the head of the loch the life-boat

embarked a local man named McDonald, who knew just where the people were trapped. She then made for a position where she anchored about 80 yards off shore.

Climbed up Cliff

During a lull the boarding boat manned by two members of the life-boat's crew, R. Mackenzie and R. Rimmer, managed to get ashore. The two men climbed about 200 feet up the cliff, which was illuminated by parachute flares. They then guided five adults and two children down the cliff to the boarding boat.

Weather conditions were such that it would have been unsafe for the boarding boat to be rowed back to the life-boat. A rocket line was therefore fired from the life-boat and a veering line passed to the shore. The survivors and the two members of the crew were

then hauled back to the life-boat from the boarding boat in two trips. The second trip was completed at 4.30 a.m. The survivors were given hot soup and landed at Altracervy.

The life-boat then made for Ornsay Island to search for a small boat which was missing. She failed to find the boat and finally reached her station at 2.30 p.m. on Sunday, 15th September.

Thanks Inscribed on Vellum

For this service the thanks of the Institution inscribed on vellum was accorded to Second Coxswain Charles Henderson.

Vellum service certificates were issued to the other members of the crew: David McMinn, George Edward Lawrie, D. Henderson, R. Rimmer, R. Mackenzie, I. Campbell and G. Christie, and to Mr. McDonald.

FOUR MEN RESCUED FROM FRENCH TRAWLER

At 5.50 a.m. on 27th October, 1963, Valentia radio station informed the honorary secretary of the Youghal life-boat station, Commander B. Arbuthnot, that the French trawler *Fée des Ondes* was ashore in Youghal Bay. The position given, which was not thought to be correct, indicated that the trawler was probably to the east of Youghal.

There was a strong breeze blowing from the south-east, and the sea was rough outside the harbour. It was misty, and visibility was reduced to about a mile. It was half an hour before low water.

At 6.29 the Youghal life-boat *Herbert John*, which is one of the 35-foot 6-inch Liverpool type, was launched with instructions to search to the eastward.

At 6.40 the Civic Guards at Ardmore located the casualty in Ardmore Bay, and at 7.5 the new position was relayed to the Youghal life-boat by the Ballycotton life-boat.

Rough Passage of Seven Miles

After a rough passage of seven miles the Youghal life-boat reached the trawler at 7.40. She found that of the crew of nine, seven had already landed on the beach in an inflatable dinghy. The master and one member of the crew had remained aboard.

There were two other men on board, a Youghal skipper and a member of the rocket brigade, who had boarded the trawler by means of the inflatable dinghy in order to try to give help.

The *Fée des Ondes* was lying about

300 yards from Ardmore beach and rolling heavily with her bows towards the shore. Ardmore Strand is a sandy beach exposed to winds from the east and south-east. There is a patch of rocks, into which the trawler was later driven as the tide made.

The life-boat anchored to seaward of the port quarter of the trawler in about a fathom and a half. She veered alongside four or five times, but the master refused to abandon his ship at this stage, as a salvage tug was expected.

Tried to Hold Off Rocks

In the meantime the coxswain of the Helvick Head life-boat *John and Lucy Cordingley* had been told that the French trawler was in distress. The life-boat left her station at 7.15 and arrived on the scene about 8.30. Both life-boats attempted to hold the trawler off the rocks but they were unable to do so and had to abandon their efforts. The Helvick Head life-boat was then recalled and reached her station at 1.15.

About eleven o'clock the trawler, pivoting on a rock, slewed around 120° to port and drove towards the shore into more rocks. Her port side was now exposed to the sea, she was holed, and she began to list dangerously to

port. The master then decided to abandon ship.

Swinging Trawl Boards

The Youghal life-boat veered down on to the weather side of the trawler, which was still rolling heavily. Coxswain Richard Hickey found his task was made even more difficult by the trawl boards, which were swinging from the gallows. There was considerable danger from rocks, over which in places there was less than a fathom and a half of water, and the life-boat was in fact damaged by the trawl boards.

Jumped into Life-boat

About 11.15 four men jumped into the life-boat, which then hove off and weighed anchor. She had a rough return passage to Youghal, which she reached at 12.30 p.m. On her return it was found that the stemhead fitting belting, guardrail stanchions and rudder were all damaged.

For this service the bronze medal for gallantry was awarded to Coxswain Richard Hickey. Medal service certificates were issued to the other members of the crew; M. Murphy, M. Hennessey, J. Murphy, C. Hennessey, P. Hennessey, and J. Delaney. Additional service allowances were paid.

RESCUE FROM DUTCH VESSEL ON FIRE

At 8 p.m. on Sunday, 17th November, 1963, the honorary secretary of the Mumbles life-boat station, Captain C. E. Mock, received an anticipatory message from the Mumbles coastguard. This stated that the motor vessel *Kilo* of Amsterdam had reported a fire in

her deck cargo of sodium drums. There had been heavy explosions, but the ship was not in immediate danger and was making for Swansea.

About an hour later, at 9.12, the honorary secretary of the Padstow station, Mr. A. G. Trembath, received

a similar message from the Hartland coastguard. The position of the *Kilo* was then given as 45 miles north-west of Padstow. Hartland coastguard also consulted the honorary secretary at Appledore, Captain P. Brennan, and it was decided that the Padstow life-boat should be launched.

Gusting to Storm Force

Maroons were fired at 9.55, and half an hour later the Padstow life-boat, *Joseph Hiram Chadwick*, which is one of the 52-foot Barnett class, slipped her moorings. A south-westerly gale was blowing, gusting to storm force (force 10), and the sea was very rough. There was fierce rain with hail squalls, and visibility was poor. It was one hour before low water.

Coxswain John Murt steered to the north-west in the hope of intercepting the *Kilo*, but at 11.12 a message was received that the *Kilo's* position was 14 miles from Lundy Island. Mr. A. G. Trembath and the Hartland coastguard consulted again and it was clear that the Padstow life-boat was engaged in a fruitless chase. She was therefore recalled at 11.45 and reached her station at 2.45 the next morning.

Second Life-boat Launched

Meanwhile a decision had also been taken to launch the Tenby life-boat. The assistant honorary secretary, Mr. G. Reason-Jones, arranged for the maroons to be fired at 12.40, and ten minutes later the Tenby life-boat, *Henry Comber Brown*, which is one of the 46-foot 9-inch Watson class, was launched. Coxswain W. R. Thomas set a course towards the Helwick light-vessel.

As the life-boat cleared the lee at Caldey Island conditions grew appreciably worse. The wind increased to

storm force and the waves were some twenty to twenty-five feet in height. At one moment a very heavy sea broke on board. It carried away the canvas screen doors of the wheelhouse and buckled the after cabin door.

Severe Thunderstorm

In the early hours of the morning a third life-boat was launched. This was the Mumbles boat, *William Gammon - Manchester and District XXX*. Maroons were fired at 2.48, but there was such a severe thunderstorm that some of the crew did not hear them. With the help of the police Captain Mock succeeded in contacting the crew, and the life-boat, which is one of the 46-foot 9-inch Watson class, was launched at 3.20. About the time of launching the Mumbles coastguard recorded a maximum wind speed of 64 knots.

Coxswain Thomas, in command of the Tenby life-boat, realized that he had little chance of catching up with the *Kilo* unless she were stopped or slowed down by another explosion. A Shackleton aircraft of the Royal Air Force was flying over the *Kilo* and dropping flares, but although the coxswain could see the flares he could not pick out the casualty. At 4.7 he learnt that the Mumbles life-boat had sighted the *Kilo*, but he decided to press on in the hope that he might be able to give some assistance.

Waves Over Twenty Feet

The Mumbles life-boat also had an extremely severe passage. Waves were over twenty feet in height and at times the Mumbles light was hidden by the spray.

It was at 4.7 that Coxswain Lionel Scott, in command of the Mumbles

life-boat, first sighted the *Kilo* in the light of flares dropped by the Shackleton. He estimated that he must be about half a mile off. The Dutch vessel was a mass of flames and there was fire over the sea ahead and downwind of her.

Coxswain Scott decided to go alongside the port quarter of the *Kilo*, and he stationed members of his crew forward so that they could help take off the Dutch vessel's crew. As they approached the *Kilo* spitting flames made it impossible for the life-boat crew to remain forward, and they had to return to the cockpit.

Coxswain Scott made his first run in at 4.11. A heavy sea threw the life-boat under the *Kilo's* counter and he was forced to overshoot.

Mass of Spitting Flames

He then made a second run, but the *Kilo* sheered heavily to starboard and shipped a heavy sea. This caused the deck cargo to explode in a mass of spitting flames. At that moment the life-boat surged towards the burning well deck of the *Kilo*, and it was only by quick and correct use of the helm and engines that Coxswain Scott was able to keep the life-boat clear.

Coxswain Scott began to manoeuvre for a third run in, but the flames then died down and the master of the *Kilo* decided not to abandon ship but to make for the Mumbles. About 4.50 the *Kilo* beached in Mumbles Bay with the life-boat alongside her port quarter. The Swansea pilot vessel *Seamark*, which is equipped with fire-fighting apparatus, was also standing by, but she could not help, as any water directed on the burning sodium would only have fanned the flames.

Fire Spread to Holds

After about three quarters of an hour the fire aboard the *Kilo* increased again. It started to spread to the holds, which contained whisky, grease and acetone, and there were further explosions. The master, believing the ship was now in serious danger of blowing up, decided his crew should be taken off. There was another sudden burst of flame. Coxswain Scott had to back off and return to lie alongside the *Kilo's* stern. The *Kilo's* crew were sheltering aft, and they were all taken off successfully by the Mumbles life-boat.

Meanwhile the Tenby life-boat was in some difficulty, with trouble in the oil pump of the port engine. Coxswain Thomas, knowing that the *Kilo* was being escorted into Mumbles Bay by the Mumbles life-boat, decided to make for Swansea. By 6.20 the life-boat was in Mumbles Roads and at 8.15 she secured in Swansea south dock.

Torrential Rain Continued

When the tide made, the *Kilo* was seen to refloat, and Coxswain Scott volunteered to put some of the *Kilo's* crew aboard to let go an anchor, but the master decided that the risk of an explosion was too great.

The torrential rain continued and there was a thunderstorm, and by 6.30 the fire on board the *Kilo* had begun to die down. The pilot vessel *Seamark* managed as a result to get a line aboard and to begin towing. The *Kilo's* master then asked Coxswain Scott to put him and his chief engineer back on board.

The *Kilo* was able to move under her own power and she was berthed in Swansea Dock at 7.55. At 8.12 the

Mumbles life-boat landed the remainder of the *Kilo's* crew at Swansea Dock. Some idea of the weather conditions may be gained from the fact that the coxswain had to use the drogue while entering the lock.

Silver Medal Awarded

For this service the silver medal for gallantry was awarded to Coxswain Lionel Derek Scott of the Mumbles.

The thanks of the Institution inscribed on vellum were accorded to the other eight members of the Mumbles crew: Second Coxswain W. Davies; Motor Mechanic R. Gammon; Assistant Mechanic W. Tucker; Signalman J. Bailey; K. Kostromin; W. Parsons; T. Randall; J. Whitford.

Letters of appreciation were sent through the honorary secretaries to the crews of the Padstow and Tenby life-boats.

SEVEN MEN RESCUED FROM TRAWLER AGROUND

FOUR minutes after midnight on 13th December, 1963, the coxswain of the Caister life-boat, J. R. Plummer, learnt from the Gorleston coastguard that a vessel appeared to be in trouble two miles from the North Denes lookout. Coxswain Plummer decided to go down to the beach to investigate. He had barely decided to do so when at 12.10 a "Mayday" signal was put out by the Lowestoft trawler *Loch Lorgan*. She gave her position as off the north-west Scroby buoy and asked for life-boat assistance.

This message was passed two minutes later by the Gorleston coastguard to the Caister honorary secretary, Mr. M. C. McAvoy. The coastguard also told Mr. McAvoy that the coxswain had gone down to the beach.

Vessel Apparently Aground

As he approached the life-boat house Coxswain Plummer saw a red rocket, and he could also distinguish the lights of a vessel apparently aground on the Middle Caister shoal. He consulted Mr. McAvoy, and it was decided to launch the life-boat.

The maroons were fired at 12.20, and ten minutes later the Caister life-boat *Jose Neville*, which is one of the 35-foot 6-inch Liverpool type, was launched. The wind was from the east-north-east and was gusting to gale force. There were squalls of hail and sleet. The sea was rough with a heavy swell and visibility was poor. It was an hour before low water and the tide was setting along the coast in a north-north-westerly direction at about one knot.

Firing Red Rockets

Coxswain Plummer decided there was not enough water for him to cross the bank near the Caister Elbow buoy, and he therefore decided to pass round the unlit South Caister buoy before heading in the general direction of the north-west Scroby buoy.

At 12.44 he learnt from the coastguard that the trawler was still off the north-west Scroby buoy and was firing red rockets. Eleven minutes later the life-boat fired a parachute flare. This showed the trawler to be aground in heavy breaking seas with

her bows to the south-west. She had a heavy list to starboard and was rolling and pounding.

Guided by what he could see by the light of the parachute flare, Coxswain

Plummer made a quick decision. This was that the best approach would be on the port or weather side of the trawler. He knew the starboard side of the wreck would afford some slight lee



By courtesy of]

Lowestoft trawler aground

[C. R. Temple

from both wind and tide, but the extent of the trawler's list, the fact that her lee rail was awash and the manner in which she was rolling and pounding made it almost certain that the life-boat would be severely damaged if he approached the trawler from the starboard side. It was clear that if the trawler's crew were to be rescued speed was essential. Coxswain Plummer knew that the shoal was comparatively steep: he realized that the trawler was drawing considerably more water than the life-boat; but he took the calculated risk of running straight in bows first along the port side of the *Loch Lorgan*.

He had to depend on his own judgement and the seamanship of his crew to ensure that the bow and stern lines were got aboard the trawler at the first attempt. The crew did, in fact, succeed and about 1.5 the life-boat secured alongside the *Loch Lorgan*. There were seven men aboard the trawler, and one at a time they jumped into the life-boat.

After Cockpit Filled

Seas were breaking continually over the stern of the life-boat, and the engines had to be kept running half astern with occasional bursts of full astern for her position to be held. More than once the after cockpit filled and one particularly heavy sea filled the life-boat right up to the canopy, causing her to surge ahead. Two members of the crew had to hang on to the stern line without tying it to the bollard so that they could let go or haul in as necessary. Otherwise the line would certainly have parted and the life-boat would have been in serious danger.

The life-boat remained alongside

the trawler in the most difficult and dangerous conditions for some ten minutes. The last man to abandon ship cast off the head rope before jumping and Coxswain Plummer awaited his opportunity before ordering the stern line to be cut and backing away at full speed. The moment the life-boat's bow was clear of the trawler's stern she was swept broadside on to the westward by the wind and tide. She was in grave danger of grounding on the shoal north of the wreck, where the seas were breaking very heavily. With excellent judgement Coxswain Plummer went full ahead and putting his helm hard to port was just able to clear the starboard quarter of the trawler as the life-boat slowly turned and made to seaward.

Driving Inside Shoal

The life-boat made for Gorleston, which she reached at 2.15. The survivors were landed and the life-boat then continued to the Fishmarket, as she could not be safely moored alongside the life-boat slipway. The life-boat crew then went home for a rest and a change of clothing.

At 4.10 in the morning the lookout in the Caister life-boat house told the coxswain that the *Loch Lorgan* appeared to have refloated on the rising tide and was driving south inside the shoal towards the beach.

The life-boat crew were therefore summoned and drove to Gorleston by car. The Gorleston police had been asked to collect the crew of the *Loch Lorgan* from the Sailors' Home and take them to the life-boat so that they could have a chance of reboarding their vessel. The life-boat put out at 5.20 and found the *Loch Lorgan*



By courtesy of]

Crew of *Loch Lorgan* rescued by Caister life-boat

[Jan Gould

grounded on the north beach at Yarmouth. She was lying broadside on in heavy breaking seas and as there could be no question of putting the crew aboard the life-boat returned to her station, which she finally reached at 7.15.

For this service the bronze medal for gallantry was awarded to Coxswain J. R. Plummer. The thanks of the Insti-

tution inscribed on vellum were accorded to Assistant Motor Mechanic F. King, who was deputizing for the Motor Mechanic, and medal service certificates were issued to the other six members of the crew: Second Coxswain A. Brown, Acting Bowman R. Read, D. Woodhouse, G. Codman, J. Brown and H. Pascoe.

NEW APPOINTMENTS AND STAFF RETIREMENTS

Commander H. B. ACWORTH, O.B.E., R.N., has been appointed Assistant Chief Inspector from the 1st January, 1964. He was previously District Inspector (General).

Mr. R. D. PIKE has been appointed Assistant District Inspector (South-East). He took temporary charge of the South-East District, under the supervision of Commander Acworth, on the 13th January, 1964.

Lieutenant D. J. WILFORD, R.N.R., has been appointed Assistant District Inspector (General) and will begin his duties after training.

Among those who retired at the end of 1963 were three senior members of staff who had served the Institution for over 40 years.

The Institution wishes a long and happy retirement to:

Mr. M. T. Byrne, Accountant.

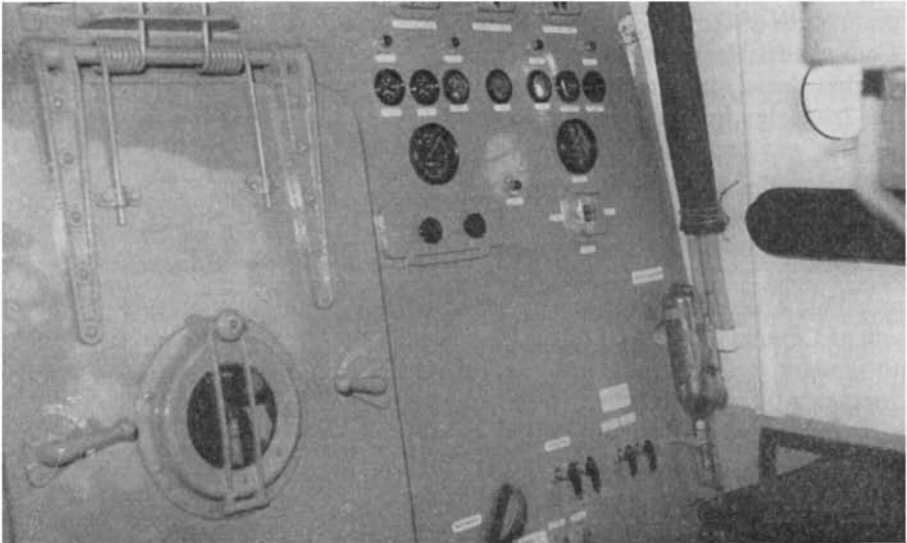
Mr. C. M. Sargeant, Assistant Public Relations Officer.

Mr. W. G. Byford, City Branch Secretary.



New Cullercoats life-boat in Cowes building yard

Engine room control panel in Cullercoats life-boat



NEW WAYS OF RAISING MONEY

RICHARD WAKELEY, aged 12, of Penn Cottage, Nore Road, **Portishead**, is probably the youngest editor of a nautical review to donate his sales profits to the Institution.

He writes, illustrates and distributes carbon copies of the Nore Review, and his November issue included an article on the new 48-foot 6-inch prototype life-boat at Yarmouth, with diagrams to explain the self-righting mechanism.

He wrote recently, "The profits (subscriptions and contributions from readers) are now nearing the 10s. mark. When I reach that amount I will send it to you, probably in a month or two's time."

* * *

Ship halfpennies are exchanged for biscuits and lemonade when children aged six to nine attend a Life-boat Club in **Hove** on Saturday mornings. The club is run by Mrs. Sherwood of 18 Gheton Avenue, Hove 4. Mrs. Sherwood, a former member of the WRNS, collects the ship halfpennies in her life-boat box.

* * *

On most days when rain fell during 1963 Miss Marjory Creech, of 22 Eastwood Road, St. Anne's Park, **Bristol**, and a group of her friends paid a penny to life-boat funds. By the end of the year they were able to send £1 10s. to the Institution.

* * *

The Institution's linen glass cloth showing life-boat stations in the British Isles was used as a map in a treasure

hunt organized by the Ladies' Life-boat Guild at **Ayton** and **Reston**, Scotland. Competitors bought flags for 3d. each and put them on the map at the points where they thought the treasure was hidden.

* * *

A patient named Miss Grover who is bedridden in St. Thomas' Hospital, **Haverfordwest**, contributed 7s. from the Christmas sale of two dolls which she dressed. Miss Grover has been in hospital for 13 years.

* * *

At **Hornsey** paperback books are being sold in public houses at 9d. each. Customers are invited to bring their own paperbacks to be sold and to put the money for those which they buy into a life-boat collecting box. One pub collected £2 7s. 9d. in three weeks.

Other fund-raisers at **Hornsey** have recently given £25 to the Institution. Mr. and Mrs. F. Hawen, of Woodland Gardens, Muswell Hill, held a "Garden Beauty" evening at their home. Visitors brought – and bought – house and outdoor plants, seeds and bulbs.

* * *

Members of the **Stanmore** Ladies' Life-boat Guild have demonstrated the profit that can be made from a capital investment of 5s. They were given 5s. each and asked to see how much they could make for branch funds. One member raised over £12 from making orlon hats and another collected a similar amount from covering coat hangers.

LETTERS TO THE EDITOR

SIR. - Since it would appear that no record has been made of the Institution's earliest effort at mechanization, I am most interested in preparing a paper covering the inception of the steam life-boat; its design; building and method of operation.

Should any of your readers be in a position to be kind enough to furnish me with any technical data; drawings; photographs or authoritative information in this connection, I would be most grateful.

Yours faithfully,
P. SPENCER

The Corner House,
Codmore Hill,
Pulborough, Sussex.
20th January, 1964.

SIR. - This is a true account of two rather unprofessional fishermen who bit off more than they could chew last weekend.

We understood from a local wise-acre that it was not too bad for a trip from Teignmouth to Exmouth Bar to fish the flatties. The wind was Force 2 and we failed to notice the scud in the sky.

Feeling full of confidence, we loaded the Norwegian fibreglass dory with all the bits and pieces of fishing gear and a 20 lb. sea anchor. We failed to take flares or Very pistol.

In a fairish sea we made good time to beyond Dawlish Warren. The diesel engine sounded strong enough for a non-stop Channel crossing.

Then the mighty old sea started to get uppish and the wind turned into a gale. With waves of up to 15 feet we turned her head into the teeth of it.

From somewhere among the rollers

there came a king wave, curling its lip and snarling at the little craft. When it had passed we were half-full of water and very wet. By this time we were some 600 yards off Exmouth Bell buoy.

Then we heard the cough of a dying engine, the wicked sound of a fly-wheel doing battle with the sea in the boat, and the realization that water had been sucked in the air intake. A few more turns and she cut.

Beam on, we took a terrific beating. At that moment we remembered the heavy anchor and having cut away the fishing lines gathered round the anchor rope we got it over, and after a seeming age her head came round and the angry coasters hit us nonstop stem on. Up and up and over and down the troughs seemed further at each attack.

Now for help, or so we thought. Have you ever tried to signal the shore with rags on oar ends? We could see the cars and the odd people, but try as we did, no one saw us.

For an hour we crashed and twisted in the boiling morass and then with the wind shrieking its wildest tune so far, we realized we were being driven on the bar. Soon she would beach with the wild sea behind and the cut before.

We pulled in the anchor and let her be driven. The question was, what would happen to an 18-foot boat with a heavy diesel engine when buffeted on a sandbank.

We got over the side and held her as well as we could against a beam attack. For over an hour we held her, and at last, with a rush, we were over the bar and sprawling on the bottom boards.

We used two small oars as paddles and helped the wind blow us ashore.

Quite by accident we landed right on the life-boat strip from whence we had hoped to see help, and it was then we saw just how little one can see in a real gale.

The Harding dory was pumped out. At the first swing the engine started, and she was pushed out into surf and taken down to the harbour.

Not a mark, not a scratch to be seen. Thank God for the men who designed her, for her exact type has been in constant North Sea use for 15 years. There is no doubt that without the fantastically tough seaworthiness

of this craft there would have been two more entries in the obituary column of the newspapers.

The lessons we have learned are obvious. We hope others will learn from reading this. The sea is, indeed, a good friend, but give her all the respect you can muster, even if it does look perfect.

Yours faithfully,

W. L. MIEVILLE and Friend

64, Third Avenue,
Teignmouth.

21st November, 1963.

NEW COMMITTEE OF MANAGEMENT MEMBERS

Major General Ralph H. Farrant, C.B., and Mr. Michael Vernon have been elected to the Committee of Management of the Institution.

Major General Farrant is President of the Ordnance Board, War Office. He was commissioned in the Field and Mountain Artillery in 1929 and was

promoted Major General in 1961. He is a keen yachtsman and is a member of the Royal Yacht Squadron.

Mr. Vernon, who was born in 1926, is managing director of Spillers Ltd. He served in the Royal Marines and is Vice-Commodore of the Royal Ocean Racing Club.

NAMING CEREMONIES IN 1964

PRINCESS MARINA, Duchess of Kent, the Institution's President, will name the new Llandudno life-boat on 15th May and the new St. David's life-boat on 19th May. At the time

of going to press dates for other ceremonies have not been fixed, but it is known that there will be naming ceremonies at Caister, Cullercoats, Skegness and Yarmouth, Isle of Wight.

FOREIGN AWARDS

THE French Maritime medal in bronze and certificates were awarded to Coxswain H. Nicholas, Second Coxswain J. H. Nicholas, Bowman E. George and Motor Mechanic R. George of

Sennen Cove for the service to the French trawler *Jeanne Gougy* on 3rd November, 1962. A full account of the service appeared in the March, 1963, number of THE LIFE-BOAT.

LIFE-BOAT SERVICES ROUND THE COASTS

LAUNCHES AND LIVES SAVED

1st October to 31st December:

Launches 194, lives saved 75

NORTH-EAST ENGLAND

Bridlington, Yorkshire. At 9.15 a.m. on 4th November, 1963, the honorary secretary was told that ten fishing vessels were at sea in worsening weather conditions. By 1.25 p.m. the wind had increased to near gale force from the east-south-east and as the fishing vessels were beginning to arrive off the harbour it was decided to launch the life-boat. The life-boat *Tillie Morrison, Sheffield II* was launched at 1.45 in a rough sea. The tide was flooding. The life-boat escorted the fishing vessels to Bridlington harbour and then returned to escort two 65-foot R.A.F. pinnaces, one of whose engines had broken down. The life-boat returned to her station at 4.15.

ESCORTED TO SAFETY

At 8.15 a.m. on 10th November, 1963, the coastguard told the honorary secretary that the m.f.v. *Eileen* had not returned to the harbour since leaving at two o'clock the previous afternoon. In view of the worsening weather conditions and the fishing vessel's previous engine trouble the life-boat *Tillie Morrison, Sheffield II* was launched at 8.50 in a near east-south-east-erly gale and a rough sea. The tide was flooding. The life-boat located the vessel three miles south of the harbour and stood by her until high water. The fishing vessel was then escorted to the harbour. The life-boat returned to her station at 10.30.

TOWED TO GORLESTON

Cullercoats, Northumberland. At 7.15 p.m. on 17th November, 1963, a message was received from the coastguard by the new Cullercoats life-boat, the *Sir James Knott*, whilst on passage to her station from Cowes, Isle of Wight, that a motor cruiser had broken down

with engine trouble one mile north of Gorleston. There was a southerly gale and a very rough sea. The life-boat altered course, found the motor cruiser with a crew of two and took her in tow to Gorleston. The owner of the motor cruiser made a gift to the life-boat crew.

THREE MEN RESCUED

Filey, Yorkshire. At 1.47 p.m. on 13th October, 1963, the coastguard told the honorary secretary that a motor vessel had broken down four and a half miles off Gristhorpe and had fired three distress flares. The life-boat *The Isa & Penryn Milsted* was launched at 2.5 and steamed to the position in a near gale force wind from the west-north-west and a rough sea. It was high water. The life-boat found the motor vessel *Silver Star*, which had first been sighted by a R.A.F. helicopter from Leconfield. The three men aboard her, who had been on a fishing trip, were taken on board the life-boat and the *Silver Star*, which had engine trouble, was taken in tow to Scarborough harbour. The life-boat reached her station at six o'clock.

SEVEN WALKERS MISSING

At 9.40 p.m. on 29th October, 1963, the coastguard told the honorary secretary that a party of seven people, walking from Cayton to Filey, were missing. The coastguard asked if the life-boat could help with the search of the foreshore and the back of the Brigg. At 10.15 the life-boat *The Isa & Penryn Milsted* was launched in light southerly airs and slight sea. The tide was flooding. The coxswain, using the searchlight and parachute flares, located the party and reported their position to a cliff rescue party. When the seven people were safely taken up the cliff the life-boat returned to her station at three o'clock the following morning.

FISHING COBLE AT SEA

At 11.15 a.m. on 30th October, 1963, the coxswain informed the honorary secretary that the local fishing coble *Pilot Me* was at sea in very bad weather, and the coxswain thought that she would have difficulty in returning ashore. The life-boat *The Isa & Penryn Milsted* was launched at 11.40 in a moderate to strong south-easterly breeze and a rough sea. It was two hours before high water. The life-boat found the fishing coble north-east of Filey Brigg, picking up the last of her lines. She was escorted back to Filey. Because of the high tide and heavy seas it was not possible for the life-boat to be rehoused until five o'clock.

ESCORT FOR FOUR

At 9.30 a.m. on 4th November, 1963, the coastguard informed the honorary secretary that four fishing cobbles were at sea and that the weather was rapidly deteriorating. There was a near gale from the east-south-east with a rough sea. The tide was ebbing. The life-boat *The Isa & Penryn Milsted* launched at 10.5 and escorted the two cobbles to safety. The life-boat returned and found the coble *Joan and Mary* with engine trouble. The coble was towed to Filey and the life-boat put out again and soon found the last coble, *Trump*, just north of Flamborough. The *Trump* was escorted safely back to Filey and the life-boat returned to her station, arriving at 2.35 p.m.

FISHERMEN'S RELIEF

At 1.30 p.m. on 18th November, 1963, the coastguard informed the honorary secretary that twelve fishing cobbles were at sea in deteriorating weather. There was a strong gale from the south-west with a very rough sea. The tide was flooding. The life-boat *The Isa & Penryn Milsted* was launched at 1.50 with the bowman in command and proceeded to the Bempton-Flamborough area where it was known some of the boats would be fishing. All the fishing boats were escorted safely into harbour and the life-boat returned to her station at 7.30. The fishermen said afterwards how relieved they were to see the life-boat as they had not encountered such rough and broken seas for many years.

TO THE HAVEN

Flamborough, Yorkshire. At 10.30 a.m. on 4th November, 1963, the coxswain informed the honorary secretary that a fishing coble was still at sea in rapidly deteriorating weather conditions. At 11 o'clock the life-boat *Friendly Forester* launched in a near east-south-easterly gale and rough sea. The tide was ebbing. Visibility was poor due to heavy rain. Because it was low water the life-boat was man-handled the last 30 yards to the water. She met the coble *Provider* and escorted her to the Haven. The coxswain was then told that a coble from Filey was still out two miles north of the North Landing. An offer of an escort to Filey was made to the skipper of the coble but on reaching the position given the coxswain was told that the Filey life-boat had already found the coble and would escort her to Filey. The life-boat returned to her station at 2.30 p.m.

SOS FROM HULL

Humber, Yorkshire. At about 4.50 p.m. on 8th October, 1963, the coxswain received a telephone message from the Hull agents of the S.S. *Baron Berwick* asking if a doctor could be taken to the ship as there was a sick man on board. The ship's agents then telephoned the doctor who told the coxswain when he would be available. Half an hour later the life-boat *City of Bradford III* was launched with the doctor on board. The tide had flooded for an hour and a half; there was a moderate breeze from the south-west and a slight sea. The life-boat came up with the *Baron Berwick*, of 2,800 tons, on passage from Middlesbrough to Hull, two and a half miles south-south-east of Spurn lighthouse. The doctor was put on board at six o'clock and after treating the patient returned on board with him at 6.30. On the return journey the man had to be restrained from leaving the life-boat's cabin by the doctor and members of the crew. The life-boat arrived at Grimsby at 7.40 where an ambulance soon arrived and transferred the patient to hospital. The life-boat returned to her station at 8.45. The owner of the *Baron Berwick* made a donation to the funds of the Institution.

WATERLOGGED PINNACE

At 7.14 p.m. on 15th October, 1963, the coastguard told the coxswain that red flares had been seen off Dimlington. The life-boat *City of Bradford III* was launched at 7.25 in a moderate southerly breeze and moderate sea. It was two hours after high water. The life-boat found a 36-foot ex-naval pinnace half full of water with her anchor down. A rocket line passed by the coastguard was made fast aft. The life-boat passed a line to the pinnace, which had one man on board, and a member of the life-boat crew went on board to help him. The pinnace was towed into deeper water and then towed to Grimsby which was reached at 12.5 a.m. the next morning. The life-boat returned to her station at 5.45.

HELP FOR DUTCH

At 12.5 a.m. on 5th November, 1963, the coastguard informed the superintendent coxswain that the Dutch motor vessel *Fokke de Jong* needed the help of the life-boat to land a sick man. It was arranged that the life-boat would launch at four o'clock and meet the vessel off Spurn lightvessel. There was a moderate south-south-easterly breeze with a corresponding sea. The tide was flooding. The life-boat *City of Bradford III* was launched at 3.55 and came up with the *Fokke de Jong* half a mile east of Spurn lightvessel. The sick man, a member of a survey team, was transferred to the life-boat and landed at Grimsby at 7.45, where an ambulance was waiting. The life-boat returned to her station, arriving at 8.30.

TWO BOYS SAVED

At 2.55 p.m. on 12th November, 1963, the coastguard informed the honorary secretary that two boys in army uniform appeared to be in difficulties in a boat about two hundred and fifty yards off Cleethorpes. The anchor cable of their boat had been made fast amidships with the result that the boat was heeled over and in danger of capsizing. There was a near gale from the south-west-by-west with a very rough sea. It was almost high water. The life-boat *City of Bradford III* was launched at 3.5 and the two boys were taken off their boat. The boat was

towed to Grimsby where the boys were landed. The life-boat crew had a meal at the Seamen's Mission and remained on board the life-boat during the night, intending to leave Grimsby at 1.30 a.m. Because of the weather conditions the life-boat remained at Grimsby until the weather moderated. She arrived back at her station at 2.30 p.m. on 13th November, 1963.

GUIDING LIGHT GUIDED

Newbiggin, Northumberland. At 5.10 p.m. on 15th October, 1963, the coxswain told the honorary secretary that a fishing coble had been lying at anchor off Newbiggin Point for some time. On investigation it was noticed that the coble was flashing a light. She appeared to be dragging her anchor and drifting slowly towards the rocks. The life-boat *Richard Ashley* was launched at 5.30 in a gentle south-easterly breeze and moderate sea. It was two hours after high water. The life-boat found the coble *Guiding Light*, of Blyth, with two people on board, half a mile east of Newbiggin Point. The two people managed to restart the engine, which had failed, as the life-boat approached. The life-boat escorted the coble to Blyth Pier and returned to her station at 6.35.

FIREMEN ON BOARD

North Sunderland, Northumberland. On the evening of 16th October, 1963, the motor mechanic told the honorary secretary that he had been told that two vessels had been in collision in Newton Bay and that one of the vessels was damaged. The tide was ebbing; there was a gentle south-westerly breeze and moderate sea. The life-boat *Grace Darling* was launched with firemen and pumps on board at 7.21 p.m. and met the damaged fishing vessel *Ocean Gain*, of Fraserburgh, which was being escorted by other local fishing vessels outside the harbour. The pumps were not needed and the life-boat stood by until the tide had flowed sufficiently to allow the vessel to enter harbour. The life-boat reached her station at 1.52 a.m.

The life-boat was also called out on 23rd December, 1963.

INJURED SPANIARD

Scarborough, Yorkshire. At 11 a.m. on 8th October, 1963, a message was received from the coastguard stating that a man was seriously ill aboard the Spanish ship *Uribitate*, of Bilbao, and needed a doctor. The life-boat *J. G. Graves of Sheffield* was launched at 11.5 with a doctor on board. The ship's position was given as eight miles east-by-north of Scarborough. The tide was half ebb and there was a moderate breeze from the south-west and a smooth sea. The ship's position was later amended and the life-boat came up with the *Uribitate* seven miles north-north-east of Scarborough. The doctor was put aboard the ship with two members of the life-boat crew. Morphine was administered to the injured man who was then put aboard the life-boat which returned to Scarborough at 1.45 p.m. The man was transferred to an ambulance and taken to hospital. The life-boat rehoused at 6.45.

ENGINES HAD STOPPED

As the fishing coble *Premier* was known to be at sea and the weather conditions were rapidly deteriorating the life-boat crew assembled at 7.30 a.m. on 10th November, 1963. At 9.10 the coastguard informed the honorary secretary that the fishing coble's engines had broken down and the motor vessel *Yewarch*, of Glasgow, was standing by her. There was a near gale from the east-south-east with a rough sea. The tide was flooding. The life-boat *J. G. Graves of Sheffield* launched at 9.15, came up with the coble *Premier* and a tow rope was made fast. The coble was towed into harbour arriving at 12.15 p.m. As there were still three fishing boats at sea the life-boat was left afloat until they returned at three o'clock. The life-boat was rehoused at four o'clock.

LIFE-BOAT STOOD BY

At 8.30 a.m. on 2nd December, 1963, the coxswain obtained permission from the honorary secretary to launch the life-boat to escort the local fishing coble *Florence*, because of deteriorating weather. There was a near gale from the south-east with a rough sea and it was two hours before low water. The life-boat

J. G. Graves of Sheffield launched at 8.45 and found the *Florence* about five and a half miles east-south-east of Scarborough. As it was almost low water the life-boat stood by the *Florence* until the tide started flooding and the weather conditions improved. The *Florence* was escorted safely into harbour at 1.55 p.m. when the life-boat returned to her station.

SICK MAN IN TRAWLER

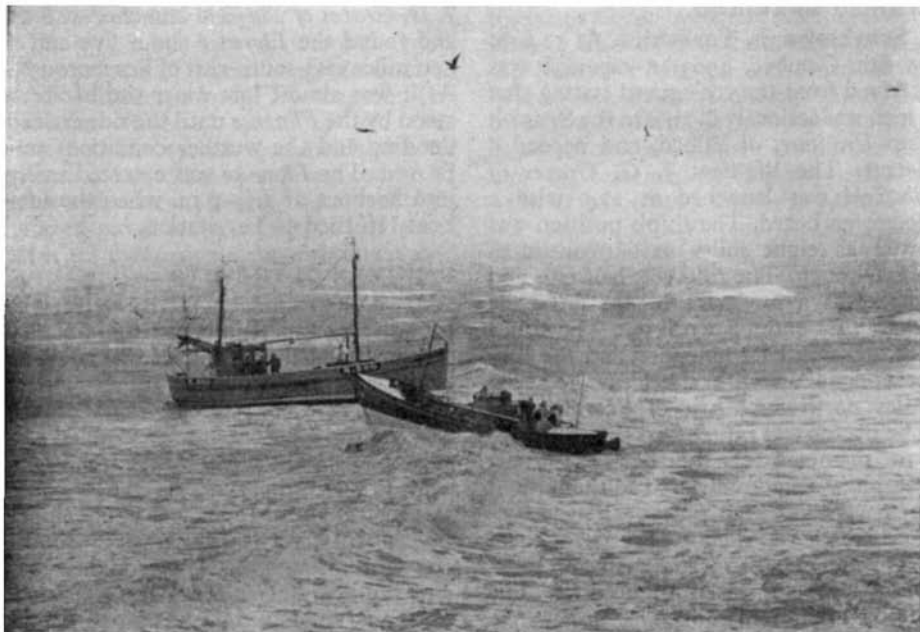
At 11.45 a.m. on 11th December, 1963, the coastguard informed the honorary secretary that the pilot boat was going to land a sick man from the trawler *Arctic Cavalier* at 1.30 p.m. In view of the weather the life-boat crew assembled and at 1.20 the pilot's office asked the life-boat to land the man as the weather was too rough for their boat to lay alongside. There was a near gale from the south-east with a rough sea. It was high water. The life-boat *J. G. Graves of Sheffield* set out at 1.30 and found the trawler at anchor. The sick man was transferred to the life-boat which then returned to harbour and landed the man. The life-boat arrived back at her station at 2.35 and was rehoused at four o'clock.

SEVEN AT SEA

Whitby, Yorkshire. At 1.30 p.m. on 20th November, 1963, the coastguard informed the honorary secretary that seven fishing cobsles were at sea in rapidly deteriorating weather. There was a strong gale from the north with a rough sea. The tide was flooding. The life-boat *Rosa Woodd and Phyllis Lunn*, on temporary duty at the station, was launched at 1.48 and stood by until all the fishing boats were safely in the harbour. The life-boat was back at her station by 4.40.

AIDING THROMBOSIS PATIENT

At 1.35 a.m. on 26th November, 1963, the coastguard informed the honorary secretary that the motor vessel *Eminence* bound from Sunderland to Goole wished to land a sick seaman at Whitby. The life-boat *Rosa Woodd and Phyllis Lunn*, on temporary duty at the station, was launched at two o'clock with the honorary medical adviser on board. The life-boat met



By courtesy of]

Bridlington life-boat escorts fishing-boat in gale

[Hull Daily Mail

the vessel about three miles and a half north-east of Whitby. There was a south-westerly wind of near gale force and a rough sea. The doctor was transferred to the *Eminence* and the sick man was found to be suffering from a thrombosis. He was strapped to a stretcher and lowered into the life-boat which then returned to harbour, arriving at 3.40. The seaman was taken to hospital by ambulance.

The **Sunderland, Co. Durham** life-boat was called out on 20th October and 20th November, 1963, and the **Tees-mouth, Yorkshire**, life-boat was called out on 20th December, 1963.

SOUTH-EAST ENGLAND

Aldeburgh, Suffolk. At 8.27 a.m. on 19th October, 1963, the coastguard told the honorary secretary that a cabin cruiser had been anchored all night south of the Shipwash lightvessel. At 9.30 the coastguard told the honorary secretary that the cabin cruiser had hoisted a white flag on a short mast. The life-boat *Alfred*

and *Patience Gottwald* was launched at 9.40 in a moderate southerly breeze and slight swell. It was three hours after low water. She took the cabin cruiser *Judith Margaret*, with two persons on board, in tow to Felixstowe. The life-boat returned to her station at 3.50 p.m.

The life-boat was also called out on 14th October, 1963.

PROPELLER TROUBLE

Caister, Norfolk. At 8.50 a.m. on 16th October, 1963, the police told the honorary secretary that a fishing vessel was flying distress signals off Caister. The life-boat motor mechanic, who was in the boat-house, confirmed that he could see the vessel north of Caister Elbow through his telescope. There was a gentle westerly breeze with a slight sea. The tide was flooding. The life-boat *Jose Neville* was launched at nine o'clock and found the fishing vessel *Endeavour III*, of Harwich, with two people on board, near the Caister Elbow buoy. Her propeller had been fouled by fishing nets. The life-boat towed the vessel to Yarmouth harbour and returned to her station at 11.50.

On 13th December, 1963, the Caister life-boat rescued seven of the crew of the trawler *Loch Lorgan*. A full account of this service, for which special awards were made to the coxswain and assistant motor mechanic, appears on page 10.

CALLS BY CRUISER

Clacton-on-Sea, Essex. At 6.48 p.m. on 27th October, 1963, the coastguard told the honorary secretary that a flashing light and calls for help had been seen and heard 400 yards off No. 4 Martello Tower by Jaywick. The life-boat *Sir Godfrey Baring* was launched at 7.5 in a gentle easterly breeze and slight sea. The tide was ebbing. The life-boat proceeded to the position and found the cabin cruiser *Gay Bet*, of Brightlingsea, with her engine broken down. She took the cabin cruiser and crew of six in tow to Brightlingsea. The life-boat returned to her station at 11.59.

HELP FOR DUTCH VESSEL

At 7.24 p.m. on 17th November, 1963, the coastguard informed the honorary secretary that the Dutch motor vessel *Heiloo*, of Flushing, was aground on the Knoll Sands. There was a gale from the south-south-west with a rough sea. The life-boat *Sir Godfrey Baring* launched at 7.45 on a flood tide. She stood by until the vessel floated on the rising tide, and then escorted her into the Colne Estuary, where the *Heiloo* anchored. As the vessel had grounded amidships her master feared her bottom might have been damaged and asked the life-boat to stand by during the night. The following morning the *Heiloo* proceeded up the river Colne and the life-boat returned to moorings at Brightlingsea, being unable to re-house in the bad weather. The life-boat crew returned by road to Clacton, arriving at 9.30 a.m. on 18th November, 1963. An attempt was made to re-house the life-boat on 19th November, 1963, but soon after she left the weather deteriorated and the life-boat put back into Brightlingsea harbour. The life-boat was eventually taken back to her station and re-housed on the 20th.

The life-boat was also called out on 27th November.

ENGINE DISORDER

Cromer, Norfolk. At 12.30 a.m. on 23rd December, 1963, the coastguard informed the honorary secretary that Haisbro' lightvessel had sighted red flares about two and a half miles to the south-west. There was a light northerly breeze with a smooth sea. The tide was ebbing. The no. 1 life-boat *Henry Blogg* was launched at 1.20 and after searching for two hours found the fishing vessel *Four Brothers* with her engine broken down. A tow line was made fast and the fishing vessel was brought safely into Yarmouth harbour, arriving at 7.54. After the crew had eaten at Yarmouth they returned to their station, arriving at two o'clock in the afternoon.

The life-boat was also called out on 29th December, 1963.

OWNER'S GRATITUDE

Dungeness, Kent. At 11.30 a.m. on 15th October, 1963, a man informed the honorary secretary that a small boat had fired two flares 150 yards off shore between Galloways and Dungeness. The life-boat *Mabel E. Holland* was launched at 11.42 in a moderate south-westerly breeze and smooth sea. The tide was ebbing. The life-boat found the boat, *Tequila*, of Rye, half a mile west of Denge-marsh with her engine broken down. She was taken in tow by the life-boat to Rye Harbour which was reached at 1.15 p.m. The life-boat returned to her station at 2.30. The owner of the boat made a donation to the funds of the Institution and also arranged to make an annual donation.

MOTOR BOAT TOW

At 11.15 p.m. on 23rd November, 1963, the coastguard informed the honorary secretary that a motor boat had broken down two to three miles north-east of Dungeness. The life-boat *Mabel E. Holland* was launched at 11.35 in a moderate to strong south-south-westerly breeze and a moderate sea. It was one hour and a half after low water. The life-boat found an ex-life-boat named *King John* with a crew of two and took her in tow to Dover harbour, arriving at 3.15 a.m. The life-boat then returned to her station by 6.55.

The owner made a gift to the life-boat-crew.

AID FOR ANGLERS

Eastbourne, Sussex. At 1.45 p.m. on 20th October, 1963, the secretary of the local angling association told the honorary secretary that two of their members aged 78 and 60 were in a motor boat broken down about four miles off shore. There was a fresh south-westerly breeze with a rough sea. It was high water. The life-boat *Beryl Tollemache* was launched at 2.16 and came up with the casualty at 2.23. The fishing boat was taken in tow and brought back to Eastbourne at 2.42. Each member of the life-boat crew received a gift from the fishing boat's owner.

The life-boat was also called out on the 19th October, 1963.

LATE DRIFTING

Great Yarmouth and Gorleston, Norfolk. At 1.4 a.m. on 16th October, 1963, the coastguard told the honorary secretary that he had heard a girl shouting for help near the harbour mouth. There was a moderate south-south-westerly breeze with a choppy sea. The tide was ebbing. The life-boat *Louise Stephens* was launched at 1.14 and after a search found the small outboard motor boat *Margaret* drifting with two young people on board. The two people were taken on board the life-boat and the *Margaret* was towed back to harbour at 2.20. It was later learnt that two people, a boy and girl, had missed the last bus and ferry from Gorleston to Yarmouth and decided to take the small boat belonging to the girl's uncle. They had cast off but were unable to start the engine.

ONE MAN RESCUED

At 2.29 p.m. on 19th October, 1963, the coastguard told the honorary secretary that the pier lighthouse keeper had seen a small boat in difficulties near the harbour mouth. There was a moderate south-by-east breeze and a choppy sea. The tide was ebbing. The life-boat *Louise Stephens* was launched at 2.42 and came up with the boat which had one man on board, in broken water near the pier. The man was

rescued and the boat towed into harbour at 3.10.

LONGSHORE FISHING BOAT

At 5.33 p.m. on 21st October, 1963, the coastguard told the honorary secretary that a longshore fishing boat had broken down in Yarmouth Roads. Other longshore boats were calling for assistance as they could not tow the boat. There was a fresh south-westerly breeze with a choppy sea. The tide was ebbing. The life-boat *Louise Stephens* was launched at 5.38 and towed the boat to safety. She arrived back at her station at 6.37.

TRAWLER AGROUND

At 2 p.m. on 13th December, 1963, the life-boat *Louise Stephens* was launched at the request of the Colne Fishing Company to lay out an anchor in an attempt to refloat the trawler *Loch Lorgan* of Lowestoft which was ashore at Great Yarmouth. There was a fresh north-easterly wind with a rough sea, and it was low water. The anchor which the owner of the trawler had supplied was laid with 120 fathoms of trawl wire. At high water the master of the trawler asked the coxswain to try and tow the vessel off but the tow rope parted and the vessel was washed ashore again. The life-boat reached her station at nine o'clock. On 15th December, 1963, the life-boat was launched at 3.30 p.m. at the request of the Fire Brigade Chief Officer to stand by the trawler in case she refloated, as the engine room and after cabin were flooded. The *Loch Lorgan* was eventually pumped dry but she did not refloat and the life-boat returned to moorings at ten o'clock. On 16th December, the weather was calm and there was dense fog. The life-boat left her station for the third time at 6.50 a.m. and using her direction finding equipment helped to bring a tug close to the trawler. The trawler's crew and firemen were aboard the *Loch Lorgan* and the life-boat stood-by for a time until the manager of the trawler company said that no further help was required. The life-boat returned to her station at 10.50.

The life-boat was also called out on 5th November, 1963.



By courtesy of]

[Evening Argus, Brighton

Shoreham life-boat and tug escort leaking dredger

CAUGHT IN HERRING NET

Lowestoft, Suffolk. At 10.58 a.m. on 11th October, 1963, the coastguard told the honorary secretary that a yacht was burning a red flare a mile and a half from Lowestoft coastguard lookout. There was a fresh south-westerly breeze with a slight sea. It was low water. The life-boat *Frederick Edward Crick* was launched at 11.10 and came up with the yacht *Leila* on the south end of the Holm Sand. The yacht, bound from Ramsgate to Yarmouth, had two people on board. A herring net had fouled her propeller. The coxswain put three of his crew on board the yacht to haul up the anchor and then towed her to Lowestoft, arriving at 12.30 p.m.

LOST PROPELLER

Margate, Kent. At 7.7 p.m. on 9th October, 1963, the pilot office at Margate told the honorary secretary that a boat was flashing a light near Foreness Point. The coastguard was informed of the incident, and while they were investigating two members of the life-boat crew telephoned to report they had also seen a

flashing light, nearer the shore under the cliffs. There was a light west-north-westerly breeze and a slight sea. The tide was ebbing. The life-boat *North Foreland* (Civil Service No. 11) was launched at 7.30 and found the trawler *Inchworm*, which had lost her propeller, anchored near the Foreness rocks. A tow line was made fast and the *Inchworm* was towed into Margate harbour arriving at 8.45.

BLOWN OUT TO SEA

At 2.34 p.m. on the 24th November, 1963, the coastguard informed the coxswain that a small boat with a crew of three was being blown out to sea. There was a near gale from the south-south-west with a rough sea. The tide was flooding. The life-boat *North Foreland* (Civil Service No. 11) launched at 2.50 and she found a helicopter hovering over the dinghy *Corgi II* whose outboard engine had broken down. The three men in the dinghy were very cold, wet and exhausted as they had been fishing since 6 a.m., and when the weather deteriorated they had tried to row ashore. The men were taken on board the life-boat

and given rum and blankets to keep them warm. The boat was towed into the shelter of Minnis Bay about fifty yards off shore and the three men, who were by this time considerably revived and much warmer, returned to their boat and rowed ashore. After the small boat had reached shore safely the life-boat returned to her station arriving at 4.35.

The life-boat was also called out on 6th October, and 16th November, 1963.

NORWEGIAN APPEAL

Newhaven, Sussex. At 9.15 a.m. on 9th October, 1963, the honorary secretary was told that the Norwegian tanker *Stove Pet* required assistance to land an injured man. There was a light northerly breeze with a smooth sea. It was low water. The life-boat *Kathleen Mary* was launched at 9.45 and the man, who was suffering from an eye injury, was taken off the tanker and brought into Newhaven harbour at 10.15 a.m. He was transferred to a waiting ambulance and the life-boat was taken to moorings until she was able to be re-housed at 12.30.

The life-boat was also called out on 18th October, 1963.

SAFELY TO MARGATE

Ramsgate, Kent. At 6.47 p.m. on 6th October, 1963, the coastguard told the honorary secretary that a small motor boat was flashing the international distress signal one mile north of Kingsgate. There was a gentle north-westerly breeze with a moderate sea. The tide was ebbing. At 6.59 the life-boat *Elizabeth Elson*, on temporary duty at the station, steamed to the position and at 7.56 came up with the motor boat *Jodon* with two men on board. Her engine had broken down. The motor boat was towed into Margate and the life-boat returned to her station at 10.40.

FOUR ESCORTED

At 3.43 p.m. on 17th November, 1963, the east pier watchman informed the honorary secretary that several small boats were out fishing in rapidly deteriorating weather. There was a near gale from the south-west with a rough sea.

The tide was ebbing and the heavy rain resulted in poor visibility. The life-boat *Elizabeth Elson*, on temporary duty at the station, left at 3.55 and came up with three motor boats and a rowing boat one mile south-south-west of Ramsgate. The boats were escorted safely into Ramsgate Harbour and the life-boat returned to her station at six o'clock.

YACHT'S CREW SAVED

At 12.13 p.m. on the same day the east pier watchman informed the honorary secretary that a small yacht was in difficulties off Ramsgate. At 12.25 the life-boat *Elizabeth Elson*, on temporary duty at the station, put out in a strong south-westerly breeze and a rough sea. It was almost high water. The life-boat found the motor boat *Patricia* with her engine broken down three-quarters of a mile east of Ramsgate. Two of her crew of three were transferred to the life-boat which then took the *Patricia* in tow. During the tow the motor boat was continuously shipping water and by one o'clock she was almost capsizing. The motor boat was brought alongside and the third man was hauled aboard the life-boat. Shortly afterwards the *Patricia* sank. The life-boat reached her station at 1.15.

GERMAN COASTER AIDED

At 1.34 p.m. on 18th November, 1963, the coastguard informed the honorary secretary that the German coaster *Dorothea Weber* appeared to be in difficulties off the North Goodwin lightvessel. There was a storm force wind from the south-west with a very rough sea. The tide was ebbing. The life-boat *Elizabeth Elson*, on temporary duty at the station, left at 3.15 and found the *Dorothea Weber* six miles east of the North Goodwin lightvessel. The life-boat escorted the vessel to Margate Roads where she anchored. The life-boat returned to her station at five o'clock.

TOW FOR MOTOR CRUISER

At 12.55 p.m. on 19th December, 1963, the east pier watchman informed the honorary secretary that a motor cruiser off the Quern was signalling for help. There was a fresh north-north-westerly breeze with a rough sea. The tide was ebbing.

The life-boat *Michael and Lily Davis* proceeded at 1.1 and came up with the motor cruiser *Varina* whose engine had broken down. After some difficulty a tow rope was made fast and the *Varina* was brought safely into Ramsgate harbour. The life-boat arrived back at her station at 1.35.

The life-boat was also called out on 23rd November and 22nd December, 1963.

LISTING VESSEL

Selsey, and Shoreham Harbour, Sussex. At 2.20 a.m. on 5th December, 1963, the coastguard told the honorary secretary at Selsey that Niton radio station had received a distress call from the motor vessel *Sand Runner*, of Goole. She had a heavy list and required help, her position being given as seven miles east-north-east of Owers lightvessel. The life-boat *Canadian Pacific* was launched at 2.48 in a moderate north-easterly wind and a moderate sea. It was high water. Shortly after 3.21 a message was intercepted from the *Sand Runner* that her position was seven miles off Worthing and the life-boat, whose position was then eight miles south of Bognor Regis, was informed. At 4.16 the life-boat gave her position as four miles south-east of Littlehampton, but the *Sand Runner* had not been sighted, although the motor vessel *Kenrick* had been standing by and had kept her searchlight on the vessel in distress. The *Kenrick* fired a flare at 4.50 which the life-boat saw at a distance of two miles. By 5.19 the *Sand Runner*, with an increased list and her steering seriously restricted, had reached a position seven to eight miles south of Shoreham, and at 5.20 the Shoreham Harbour life-boat *Dorothy and Philip Constant* was launched. She found the motor vessel four miles south-west of Shoreham Harbour, went alongside her portside and took off four of her crew, leaving three men still on board. The *Sand Runner* then moved to a position one mile south of the harbour where she anchored, while the Selsey life-boat returned to her station and the *Kenrick* resumed her passage. At 9.30 the Shoreham Harbour life-boat, which had

been standing by, was joined by the harbour tug *Kingston Buck* and an hour later the *Sand Runner* began her run into harbour under her own steam, still with a 20 degree list and with life-boat and tug standing by. The four members of her crew had been transferred back to their ship. The Selsey life-boat eventually reached her station at 9.50 and the Shoreham Harbour life-boat at 12.10 p.m.

Selsey life-boat was also called out on 31st October, 1963, and Shoreham Harbour life-boat was called out on 3rd November, 1963.

BOAT WAS OVERDUE

Walmer, Kent. During the afternoon of 19th November, 1963, the coastguard and local boatmen received reports that a local drift net fishing boat was overdue with a strong offshore gale blowing up. The boat was last seen one mile and a half north of the Deal coastguard lookout, driving seawards towards the Brake Sands. The launching of the life-boat was delayed because the fishing boat was known to have flares on board and the boat had not made any distress signal. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 5.20 p.m. as darkness was falling, in a rough sea and an ebbing tide, and found the fishing boat *Kirby* by use of parachute flares about 400 yards off the Brake Sands, near B.2 buoy. Her engine had broken down and she was dragging her anchor. The boat, which had a crew of three, was taken in tow to Deal. The life-boat arrived back at her station at 7.25.

The life-boat was also called out on 15th November, 1963.

HOLLAND-BOUND RAFT

Walton and Frinton, Essex. At 4.50 p.m. on 5th November, 1963, the coastguard told the honorary secretary that a home-made raft showing a white light was drifting out of Harwich harbour. At 5.8 the life-boat *Edian Courtauld* left her moorings in a light south-easterly breeze and slight sea. The tide was ebbing. The coxswain, using parachute flares, found the raft with one man on board half a mile

north-west of the Cork lightvessel. The raft, with a full rig of square mainsail and topsail, foresail and mizzen all set, was trying to sail from Ipswich to Holland. The life-boat took the raft in tow to Harwich and then returned to her station at 11.30.

The life-boat was also called out on 9th November, 1963.

FOUR SPRAT BOATS

Wells, Norfolk. At 5.20 p.m. on 21st November, 1963, the coastguard informed the honorary secretary that a red flare had been seen north-west of the coastguard lookout. There was a strong gale from the west-south-west with a very rough sea. The tide was flooding. The life-boat *Lucy Lavers*, on temporary duty at the station, launched at 5.30 and came up with four sprat boats, lying to west of the harbour, heavily loaded with fish. The boats asked the life-boat to escort them into harbour as they had difficulty in establishing their position in the driving spray and foam. Using her searchlight and parachute flares, the life-boat picked out the channel marker buoy and escorted the four boats safely into harbour, arriving at 10.30.

The life-boat was also called out on 14th November, 1963.

The **Dover, Kent**, life-boat was called out on 4th November, 1963.

The **Southend-on-Sea, Essex**, life-boat was called out three times in November, 1963, on the 17th, 25th and 26th.

CHANNEL ISLANDS

St. Peter Port, Guernsey. At 6.40 p.m. on 8th October, 1963, the Island Commissioner of the St. John Ambulance Association asked for the services of the life-boat to attend a woman on the Island of Brechan, west of Sark, who had fallen down the cliffs and required medical attention. He also asked for the launching to be deferred until 7.30 to enable him to obtain the services of the Brechan doctor and assemble medical equipment. The life-boat *Euphrosyne Kendal* left her moor-

ings at 7.35 in a light north-westerly wind and a calm sea. The tide was flooding. The injured woman was taken on board and brought to St. Peter Port at 10.35 where an ambulance was waiting to take her to hospital.

RED ROCKETS SEEN

At 9.34 p.m. on 27th November, 1963, the St. Peter Port signal station informed the honorary secretary that red rockets had been sighted four miles south-east of St. Peter Port harbour. There were light airs and a smooth sea. It was low water. The life-boat *Euphrosyne Kendal* set out at 9.55 and found the auxiliary cutter *Teazer*, of Jersey, with her engine broken down. The *Teazer* was towed safely into harbour and the life-boat arrived back at her station at 11 o'clock.

The life-boat at **St. Helier, Jersey**, was also called out on 15th November, 1963.

SOUTH-WEST ENGLAND

Appledore, Devon. At 12.20 a.m. on 15th December, 1963, the coastguard informed the honorary secretary that the motor vessel *Whitehaven*, of Newcastle, had a seriously injured seaman aboard who had severed a thumb and needed hospital treatment. The life-boat *Louisa Anne Hawker* left her moorings at 1.9 in a light north-easterly breeze and a calm sea. It was two hours after low water. The life-boat met the *Whitehaven* near the Fairway buoy. The injured seaman was transferred to the life-boat after the life-boat's motor mechanic, a qualified first-aider, had boarded the motor vessel to examine him. The seaman was landed and taken to hospital by ambulance. The life-boat reached her moorings at five o'clock.

SEAMAN LANDED

Exmouth, Devon. At 9.15 p.m. on 14th December, 1963, the shore attendant informed the honorary secretary that the second coxswain had gone fishing at two o'clock and had not returned to harbour. The life-boat crew were contacted and the coastguard advised that a small boat was anchored off the coastguard lookout. There was a gentle east-north-easterly

breeze with a choppy sea. The tide was ebbing. The life-boat *Michael Stephens* proceeded at 9.50 and reached the motor fishing vessel *Nil Desperandum* whose engine had broken down. The fishing vessel was taken in tow to Exmouth harbour and the life-boat arrived back at her station at 10.45.

The life-boat was also called out on 21st October, 1963.

NEAR PORT ISAAC

Padstow, Cornwall. At 12.55 p.m. on 16th November, 1963, the coastguard informed the coxswain that three Port Isaac fishing boats were still at sea in rapidly deteriorating weather. The honorary secretary was informed and it was agreed to launch the life-boat to escort and stand by the fishing boats, which would be unable to enter the harbour because of the state of the tide. There was a near gale from the north-west with a rough sea. The tide was flooding. The life-boat *Joseph Hiram Chadwick* set out at 1.10 and shortly after leaving harbour the coastguard informed the coxswain by radio telephone that two of the boats had reached harbour. A search was made and the third fishing boat *Dawn* was found three miles north of Port Isaac coastguard station. The *Dawn* was escorted safely into Port Isaac harbour and the life-boat returned to her station at 3.20.

The life-boat was also called out on 3rd October and 17th November, 1963.

AFTER HEART ATTACK

Penlee, Cornwall. At 8 p.m. on 12th October, 1963, the port doctor told the honorary secretary that he had received a message from Niton radio station that the United States motor vessel *American Merchant* had a man on board who had suffered a heart attack. He required immediate hospital treatment. The doctor had arranged to meet the ship five miles south of Penzance. There was a light south-westerly breeze with a slight sea. It was low water. The life-boat *Solomon Browne* was launched at 8.15 and sailed to Newlyn to embark a doctor and stretcher. The life-boat left Newlyn at 8.45 and came up with the *American Merchant* at 9.30. The patient was transferred to the

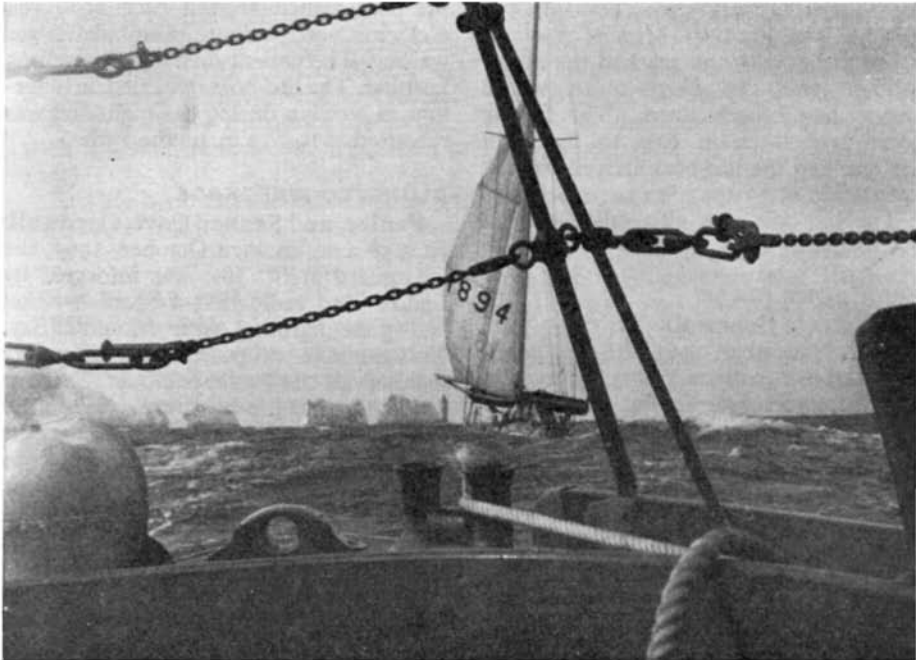
life-boat, which arrived back at eleven o'clock in Newlyn where an ambulance was waiting. The patient died before reaching hospital. The life-boat remained on moorings at Newlyn during the night and was rehoused at 10.30 a.m. on the 13th.

CLUNG TO WRECKAGE

Penlee, and Sennen Cove, Cornwall.

At 2.58 a.m. on 23rd October, 1963, the coastguard at St. Just was informed by Land's End radio that a Spanish vessel had gone aground near Mount's Bay. This message was passed to the honorary secretary of the Penlee life-boat station at 3.9, and the life-boat crew stood by awaiting further information. At 3.30 the Sennen Cove honorary secretary was asked to search off Land's End as the position of the casualty was still uncertain. Since there was not enough water at the toe of the slipway, the life-boat *Susan Ashley* could not be launched until 4.10. There was a moderate to strong south-westerly wind and a moderate sea. The tide was flooding. The life-boat reached the rocks off Land's End at 4.48 and used parachute flares for the search. At this time the coastguard thought that the vessel was under the cliffs at Land's End. It was later discovered that the red flares which had been reported at Land's End by cliff searchers were in fact flares used by the Sennen Cove life-boat, the colour being confused because of the fog.

The casualty could not be found, and at 6.49 the Penlee life-boat *Solomon Browne* was launched. The coxswain smelt diesel oil off Lamorna Cove and at 7 o'clock steamed into a mass of wreckage. The life-boat had picked up a body when shouts for help were heard about 100 yards away. The captain of the casualty, the motor vessel *Juan Ferrer*, of Valencia, was found clinging to some wreckage. He was rescued and wrapped in blankets. He told the coxswain that there was a crew of 15. As the captain was in a distressed condition the coxswain radioed for a doctor and ambulance to be waiting at Newlyn and the Penlee life-boat landed him at 8.15. In the meantime the Trinity House vessel *Stella*, which had also joined the search, lowered two ships' boats to carry out a search for any survivors, with the



By courtesy of]

Yarmouth life-boat towing a yacht

[Harold Hayles

help of the Sennen Cove life-boat and a helicopter. At 8.25 the Penlee life-boat left Newlyn and returned to the search area. The helicopter picked up one body and the *Stella* took five bodies, three survivors having reached the shore. By 11.25 nothing further had been found and the life-boats returned to their stations. Sennen Cove arrived at 12.28 p.m. and Penlee at 12.30. The Spanish Consul sent letters of appreciation to the honorary secretaries of both stations. A collection was made by the crew of the motor vessel *Ignacio Ferrer*, a sister ship, and sent to the Institution's funds.

The Penlee life-boat was also called out on 12th November, 1963, and twice on 14th November, 1963.

MAN WAS MISSING

Torbay, South Devon. At 3.8 p.m. on 1st October, 1963, the coastguard told the honorary secretary that a small sailing dinghy had capsized off Livermead Beach. A further message was received that two men had been rescued but one was missing. The life-boat *Lloyd's*, on

temporary duty at the station, left her moorings at 5.55 in a gentle north-westerly breeze and choppy sea. The tide was flooding. The life-boat searched for the missing man without success until it was too dark. She returned to her station at 7.30.

ROUGH PASSAGE

St. Ives, Cornwall. At 2.50 p.m. on 26th November, 1963, the medical officer for the port of Penzance and Mount's Bay area informed the honorary secretary that the motor vessel *Arthur Albright*, expected in the area at 4.10, had a sick man on board who required hospital treatment. There was a near gale from the north-north-west with a very rough sea. The tide was ebbing. The life-boat *Edgar, George, Orlando and Eva Child* launched at 3.30 and a stretcher from the St. Ives Ambulance Brigade was taken on board. The life-boat came up with the *Arthur Albright* off St. Ives Head, and on the advice of the coxswain the motor vessel followed the life-boat into smoother water in St. Ives Bay. The life-boat first-

aided went on board the motor vessel to supervise and check the arrangements for moving the patient, who was safely transferred to the life-boat in the lee made by the motor vessel. The patient was later taken into a waiting ambulance at St. Ives pier and driven to hospital. The life-boat returned to her station at 5.30.

The life-boat was also called out on 30th November, 1963.

FRENCH TRAWLER AIDED

St. Mary's, Scilly Islands. A doctor rang the coxswain at 10 p.m. on 6th October, 1963, stating that he had heard from the Penzance Port Medical Authority that a French trawler, *Ketty et Michou*, was steaming at full speed for St. Mary's with a seaman suffering from a badly bleeding nose. As the trawler's skipper had never been to the Scilly Islands he had asked for the life-boat to come out and meet him with a doctor. The crew assembled at 10.15 and the life-boat *Guy and Clare Hunter* left the slipway at 11.30. As the trawler's skipper had estimated his arrival off St. Mary's at about one o'clock the life-boat with a doctor on board did not leave the town quay until 12.15 a.m. for the rendezvous. On the way out they mistakenly hailed another French trawler but shortly after saw the *Ketty et Michou* approaching from the north. It was the fourth hour of the ebb with clear weather, good visibility and a moderate sea. There was a strong breeze from the west-north-west. The doctor and the life-boat's second coxswain, a Trinity House pilot, were put aboard the trawler and the vessels sailed for harbour together. Owing to the very low tide and the fact that two Spanish trawlers were against the harbour steps it was difficult to land the man. When this was accomplished, the seaman, who had lost a lot of blood, was taken to hospital where he was detained. The life-boat was re-housed at nine o'clock the following morning. The French trawler put to sea again and returned eight days later to pick up the seaman.

MAINSAIL WAS TORN

At 8 a.m. on 14th December, 1963, the coastguard told the honorary secretary

that a man on St. Agnes had seen a small yacht anchored off the Big Smith Ledges and appearing to be dragging her anchors. There was a near gale from the east with a rough sea. The tide was ebbing. The life-boat *Guy and Clare Hunter* launched at 8.15 and reached the yacht *Sea Rigs*, which had two men on board. The auxiliary engine on the yacht had failed and her mainsail was badly torn. A tow rope was made fast and the yacht was brought safely into harbour. The life-boat arrived back at her station at 9.10.

The life-boat was also called out on 18th and 19th December, 1963.

FALL FROM CLIFF

Swanage, Dorset. At 3.13 p.m. on 13th October, 1963, the coastguard told the assistant honorary secretary that a man had fallen over the cliff by Anvil Point. At 3.20 the life-boat *R.L.P.* was launched in a gentle north-westerly breeze and a slight sea. It was two hours after low water. The life-boat proceeded to the position, where the coxswain anchored her, and brought the life-boat's stern close in between the rocks. A line was passed to two men who had climbed down the cliff to the body. The body was embarked and taken to the slipway where the police, a doctor and an ambulance were waiting. The life-boat, after leaving the body in police custody, returned to her station at 4.52.

The life-boat was also called out on 6th October, 1963.

ADVENTURE AT SEA

Yarmouth, Isle of Wight. At 3.18 p.m. on 17th November, 1963, the coastguard informed the honorary secretary that a boat had been called out from Mudeford under the inshore rescue scheme to the help of another boat firing red flares off Highcliffe. Later the honorary secretary was told that the boat from Mudeford had taken the fishing boat *Adventure* with a crew of two in tow and was having difficulty in crossing the bar at Chichester harbour because of the state of the tide and heavy seas. The life-boat *The Earl and Countess Howe* left her moorings at 3.38 in

a southerly gale and reached the two boats off Hordel Point. The crew of the fishing boat had managed to restart their engine and were beginning to make slow progress towards Keyhaven. The life-boat escorted the *Adventure* to Keyhaven and returned to her station at 5.15.

The life-boat was also called out on 6th and 13th October, 1963.

Other life-boats which were called out during October and November were:

Bembridge, Isle of Wight—6th and 26th October and 11th November, 1963.

Clovelly, Devon—29th October, 1963.

Fowey, Cornwall—3rd November, 1963.

Minehead, Somerset—12th October, 1963.

Plymouth, Devon—3rd November, 1963.

Poole, Dorset—5th October, 1963, and 17th November, 1963.

Salcombe, Devon—10th November, 1963.

Sennen Cove, Cornwall—26th October, 1963.

Weston-super-Mare, Somerset—12th October, 1963.

WALES

Holyhead, Anglesey and Porthdinllaen, Caernarvonshire. At 6 a.m. on 20th December, 1963, the coastguard informed the Porthdinllaen honorary secretary that a French fishing vessel was leaking badly thirty miles west of Bardsey Island. There was a moderate north-easterly breeze with a slight sea. The tide was ebbing. The Porthdinllaen life-boat *Charles Henry Ashley* launched at 6.30, but about one hour later the coxswain received a radio-telephone message that the trawler *Francoise Delille* had sunk and that her crew had been rescued by the U.S. motor vessel, *American Builder*, which was proceeding to Holyhead to land the survivors. The Porthdinllaen life-boat returned to her station at nine o'clock. The life-boat *J. J. K. S. W.* on temporary duty at Holyhead was launched at 8.40 and went to a position six miles south-west-by-west of South Stack to meet the *American Builder*. The eight survivors were

transferred to the life-boat and landed at Holyhead, where the honorary medical advisor was in attendance, because one of the survivors was suffering from shock. The life-boat arrived back at her station at 11.30.

MEDAL SERVICE

The Mumbles, Glamorganshire. On 18th November, 1963, the Mumbles life-boat, *William Gammon-Manchester and District XXX*, rescued ten men from the motor vessel *Kilo*, of Amsterdam. A full account of this service, for which special awards were made to the coxswain and crew of the life-boat, appears on page 7.

ON THE ROCKS

Porthdinllaen, Caernarvonshire. At 5.30 a.m. on 23rd October, 1963, the coastguard told the honorary secretary that the m.v. *St. Trillo* was aground six miles south-west of Porthdinllaen. There was a strong south-westerly breeze with a moderate sea. It was low water. The life-boat *Charles Henry Ashley* was launched at 5.55 and found the vessel aground with her bows on the rocks. Her master asked the life-boat to stand by while he refloated the vessel on the flooding tide as she was holed forward. The *St. Trillo* refloated at 7.45 and the life-boat escorted her to Caernarvon Bar in case the vessel's pumps could not cope. At 9.15 the master of the *St. Trillo* thanked the life-boat crew and said he did not require any further help. The life-boat returned to her station arriving at eleven o'clock.

The life-boat was also called out on 19th November, 1963.

LOST THEIR DINGHY

St. David's, Pembrokeshire. At 6.15 p.m. on 18th October, 1963, the coastguard told the acting honorary secretary that two fires and a flashing light had been seen on Ramsey Island. At 6.19 the life-boat *Joseph Soar (Civil Service No. 34)*, with a doctor and policeman on board was launched in a gentle to moderate south-south-westerly breeze and slight sea. The tide was flooding. When approach-



By courtesy of]

Tenby life-boat takes Christmas fare to Helwick lightvessel

[Studio Jan

ing Ramsey Island a small light was seen to the north of the harbour. On investigation the life-boat found two men baling out a motor boat whose engine would not start. A fibre glass dinghy used by the two men to take them from the harbour to the motor boat had been lost. The life-boat searched for the lost dinghy for a while but could find no trace of it. She returned to her station with the two men at 7.45.

The life-boat was also called out on 5th and 14th October, 1963.

TOW FOR TRAWLER

Tenby, Pembrokeshire. At 1.40 p.m. on 14th October, 1963, the honorary secretary was told by the crew of a small yacht that a trawler had broken down about five miles east of Tenby. The life-boat *Henry Comber Brown* was launched at 1.50 in a light north-north-westerly breeze and a slight sea. The tide was ebbing. The life-boat found the trawler *Morning Star*, of Tenby, with a crew of three, and took her in tow to Tenby where they arrived at 2.45.

The life-boat was also called out on 18th November, 1963.

Other Welsh life-boats were also called out during the last three months of the year. The **Beaumaris, Anglesey**, life-boat and the **Llandudno, Caernarvonshire** life-boat were called out on 27th and 16th December, 1963, respectively.

NORTH-WEST ENGLAND

Fleetwood, Lancashire. At 1 a.m. on 31st October, 1963, the coastguard told the honorary secretary that the m.v. *Peter Leigh* had broken down two and a half miles east of Morecambe Bay lightvessel. The life-boat *City of Bradford II*, on temporary duty at the station, was launched at 1.40 in a moderate east-south-easterly breeze and smooth sea. The tide was ebbing. The m.v. *Pointsman* had already taken the *Peter Leigh* in tow and the life-boat was asked to escort the two vessels to the Bar lightvessel; this being done the life-boat returned to her station which she reached at eight o'clock.

YACHT AGAINST TIDE

Hoylake, Cheshire. At 3 p.m. on 19th October, 1963, the yacht *Spindrift II* was seen to be making little headway against a strong tide. As it was unlikely that the yacht would reach a safe anchorage before darkness fell, after which it would have been hazardous to sail in shoal water with a quickly ebbing tide, it was decided to launch the life-boat. There was a near gale from the south-east with a choppy sea. The life-boat *Oldham IV* was launched at 4.5. The yacht, with four people on board, had by this time set well reefed sails and at first declined help from the life-boat. It was soon evident that the yacht could make little progress in the prevailing conditions, and at the request of her skipper she was towed into Hilbre pool by the life-boat. The life-boat returned to her station at 5.40.

The life-boat was also called out on 10th November, 1963.

AID FOR PILOT CUTTER

Lytham-St. Anne's, Lancashire. The Preston Harbour Master telephoned the honorary secretary at 11.35 p.m. on

4th October, 1963, stating that the pilot cutter *St. Margaret* had broken down and was drifting with her lights out half a mile south of the twelve and a half mile Perch. At 11.55 the life-boat *Sarah Townsend Porritt* left her moorings. It was half an hour to high water; the weather was overcast with a west-south-westerly wind gusting to near gale force. The life-boat found the 20-ton cutter, with a crew of two and three pilots on board, anchored at the given position. The vessel was taken in tow back to the navigation barge, and the life-boat returned to her moorings at 1.45 a.m.

STANDING BY

New Brighton, Cheshire. At 9.50 a.m. on 18th October, 1963, the coastguard told the honorary secretary that a fishing vessel was in distress south of C 2 buoy. There was a moderate north-westerly breeze with a choppy sea. The tide was flooding. The life-boat *White Star*, on temporary duty at the station, left her moorings at 10.10 and came up with a fishing vessel being towed by another fishing vessel. The life-boat stood by until both boats were safely in Formby pool. She returned to her station at 12.20 p.m.

ESCORT FOR TANKER

At 3.45 a.m. on 12th November, 1963, the coastguard told the honorary secretary that a red rocket and searchlight had been seen from a vessel in the Crosby channel. At four o'clock the life-boat *White Star*, on temporary duty at the station, left her moorings in a near south-easterly gale and rough sea. The tide was flooding. The vessel, the tanker *Helen*, of Stavanger, freed herself from the revetment wall where she had grounded and was escorted by the life-boat to Waterloo Dock entrance. The life-boat returned to her station at 5.45.

CLINGING TO DINGHY

At 12.40 p.m. on 20th November, 1963, the Wallasey police told the honorary secretary that two men had been seen clinging to a capsized dinghy a mile north of the Leasowe lighthouse. At 12.50 the life-boat *White Star*, on temporary duty at the station, left her moorings with her boarding boat in a moderate south-



By courtesy of]

Two men rescued by New Brighton life-boat

[Medley and Bird

easterly breeze and choppy sea. It was low water. The boarding boat made a search in the Rock channel and found the two men. The boarding boat took the two men on board and the life-boat with the boarding boat and dinghy in tow returned to New Brighton, arriving at three o'clock.

The life-boat was also called out on 17th November, and 23rd December, 1963.

Other life-boats called out were the **Barrow and Blackpool, Lancashire**, life-boats which went out on 21st November and 8th October, 1963, respectively.

The **Workington, Cumberland**, life-boat was called out three times during the last quarter of the year—on 17th October, and 1st and 17th November, 1963.

SCOTLAND

Aberdeen. At 6.8 p.m. on 24th November, 1963, the honorary secretary was informed that the engine room of the steam trawler *Aston Villa* of Grimsby was

flooding two miles north-north-east of Aberdeen. This report was received direct from the trawler by the Aberdeen harbour radio and contact was maintained by radio. There was a moderate south-westerly breeze with a corresponding sea. It was nearly high water. As the reports stated the position was serious the life-boat *Ramsay-Dyce* launched at 6.20 and escorted the trawler into Aberdeen harbour, arriving at 6.38. The life-boat returned to her station at 6.58.

The life-boat was also called out on 20th November, 1963.

AT MUCKLE ROE

Aith, Shetlands. At 12.30 p.m. on 4th December, 1963, the coastguard informed the honorary secretary that a fishing boat had been reported aground on the rocks at Muckle Roe, opposite the isle of Papa Little. The life-boat *John and Frances Macfarlane* set out at 12.40 in a light north-easterly breeze and a slight sea. It was one hour after high water. The life-boat found the motor fishing vessel *Prolific* ashore. After standing by for some time the fishing vessel's skipper

decided that she was in too bad a condition to be towed off. The four crew members scrambled ashore and the life-boat returned to her station, arriving at 2.10.

DOCTOR'S CALL

Barra Island, Outer Hebrides. At 12.20 a.m. on 17th December, 1963, the local doctor informed the honorary secretary that a young boy needed to be taken to hospital at South Uist. There were light north-easterly airs with a choppy sea. The tide was ebbing. At 12.50 the young boy was embarked and the life-boat *R.A. Colby Cubbin No. 3* proceeded to South Uist where the boy was taken to hospital. The life-boat arrived back at her station at 7.30.

The life-boat was also called out on 8th and 14th November and 29th December, 1963.

FLEET'S SAFE RETURN

Fraserburgh, Aberdeenshire. At 10 a.m. on 19th December, 1963, it was decided to launch the life-boat to stand by at the harbour entrance when the fishing fleet returned to harbour. There was a gale from the north-north-east with a heavy sea running across the harbour entrance. The life-boat *The Duchess of Kent* launched at 10.10 and escorted all the boats safely into harbour. The life-boat arrived back at her station at 11.25.

BY BREECHES BUOY

Islay, Inner Hebrides. At 3.17 a.m. on 8th December, 1963, the coastguard told the honorary secretary that the trawler *Margaret Wicks*, of Fleetwood, was ashore on the Mull of Oa. There was a fresh south-easterly breeze with a choppy sea. The tide was ebbing. The life-boat *The Rankin*, on temporary duty at the station, set out at 3.50. At 5.26 the *Margaret Wicks* reported that the Port Ellen and Mull of Oa life-saving apparatus teams had established contact and that H.M.S. *Hampshire* was standing by. The life-boat kept in touch with the trawler and the *Hampshire* by radio telephony and by this means learned that all the crew of the trawler had been rescued by breeches buoy. At the request of the master of the *Margaret Wicks* the life-boat put him and some crew members on board the

trawler to assess the damage and the possibility of refloating at high water. The trawler was unable to refloat and after landing the party at Port Ellen the life-boat returned to her station at four o'clock.

SICK MAN ABOARD

Lerwick, Shetlands. Shortly after midnight on the 30th November, 1963, the coastguard informed the assistant honorary secretary that the motor fishing vessel *Splendour*, seventy-five miles east-by-north of Lerwick, had a sick man on board who needed medical treatment. At three o'clock a doctor spoke with the *Splendour* by radio-telephone and at five o'clock the life-boat was asked to launch, with a doctor on board, to meet the vessel which was making for Lerwick. There was a gentle southerly breeze with a choppy sea. The tide was flooding. The life-boat *Claude Cecil Staniforth* launched at 5.25 with the life-boat honorary medical adviser on board and contacted the fishing vessel at 6.48. The doctor was transferred to the *Splendour* which followed the life-boat to Lerwick harbour. The life-boat arrived back at her station at 9.9.

COXSWAIN'S SONS RESCUED

Longhope, and Stromness, Orkneys, and Wick, and Thurso, Caithness-shire. At 5.30 p.m. on 17th December, 1963, the coastguard told the Longhope honorary secretary that red flares had been seen in the Pentland Firth, bearing west-south-west from the coastguard station. After making enquiries it was established that the fishing vessel *Delightful* with two of the Longhope coxswain's sons on board had not yet returned from a fishing trip. There was a moderate north-north-easterly breeze with a smooth sea. It was low water. The life-boat *T.G.B.* launched at 5.50 and began to search the area. At 6.55 the Stromness life-boat *Archibald and Alexander M. Paterson* launched to help the Longhope life-boat. A Shackleton aircraft joined in the search at nine o'clock but was recalled about an hour later as her radar set failed. The weather had by this time deteriorated and there was a near gale from the north-north-east with a



Long Hope life-boat crew 1963

rough sea. Visibility was reduced, owing to frequent snow showers. At 4.30 a.m. the trawler *Glen Struan* reported that she had sighted the casualty one mile north of Stroma lighthouse, but as a result of the weather had lost sight of her again. At six o'clock on the following morning the Wick life-boat *City of Edinburgh* launched to help in the search and to relieve the Stromness life-boat. At seven o'clock the Thurso life-boat *Pentland* (*Civil Service No. 31*) launched and at 8.30 found the casualty in Brough Bay. The Thurso life-boat towed the *Delightful* to Longhope, escorted by the Longhope and Stromness life-boats. The Wick life-boat arrived back at her station at 11.30. The other three life-boats reached Longhope at 11.30 and the Thurso and Stromness life-boats arrived back at their stations at 1.30 and 1.15 p.m. respectively.

The Longhope life-boat was also called out on 21st October, 1963, and the Stromness life-boat was called out on 23rd December, 1963.

CREW WERE SAFE

Mallaig, Inverness-shire. At 4.10 a.m. on 10th November, 1963, the coast-guard told the honorary secretary that the m.f.v. *Famous* was ashore on Station Point. There was a light north-easterly breeze with a slight sea, and the tide was ebbing. The life-boat *E.M.M. Gordon Gubbin* set out at 4.45 and reached the vessel at five o'clock. The crew were found to be quite safe and it was decided to return to harbour and wait for the flood tide. The life-boat put out again at 8.40 and returned to the vessel and a tow rope was made fast. As the tide flooded the *Famous* was towed clear of the rocks and escorted into harbour. The life-boat arrived back at her station at 12.15 p.m.

The life-boat was also called out on 25th December, 1963.

IN ROUGH SEA

Thurso, Caithness-shire. At one minute past midnight on 9th November,

1963, the coastguard informed the honorary secretary that a message had been received from the motor fishing vessel *Border King* that her engine had broken down on the west side of Strathy Point. The vessel had her anchor down but she was close to the shore and needed a tow. The life-boat *Pentland* (Civil Service No. 31) was launched at 12.15 a.m. in a fresh north-westerly breeze and a rough sea. It was three hours after low water. The life-boat took the *Border King* with a crew of seven in tow to Scrabster harbour. The life-boat returned to her station, arriving at 10.20.

RED FLARES FIRED

At 3.20 p.m. on 1st December, 1963, the coastguard informed the honorary secretary that the motor fishing vessel *Village Maid* was firing red flares between Whiten Head and Locherribol. There was a fresh southerly breeze with a rough sea. The tide was ebbing. The life-boat *Pentland* (Civil Service No. 31) launched at 3.40 but the *Village Maid* sank before the life-boat arrived and her crew of three were rescued by the trawler *Mount Everest*. The three survivors were transferred to the life-boat and landed at Scrabster. The life-boat arrived back at her station at 9.30.

TOW ROPE PARTED

Troon, Ayrshire. At 10.15 a.m. on 1st October, 1963, a pilot told the honorary secretary that a motor boat was burning flares about two miles north-west of Troon harbour. The life-boat *James and Barbara Aitken* left her moorings at 10.40 in a gentle west-north-westerly breeze and moderate sea. It was two hours before high water. The life-boat found the motor boat *Corsair* with a crew of three with her engine broken down. The life-boat took the *Corsair* in tow and reached Troon harbour at 11.15. It was later learnt that when the *Corsair's* engine had broken down she had been taken in tow by the motor boat *Lady Clare*. But the tow rope had parted and fouled the *Lady Clare's* propeller and both boats had drifted apart at dusk the previous day.

Both boats had been adrift throughout the night. The *Lady Clare* was found by an I.C.I. vessel and towed into Ardrossan harbour.

STRANDED SERVICEMEN

At 8.30 p.m. on 4th November, 1963, the coxswain saw a signalling lamp being used on Lady Isle, and informed the honorary secretary. There was a fresh north-easterly breeze with a moderate sea and the tide was flooding. The life-boat *James and Barbara Aitken* left at ten o'clock and found a party of three United States servicemen stranded on Lady Isle. Their motor boat, which is used by the United States Air Force in connection with parachute training and skin diving, had broken down and been washed on to the island. The three men were brought back to the mainland and the life-boat returned to her station, arriving at 12.15 a.m. on 5th November, 1963.

The life-boat was also called out on 10th and 12th November, 1963.

PATIENT ON BOARD TANKER

Wick, Caithness-shire. At 6.30 p.m. on 20th December, 1963, the local medical officer told the honorary secretary that the tanker *Himan* had a crew member on board suffering from appendicitis. The local pilot boat was unable to land the man on account of the weather. There was a fresh north-easterly breeze with a rough sea. The tide was flooding. The life-boat *City of Edinburgh* set out at 7.45 and the man was transferred from the tanker and safely landed at Wick. The life-boat arrived back at her station at 9.30.

Other life-boats called out during the last three months were:

Broughty Ferry, Angus—4th October, 1963.

Girvan, Ayrshire—1st October, 1963.

Gourdon, Kincardineshire—20th November, 1963.

Stornoway, Outer Hebrides—18th, 21st and 27th December, 1963.

IRELAND

Baltimore, Co. Cork. At 8.30 a.m. on 6th October, 1963, Valentia Radio told the honorary secretary that one of the

crew of the m.v. *Oranmore* had been seriously injured following a collision between the m.v. *Oranmore* and the m.v. *Mulcair*. At nine o'clock the life-boat *Sarah Tilson* was launched in a slight south-westerly breeze and smooth sea. The tide was ebbing. Visibility was very bad due to fog. The life-boat sailed to the vessel which was found four miles south-east of Fastnet. The injured man could not be taken off the vessel as he was still trapped in the wreckage. The life-boat returned to her station and embarked a doctor, priest, nurse and a man with an oxy-acetylene torch. The injured man was then cut free and taken on board the life-boat and landed at Baltimore. He died shortly after the life-boat arrived at Baltimore Pier. The life-boat returned to her station at one o'clock.

DUTCHMEN IN DINGHY

Ballycotton, Co. Cork. At 10.45 p.m. on 6th October, 1963, five Dutch fishermen left Ballycotton harbour in a rubber dinghy to return to their ship which was anchored with twelve other Dutch trawlers in Ballycotton Bay. The dinghy was blown off course and finally went ashore on the north-east point of Ballycotton lighthouse. The four men managed to scramble up the cliff into the lighthouse. At six minutes past twelve on the morning of the 7th the life-boat *Ethel Mary* went to the lighthouse in a moderate north-westerly gale and a choppy sea, where it was learned that one of the five men was missing and one of the survivors was very weak. The life-boat searched for the missing man without success. The life-boat then returned to Ballycotton where a doctor and nurse were embarked and taken to the lighthouse to attend the four survivors. The life-boat searched again for the missing man without success. She then took the four survivors back to their ship, where it was learnt that the missing man had swum back to his ship. The life-boat returned to her station where the coxswain saw twenty-four other Dutch fishermen trying to get back to their ships. The coxswain decided to take them in the life-boat which finally returned to her station at 4.30 p.m.

TELEPHONE ENQUIRIES

Dun Laoghaire, Co. Dublin. At 7.45 p.m. on 13th October, 1963, the gardai told the honorary secretary that red flares had been seen off Bray Head. As the information was not definite the honorary secretary rang various hotels and police barracks along the coast to ascertain whether a boat had been reported missing. At 8.45 one of the members of the local life-boat committee confirmed that the motor boat *Pacheco* was missing between Greystones and Bray Head. There was a gentle south-westerly breeze with a choppy sea. The life-boat *Dunleary II* was launched at nine o'clock on an ebbing tide. When abeam of Bray Head the coxswain saw a flashing light and came up with the converted ship's life-boat *Maria* with three people on board. She had put out to search for the *Pacheco* but her engine had broken down. The life-boat took the *Maria* in tow and continued to search for the *Pacheco* with the aid of parachute flares. The *Pacheco*, with a crew of two, was eventually found and both boats were towed back to Dun Laoghaire, arriving at 12.35 a.m.

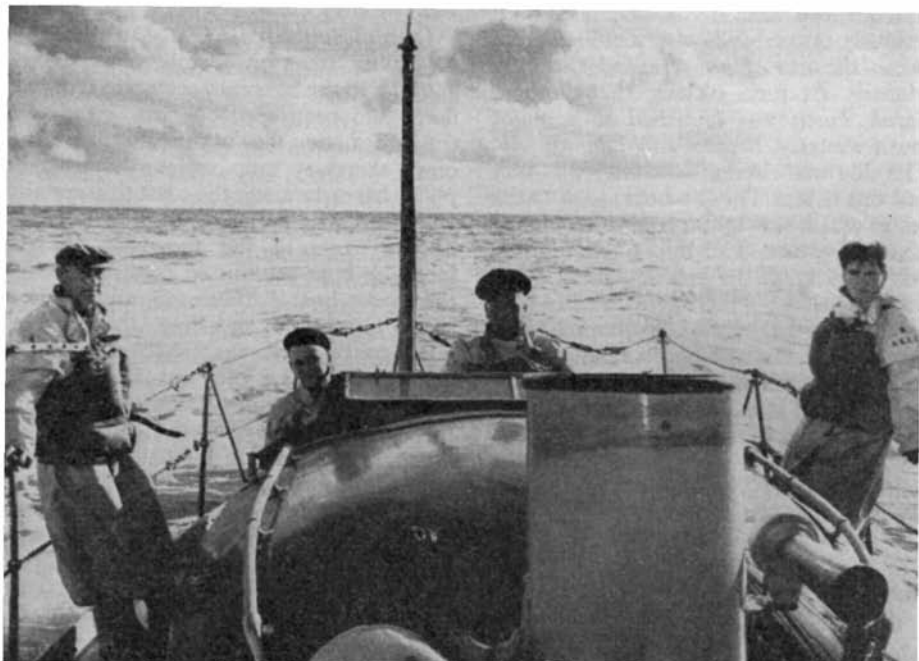
The life-boat was also called out on 18th October, and 8th and 9th November, 1963.

TAKEN TO DOCKS

Galway Bay. Shortly before 9 p.m. on 4th October, 1963, the honorary secretary was told that a man in Kilonan had been seriously injured in a fall and required immediate hospital treatment. Owing to the state of the tide no other boat could land the patient at Rossaveal and the honorary secretary agreed to the use of the life-boat. There was a strong westerly breeze with a rough sea. The tide was ebbing. The life-boat *Mabel Marion Thompson* left her moorings at 9.30 and carried the injured man to Galway Docks where he was transferred to an ambulance and taken to hospital. The life-boat returned to her station, arriving at 5 a.m. on the 5th. It was later learnt that the man did not recover consciousness and died that night.

APPENDICITIS PATIENT

At 1.50 p.m. on 14th October, 1963, a



By courtesy of]

Rosslare coxswain and crew members on exercise

[Irish Press

doctor told the honorary secretary that he had a patient with appendicitis who required hospital attention. The life-boat *Mabel Marion Thompson* left her moorings at 2.30 in a moderate southerly breeze and smooth sea. It was two hours before high water. The patient was embarked and taken to Rossaveel. The life-boat returned to her station at six o'clock.

ISLAND CALL

At 2.15 p.m. on 3rd November, 1963, the local doctor informed the honorary secretary that a sick patient on Inishmaan Island needed hospital treatment. There was a fresh easterly breeze with a moderate sea. The tide was ebbing. The life-boat *Mabel Marion Thompson* set out at 3 p.m. and embarked the patient at Inishmaan Island. The patient was taken to Rossaveel on the mainland and transferred to a waiting ambulance. The life-boat returned to her station, arriving at seven o'clock.

DOCTOR'S MISSION

At 1.20 p.m. on 8th November, 1963, the local medical officer informed

the honorary secretary that a patient was in need of medical attention on Inishere Island, and asked for the use of the life-boat in case the patient had to be conveyed to hospital. There was a strong south-westerly breeze with a moderate sea. The tide was ebbing. The life-boat *Mabel Marion Thompson* embarked the doctor at Kilronan and landed him on Inishere Island. As it was not necessary to take the patient to hospital the life-boat returned to her station at 6.15.

TAKEN TO HOSPITAL

At 2.30 p.m. on 2nd December, 1963, the local doctor told the honorary secretary that a sick patient required to be taken to the mainland for hospital treatment. The honorary secretary agreed to use the life-boat since the weather was bad and no other boat was available. There was a gale from the south-east with a rough sea. The patient and a nurse were embarked and the life-boat *Mabel Marion Thompson* set out at 3.30 on a flooding tide. The patient was landed at Rossaveel on the mainland and carried to hospital by a

waiting ambulance. The life-boat returned to her station at 7.15.

TWO PATIENTS LANDED

At 1 p.m. on 11th December, 1963, the local nurse informed the honorary secretary that two patients needed to be taken to the mainland for hospital treatment. There was a gale force wind from the south-west with a rough sea. It was one hour before high water. The patients were embarked and the life-boat *Mabel Marion Thompson* set out. The two patients were landed at Rossaveel and the life-boat returned to her station at 4.35.

MATERNITY NEEDS

At 11 p.m. on 28th December, 1963, the local doctor informed the honorary secretary that a maternity patient needed to be taken to hospital on the mainland. There was a strong south-easterly breeze with a rough sea. The tide was flooding. The patient and a nurse were embarked and the life-boat *Mabel Marion Thompson* left at 11.30. The patient was landed at Rossaveel and the life-boat returned to her station at 3.30 a.m.

TAKEN BY LIFE-BOAT

At 10.30 a.m. on 29th December, 1963, the local doctor requested the use of the life-boat to attend patients on Inishmaan and Inishere Islands. As the weather was bad and as no other boat was available the honorary secretary readily agreed. There was a gale force wind from the west with a rough sea. The life-boat *Mabel Marion Thompson* left at eleven o'clock with the doctor on board, and the doctor visited both islands, landing by a small boat on each occasion. The life-boat arrived back at her station at 3.45 p.m.

The life-boat was also called out on 23rd December, 1963.

MOTHER WAS ILL

Kilmore, Co. Wexford. At 5 p.m. on 4th November, 1963, the Irish Lights Office asked if the life-boat would bring a seaman from the Coningbeg light-vessel to the shore where his mother was dangerously ill. At 5.15 the life-boat *Ann Isabella Pyemont* was launched in a fresh

south-easterly breeze and corresponding sea. The tide was flooding. The life-boat embarked the seaman and returned to her station, arriving at nine o'clock.

RADIO MESSAGE

Valentia, Co. Kerry. At 1.35 a.m. on 21st December, 1963, the honorary secretary received a message via Valentia Radio that the motor vessel *Wellpark*, of Glasgow, had a crewman on board suffering from acute appendicitis. The vessel was due at the Skelligs at five o'clock and asked the life-boat to pilot her into Dingle Bay and land the sick man. There was a moderate easterly breeze with a slight sea. The tide was ebbing. The life-boat *Rowland Watts* put out at 2.10 and embarked a doctor and nurse at Valentia Quay. The life-boat arrived off the Skelligs at 3.20 and reached the *Wellpark* five miles west of the Skelligs at 5.15. The sick man was transferred to the life-boat which went to Reenard, where the man was landed and taken to hospital by a waiting ambulance. The life-boat arrived back at her station at 8.30. It was learnt later that the sick man was a member of the Barra Island life-boat crew before joining the *Wellpark*.

The life-boat was also called out on 9th December, 1963.

SEEN FROM TRAIN

Wicklow. At 12.45 a.m. on 25th October, 1963, a driver of a train bound from Dublin to Wexford saw flares and a flashing light at sea a few miles north of Wicklow. He made an unscheduled stop, cut the engine and made his way down to the sea, where he again saw a red flare and heard shouts for help. He returned to his train, continued to Wicklow, where he made a second stop, and informed the life-boat coxswain. There was a gentle westerly breeze with a smooth sea. The tide was flooding. The life-boat *J. W. Archer* was launched at 1.5, and after a short search found the motor yacht *Christine*, of Wicklow, fast on a submerged wreck three miles north of Wicklow harbour. A tow rope was made fast and the yacht was pulled off the wreck, when it

was found she had also fouled her propeller. The yacht was towed into Wicklow, and the life-boat returned to her station, arriving at 2.30.

FRENCH RESCUED

Youghal, Co. Cork. On 27th October, 1963, the Youghal life-boat, *Herbert John*, rescued four men from the French trawler *Fée des Ondes*. A full account of this service, for which special

awards were made to the coxswain and crew, appears on page 6.

Other life-boats which were called out during October, November and December, 1963 were:

Clogher Head, Co. Louth—24th December, 1963.

Howth, Co. Dublin—20th October and 23rd December, 1963.

Rosslare Harbour, Co. Wexford—4th November, 1963.

NEW YEAR HONOURS

K.B. Major-General Ralph Henry Farrant, a member of the Committee of Management.

M.B.E. Mr. Anthony Patrick MacGrory, J.P., honorary secretary, Campbeltown station branch.



By courtesy of]

[P. A. Reuter Photos

Mr. Ernest Marples presents B.E.M. to Mrs. Bella Mattison, of Cullercoats, famous R.N.L.I. collector

Life-boat Societies

The Royal National Life-boat Institution agreed to a request made at the International Life-boat Conference that it should act as a distributing centre for information which may be of general interest to all Life-boat Societies. The Institution sent a list to all Life-boat Societies overseas to supply up-to-date information of the strength of their fleet and the nature of their finances. The following table is based on the answers received as at January 1964:

Country	Name of Society	Strength of Fleet	Nature of Finances
Australia	Department of Public Works Victoria Ports and Harbour Branch.	1 motor life-boat.	State financed.
Belgium	Ministere des Communications, Administration de la Marine.	3 motor life-boats.	State financed.
Canada*	Department of Transport.	3 motor life-boats.	State financed.
Chile	Cuerpo de Voluntarios "Botes Salvavidas".	2 motor life-boats.	Voluntary contributions with a small State grant.
Denmark	Redningsvaesenet.	26 motor life-boats. 11 pulling and sailing life-boats.	State financed.
Finland	Suomen Meripelastusseura.	4 patrolling rescue cruisers. 13 motor life-boats.	Voluntary contributions with a small State subsidy.
France	Société Centrale de Sauvetage des Naufrages. Société des Hospitaliers Sauveteurs Bretons.	56 motor life-boats. 2 pulling and sailing life-boats. 2 inshore rescue boats. 9 motor life-boats. 30 motor beach patrol boats. 105 inshore rescue boats.	Voluntary contributions but with State subsidies for maintenance and new construction. Voluntary contributions with State and municipal subsidies.
Germany	Deutsche Gessellschaft zur Rettung Schiffbruchiger.	6 rescue cruisers with daughter boats. 6 middle sized motor life-boats. 8 small shore motor life-boats.	Solely by voluntary contributions.
Great Britain and Ireland	Royal National Life-boat Institution. Slysavarnafelag Islands.	148 motor life-boats. 25 inshore rescue boats. 3 motor life-boats. 4 patrolling rescue cruisers. 14 pulling surf boats. 1 ambulance aircraft.	Solely by voluntary contributions. Voluntary contributions with State and municipal subsidies.
Greece	Department of Lighthouses and Lightships. Ministry of Transport and Communications.	2 motor life-boats.	State financed
Italy	Societa Nazionale di Salvamento.	3 life-boats.	
Japan	Nihon Suinan Kyusai Kai.	34 motor life-boats. 67 pulling life-boats.	Voluntary contributions with municipal subsidies.
Netherlands	Koninklijke Noord-en-Zuid-Hollandsche Redding-Maatschappij. Koninklijke Zuid-Hollandsche Maatschappij tot Redding van Schipbreukelingen.	25 motor life-boats. 8 motor life-boats.	Solely by voluntary contributions. Solely voluntary contributions.
New Zealand	Sumner Life-boat Institution (Canty) Inc.	1 motor life-boat. 2 pulling life-boats (reserve).	Voluntary contributions with an occasional government grant.
Norway	Norsk Selskab til Skibbrudnes Redning.	32 rescue vessels.	Voluntary contributions - Aided by State subsidy.
Poland	Polskie Ratownictwo Okretowe	6 patrolling rescue cruisers. 6 motor life-boats. 2 salvage tugs.	State financed.
Portugal	Instituto de Socorros a Naufragos	23 motor life-boats. 23 pulling and sailing life-boats.	Voluntary contributions with State subsidies.
Spain	Sociedad Espanola de Salvamento de Naufragos	8 motor life-boats.	Voluntary contributions with subsidies from official organizations.
Sweden	Svenska Sallskapet for Raddning af Skeppsbrutne	10 patrolling rescue cruisers. 12 motor life-boats.	Voluntary contributions.
Turkey	Maritime Bank T.A.O. Coast Security Exploitation	7 motor life-boats. 2 pulling and sailing life-boats	Financed by Turkish Maritime Bank.
Uruguay	Asociacion Honararia de Salvamentos, Maritimos y Fluviales.	1 motor life-boat	Voluntary contributions with a small State grant.
U.S.A.	United States Coast Guard	1,344 motor boats 1,012 pulling boats	State financed.
U.S.S.R.	Emergency Rescue Service of the U.S.S.R.	220 motor boats. 3,000 pulling boats. 2 rescue cruisers.	State financed.

* The Canadian Life-saving Service is co-ordinated with the Air-Sea Rescue Services.

FIRST PRIZE FOR SHEFFIELD SCHOOLGIRL

ELIZABETH LAVINIA MAXFIELD, of North and South Anston County Primary School, North Anston, Sheffield, won first prize in the competition for the best essay on the life-boat service organized by the Institution.

The competition was open to boys and girls up to the age of eleven in Great Britain and Ireland, including the Irish Republic. Their essay subject was: "You are on holiday at the seaside and the life-boat is called out. You learn later exactly what happened. Describe, in your own words, what took place from the time the life-boat was called out to the time when the coxswain was given a medal."

Prizes for the best essays in Ireland, Scotland and Wales and six districts in England were awarded as follows:

Ireland

Katherine Stanley, Aghancon National School, Roscrea, Co. Tipperary, Irish Republic.

Scotland

James Michie MacDonald, Macduff High School, Macduff, Banffshire.

Wales

Paul Mortimer Griffiths, St. David's Voluntary Primary School, St. David's, Pembrokeshire.

England

Midlands: Louise Zacchi, Elbury Mount Junior School, Worcester.

North East: Elizabeth Lavinia Maxfield, North and South Anston County Primary School, North Anston, Sheffield.

North West: Deanne Lamont Eastwood, The Beach County Junior School, Cleveleys, Lancashire.

South East: Rosamund Sykes, Upminster County Junior School, Upminster, Essex.

South West: Dawn Lois Hucker, Gay Elms Junior School, Withywood Road, Bristol 3.

London: Lesley Denise Smith, Hither Green Primary School, Beacon Road, London, S.E.13.

The winning essay by Elizabeth Lavinia Maxfield is printed below:

DRIFTER

Splash!
Splash!

I stood on the pier, watching the sea crashing up against the wall below. I looked up above me to see a grey, overcast sky. All around was deserted. The wind blew stronger every minute. Big drops of rain began to fall. I walked along the pier towards the life-boat house to shelter, hoping that the storm would die down so that I could run home and not get too wet. I stood by the wall of the life-boat shed and looked up. On the wall, in big capitals was written: R.N.L.I. "I wonder what that stands for? Royal - um - nations - no - um - national - life-boats - ur - oh dear - institution - that's it!" I was thinking how clever I was, when the shed doors flew open and down the slipway came the life-boat. It went dashing down into the sea, sending water splashing behind it. I ran to the railings to see it, and then raced along the pier, following it until I came to the point where the harbour meets the sea. Then I leaned on the wet stone wall, waiting for the moment when the boat left the calm waters of the harbour and met its first wave in the open sea. *My heart thumped as a thundering wall of water headed for the little boat.*

Crash!

Sheets of water flew up over the bows into the rigging, then down into the cockpit, sluicing round the feet of the oilskinned figures. For a fearful moment I thought the life-boat would not survive the raging seas, but there it was sliding down into the trough beyond it.

The rain fell in torrents and I knew that it would not stop, so I ran home. Arriving there I shouted, "Did you see the life-boat? I did. *I* was standing right by its shed!" I looked out of the windows overlooking the sea and I watched the white-capped waves crashing up to the wall, then bursting back again.

Later I learned from one of the crew exactly what had happened. A trawler had radioed the life-boat station because its engines had failed and it was drifting with the wind on to some dangerous rocks. Even the powerful diesel engines of the Watson life-boat found it hard to carry the craft through the leaping seas and the howling wind to the distressed victim and it was half an hour before the coxswain saw the fiery tail of a rocket to the port bow. He changed course and headed for the trawler and

within minutes it was in sight, wallowing helplessly along, broadside on to the wind. Every time it rose to the crest of the waves it rolled dangerously over, dipping the rail round the side in the water, soaking the deck and sweeping things off it. The life-boat came round on the windward side of her to avoid being hit by the drifting boat. The coxswain picked up the loud-hailer and shouted to the crew of the trawler. They answered by waving.

Through the driving spray the coxswain could now see the cliffs quite easily, but he decided to manoeuvre the boat near enough to be sure of getting a lifeline across. It was an anxious moment for the crew as they watched the lifeline snake across the bows of the trawler, but it reached its destination safely. The people on the trawler eagerly pulled at it until they came to the thicker rope tied on to the end. They tied it on the mast and pulled the

breeches buoy on board. One by one they slid across the cruel sea to the safety of the life-boat. One of the men held his arm limply beside him. He had been smashed up against a rail by a big wave. Another was bleeding from a cut on his face. All were wet, tired, shocked, bruised and cold. They were taken below and attended to.

Time was running out because the boat was drifting nearer and nearer to the rocks. One of the deck-hands pulled the breeches buoy on board and threw the lifeline into the water, then they started back for home with the engines going full blast. Soon the harbour lighthouse was in sight and before long the life-boat was back in its shed and the fishermen were taken to hospital.

Three months later, at a local ceremony, the coxswain was awarded the silver medal for his bravery - and I saw that too!

RECORD OF RESCUES IN 1963

1963 month	Number of times life-boats called out on service		Lives saved by life-boats		Craft saved by life-boats	Number of times inshore rescue boats called out on service	Lives saved by inshore rescue boats	Craft saved by inshore rescue boats	Lives saved by shore-boat recognized by the Institution
	1963	Average 1946-1963	1963	Average 1946-1963					
January ..	30	(45)	—	(45)	I	—	—	—	27
February ..	30	(38)	II	(18)	—	—	—	—	2
March ..	35	(41)	4	(37)	2	—	—	—	2
April ..	67	(44)	49	(28)	9	—	—	—	II
May ..	64	(52)	17	(32)	4	I	—	—	7
June ..	93	(61)	60	(34)	21	3	3	—	40
July ..	89	(84)	34	(50)	II	13	3	I	26
August ..	139	(105)	62	(62)	27	II	4	I	71
September ..	83	(74)	42	(45)	10	9	—	—	24
October ..	71	(51)	33	(26)	10	2	—	—	14
November ..	74	(52)	28	(28)	8	—	—	—	—
December ..	49	(48)	14	(37)	I	—	—	—	—
	824	(695)	354	(442)	104	39	10	2	224

SUMMARY OF SERVICES IN 1963

Number of times life-boats called out on service	824
Number of times inshore rescue boats called out on service	39
	<hr/> 863
Number of lives saved by life-boats	354
Number of lives saved by inshore rescue boats	10
Number of lives saved in shore-boat cases recognized by the Institution	224
	<hr/> 588

Note: Inshore rescue boats were first introduced by the Institution in May, 1963.

NATURE OF THE SERVICES BY LIFE-BOATS AND INSHORE RESCUE BOATS

CLASS	1962		1963		% of total services					
	No.	% of total	No.	% of total	5	10	15	20	25	30
Fishing boats - all types	151	18.1	170	19.7						
Motor vessels, steamers, barges, motor boats, etc.	133	16.0	127	14.7						
Sailing yachts, sailing dinghies, sailing boats, motor cruisers and motor yachts	218	26.3	178	20.6						
Aircraft	19	2.3	11	1.3						
Small boats, canoes, rubber dinghies, etc.	119	14.2	139	16.1						
Landing sick persons and taking out doctors, help to bathers, people on cliffs, rocks, or cut off by tide	109	13.1	133	15.4						
Miscellaneous: rockets and flares, lightvessel relief, etc., etc.	84	10.0	105	12.2						
	833	100.0	863	100.0	<p>5 10 15 20 25 30</p> <p>% of total services</p>					



By courtesy of]

Trials of inshore rescue boat

R.F.D. Godalming



By courtesy of]

Inshore rescue boat at Gorleston

[Thomson Newspapers

OBITUARY

MR. HAROLD COWIE, S.S.C., a former member of the Committee of Management, died on the 10th December, 1963.

Mr. Cowie served on the Committee of Management from 1949 until his resignation a few months before he died. He was appointed vice-chairman of the Scottish Executive Committee formed in 1945 and was elected chairman in 1958.

He was a partner in the firm of Messrs. Fyfe, Ireland, the Institution's solicitors in Scotland.

MR. E. SELBY DAVIDSON, who died on the 8th August, 1963, was honorary secretary of the Tynemouth life-boat station for 24 years. He was appointed in September, 1939, and from May, 1962, served as joint honorary secretary with Captain D. S. Atkinson.

He was awarded the bronze medal for gallantry for a service to the Norwegian motor ship *Oslo Fjord* on the 8th December, 1940, in which the Tynemouth life-boat rescued 23 members of the Norwegian crew. One month later he became temporary second coxswain of the Tynemouth life-boat. In January, 1952, he was awarded binoculars for his services to the Institution and in January, 1961, he was awarded the gold badge.

MR. W. H. RICHARDS, previously second coxswain at the former Lyn-

mouth life-boat station, died in a London hospital on the 1st December, 1963, at the age of 82.

He was the last survivor of the crew which, in January 1899, hauled the life-boat *Louisa* over Countisbury Hill – with its gradient of one in four and a half – and launched from Porlock to help a ship in distress. The crew, 28 helpers and a team of horses, took 10½ hours to reach Porlock. Parts of the road had to be widened with pick-axes and shovels and gate posts and a cottage wall had to be pulled down to make way for the life-boat.

MRS. AMY LEA WARREN PEARL, an honorary life-governor of the Institution, died on 1st February, 1964, at the age of 83. She was a member of the Chelsea branch committee from 1936, became vice-chairman in 1951, and subscribed generously to the Institution through the Chelsea branch. She was a former member of the Central London Women's Committee.

As a very active member of the American colony in London she supported many charitable organizations. With members of her family she was aboard the *Lusitania* when the liner was torpedoed and two of her children were lost. Two of her daughters and two of her daughters-in-law were at one time members of either the Central London or Chelsea branches.

DISTRICT INSPECTOR IN ROAD ACCIDENT

Lieutenant E. D. STOGDON, R.N.V.R., District Inspector (South-East), who was involved in a road accident on the 22nd December, 1963, was taken to

hospital and will be off duty for several weeks. He was deeply gratified by the letters of sympathy received from his friends in the life-boat service.

Services of the Life-boats in 1963

Date 1963	Station	Casualty	Service
Jan. 4	Selsey	Trawler <i>Don Boscoe</i>	Gave help.
" 7	Humber	Dowsing lightvessel	Landed an injured man.
" 9	North Sunderland	Longstone lighthouse	Took out provisions.
" 12	Humber	Two ship's boats	Gave help and escorted boats.
" 12	Sunderland	Fishing coble <i>Mardi Gras</i>	Gave help.
" 12	Berwick	Tug <i>TID 66</i>	Gave help.
" 16	Humber	Sick man on board tanker <i>North King</i>	Took out a doctor.
" 16	Scarborough	Eight fishing boats	Escorted 8 boats.
" 16	Whitby	Six fishing boats and Scarborough life-boat	Escorted 7 boats.
" 17	Caister	Tug and Dutch M.V. <i>Maria W.</i>	Gave help and escorted vessels.
" 18	Scarborough	Four fishing boats	Escorted 4 boats.
" 18	Runswick	Three fishing cobles	Escorted 2 boats.
" 20	Holyhead	Dutch M.V. <i>Aldebaran</i>	Escorted vessel.
" 21	Clacton-on-Sea	24 motor vessels in River Blackwater	Gave help and landed 22.
" 22	Lowestoft	M.V. <i>Hoocreek</i>	Escorted vessel.
" 23	Peterhead	F.V. <i>Carnation</i>	Gave help.
" 25	Caister	M.V. <i>Crescence</i>	Gave help.
" 26	Selsey	Cabin Cruiser <i>Deedee</i>	Saved boat.
" 27	Caister	M.V. <i>Crescence</i>	Gave help.
Feb. 5	Douglas	Dutch M.V. <i>Grietje</i>	Stood by vessel.
" 5	Rosslare Harbour	Trawler <i>Achroite</i>	Escorted vessel.
" 5	St. Peter Port	Norwegian M.V. <i>Johan Collett</i>	Rescued 9.
" 6	Amble	M.V. <i>Northgate</i>	Gave help.
" 8	Campbeltown	Conveyed maternity case from Southend, Kintyre, to Campbeltown.	
" 8	Portpatrick	Brought provisions and stranded persons from Stranraer and took stores to Killantringan lighthouse.	
" 10	Mumbles	Sick man on Scarweather light-vessel	Landed sick man.
" 14	Arklow	German M.V. <i>Milos</i>	Gave help.
" 14	Filey	Five fishing cobles	Escorted five boats.
" 16	Stromness	M.F.V. <i>Desire</i>	Rescued 2.
" 18	Galway Bay	Conveyed injured woman to the mainland.	
" 18	Barry Dock	Man overboard from Norwegian M.V. <i>Livanita</i>	Landed a body.
" 26	Barrow	Fishing vessel <i>Signora</i>	Gave help.
" 27	Penlee	Norwegian M.V. <i>Livanita</i>	Landed a sick man.
Mar. 3	Lerwick	M.F.V. <i>Bountiful</i>	Gave help.
" 4	St. David's	Dutch M.V. <i>Finlandia</i>	Gave help.
" 8	Islay	Sick person conveyed to mainland.	
" 8	St. Peter Port	Sick man on German M.V. <i>Nova</i>	Gave help.
" 8	Fowey	Danish M.V. <i>Idalith</i>	Escorted vessel.
" 8	Galway Bay	Sick child conveyed to Rossaveel.	
" 10	Weymouth	Two persons on rocks.	Landed a body
" 13	Plymouth	Converted life-boat <i>Luisa</i>	Gave help.
" 13	Ramsgate	Yacht <i>Doric II</i>	Gave help.
" 15	Kilmore	Barrels lightvessel	Landed a sick man.
" 18	Mallaig	Conveyed doctor to sick patient on Isle of Rhum.	
" 18	Islay	Brought sick person from Colonsay Island.	
" 22	Hastings	Dinghy <i>Jenny</i>	Saved boat and rescued 1.
" 26	Exmouth	Aux. yacht <i>Sgumain</i>	Gave help.
" 26	Port Erin	Sailing dinghy	Saved boat and rescued 2.
" 27	Hastings	Collision between Spanish M.V. <i>Conquistador</i> and American M.V. <i>Mormac's Lake</i>	Gave help.
" 27	Torbay	F.V. <i>Karen</i>	Gave help.

Date 1963	Station	Casualty	Service
" 29	Filey	Ten fishing cobles	Escorted seven cobles and gave help to one other.
" 29	Scarborough	Coble <i>Hilda II</i>	Gave help.
" 31	Galway Bay	Took a sick man from Kilronan to life.	Galway, thereby saving his life.
April 2	Bembridge	Minesweeper	Stood by vessel.
" 4	Filey	Fishing coble <i>Triumph</i>	Escorted boat.
" 5	Campbeltown	F.V. <i>May</i> in tow of F.V. <i>Nobles</i>	Escorted boats.
" 5	Cromer no. 2	<i>Again</i>	Landed a sick man.
" 6	Howth	S.S. <i>Hudson Sound</i>	Brought patient from Lambay Island to mainland.
" 6	Scarborough	Keelboat <i>Courage</i>	Gave help and escorted boat.
" 6	Whitby	Two fishing boats	Escorted boats.
" 6	Selsey	Yacht <i>Tango</i>	Saved boat and rescued 3.
" 8	Caister	Trawler <i>Kirkley</i>	Rescued 8 and recovered rubber raft.
" 9	Cromer no. 1	Haisboro' lightvessel	Landed a sick man.
" 10	Hoylake	Pilot launch	Saved boat and rescued 2.
" 11	Bridlington	Collier <i>Thomas Hardy</i>	Landed an injured man.
" 12	Swanage	Power driven rubber dinghy	Saved boat and rescued 2 and a dog.
" 12	Moelfre	Launch <i>Marilyn</i>	Saved boat and rescued 3.
" 12	Newbiggin	Coble <i>Egret</i>	Gave help.
" 12	Peterhead	M.F.V. <i>Progress</i>	Gave help.
" 12	Weymouth	Steam yacht <i>Medea</i>	Gave help.
" 13	Newbiggin	Converted ship's life-boat <i>Piper</i>	Rescued 3.
" 13	Penlee	Motor boat <i>Ranger</i>	Gave help.
" 14	Exmouth	Yacht <i>Kalora</i>	Saved boat and rescued 5.
" 14	Moelfre	Norwegian M.V. <i>Sun Seahorse</i>	Landed a sick man.
" 14	Llandudno	Cabin cruiser	Gave help and landed 3.
" 14	Ramsgate	Yacht <i>Tumbler</i>	Escorted boat.
" 14	Ramsgate	Smack <i>Royal Native</i>	Saved boat and rescued 4.
" 15	Howth	Woman fallen over cliff	Brought injured woman to Howth.
" 16	Dungeness	Motor Yacht <i>Kiri</i>	Gave help.
" 17	Galway Bay	French trawler <i>Atlantide</i>	Saved boat and rescued 11.
" 20	Tenby	Trawler <i>Lady Anna</i>	Gave help.
" 20	Donaghadee	Brought sick boy from Copeland Island.	
" 22	Berwick-upon-Tweed	F.V. <i>Alert</i>	Gave help.
" 27	Wick	M.F.V. <i>Morning Star</i>	Stood by vessel.
" 27	Wick	M.F.V. <i>Morning Star</i>	Gave help.
" 27	Longhope	Trawler <i>Ross Tern</i>	Stood by vessel.
" 28	Arbroath	M.V. <i>Aurora</i>	Gave help.
" 28	Moelfre	Dinghy <i>Scimitar</i>	Saved boat and rescued 6.
" 29	New Brighton	Dinghy <i>Nancia</i>	Saved boat and rescued 2.
" 30	Hastings	Lebanese S.S. <i>Aghios Georgios II</i>	Stood by vessel.
" 30	Eastbourne	Lebanese S.S. <i>Aghios Georgios II</i>	Landed 16.
" 30	Humber	F.V. <i>Dorothy</i>	Gave help.
May 3	Shoreham Harbour	F.V. <i>Bounty</i>	Gave help.
" 4	Fraserburgh	Boy fallen over cliff	Landed body.
" 7	Newhaven	Small boat <i>Quest</i>	Gave help.
" 8	Stromness	F.V. <i>Lilly Flower</i>	Gave help.
" 9	Redcar	Reserve life-boat <i>Howard D.</i>	Gave help.
" 11	Eastbourne	Liberian S.S. <i>Onshun</i>	Put doctor on board.
" 11	Ramsgate	Yacht <i>Klaus</i>	Gave help.
" 12	Cromer no. 1	Dinghy	Saved boat and 1.
" 12	Lowestoft	Reserve life-boat <i>George and Elizabeth Gow</i>	Gave help
" 13	Galway Bay	Conveyed sick woman to Rossaveel, thereby saving her life.	
" 15	Criccieth	Sailing dinghy	Stood by boat.
" 16	Stornoway	M.V. <i>Middlesex Trader</i>	Landed an injured man.
" 17	Humber	Panamanian S.S. <i>Grane Fors</i>	Landed a sick man.
" 17	Newhaven	Bulgarian M.V. <i>Vassilhevsky</i>	Landed a sick man.
" 18	Howth	Boy fallen over cliff	Landed an injured boy.

Date 1963	Station	Casualty	Service
" 18	Wells	Cabin cruiser <i>Seamu</i>	Rescued 2.
" 19	Walton and Frinton	Yacht <i>Lizette</i>	Rescued 1.
" 19	Aberdeen	Reserve life-boat <i>Norman Nasmyth</i>	Gave help.
" 20	Humber	Dowsing lightvessel	Landed a sick man.
" 20	Rhyl	F.V. <i>Welsh Lady</i>	Landed 8 and escorted vessel.
" 20	St. Peter Port	M.V. <i>Registan</i>	Put doctor and pilot on board.
" 22	Torbay	Small motor boat	Gave help.
" 23	Falmouth	Small boat <i>Sunglow</i>	Saved boat and 2.
" 23	Minehead	Cabin cruiser <i>Sea Flight</i>	Gave help.
" 24	Newbiggin	Four cobbles	Escorted 4 cobbles.
" 26	Donaghadee	Speedboat	Saved boat and 2.
" 27	Walton and Frinton	Aux. yacht <i>Vandro</i>	Gave help.
" 27	Longhope	M.F.V. <i>Desire</i>	Recovered wreckage.
" 28	Margate	Yacht <i>Onaway</i>	Saved boat and 3.
" 29	Troon	Sailing dinghy	Saved boat and 3.
" 30	Wick	F.V. <i>Seonaid</i>	Rescued 2.
" 31	Tynemouth	M.V. <i>Charles H. Merz</i>	Stood by vessel.
June 1	Cullercoats	Cabin cruiser <i>Roselen</i>	Saved boat and 1.
" 1	Barrow	Dinghy <i>Aries</i>	Gave help.
" 1	Blackpool	Three youths on rubber dinghy	Saved dinghy and 3.
" 1	Blackpool	Capsized dinghy	Saved boat.
" 1	Holyhead	Sailing boat <i>Fifti-Fifti</i>	Saved boat.
" 2	Mumbles	Converted life-boat <i>Ishbara</i>	Saved boat and 3.
" 2	Barmouth	M.V. <i>Welsh Girl</i>	Saved boat and 22.
" 2	Bembridge	Sloop <i>Nola</i> and yacht <i>Gay Rigg</i>	Saved 2 boats and 8.
" 2	Criccieth	Catamaran <i>Skafe</i>	Gave help.
" 2	Flamborough	Youth fallen over cliff	Recovered body.
" 2	Newhaven	F.V. <i>Silver Wings</i>	Gave help.
" 2	Fleetwood	Boat with outboard motor	Saved outboard motor.
" 2	Hoylake	Red flares	Saved yacht.
" 2	Galway Bay	Conveyed sick patient from Middle Island to Rossaveel.	
" 3	St. Peter Port	Yacht <i>Juffertie</i>	Gave help.
" 3	Fenit	F.V. <i>Inis Arcain</i>	Gave help.
" 4	New Brighton	Four boys marooned by tide	Rescued 4.
" 4	Swanage	French yacht <i>Stellar</i> in tow of F.V. <i>Purbeck Isle</i>	Escorted vessels.
" 7	Porthdinllaen	F.V. <i>Pandora</i>	Saved boat and 1.
" 7	St. Mary's	Motor boat <i>Phantee</i>	Gave help.
" 7	Mallaig	Dinghy	Saved boat and 1.
" 7	Portpatrick	Trawler <i>Winmarleigh</i>	Landed a sick man.
" 9	Barrow	Converted ship's life-boat	Saved boat and 3.
" 9	Clacton	M.V. <i>Viking</i>	Escorted vessel.
" 10	Holyhead	M.V. <i>Vives</i>	Landed a sick man.
" 11	Donaghadee	Rowing boat <i>May</i>	Saved boat.
" 11	Cromer no. 1	Sick man on M.V. <i>Warwickbrook</i>	Took doctor to vessel.
" 12	St. Ives	French F.V. <i>Etoile D'Arvur</i>	Gave help.
" 13	Dover	Panamanian M.V. <i>Carmen</i> in collision with Turkish M.V. <i>Sadikzade</i>	Landed 21.
" 13	Ramsgate	Yacht <i>Angela</i>	Gave help.
" 15	Valentia	Sick keeper on Skelligs Rock light-house	Landed a sick man.
" 15	Dover	Two persons cut off by tide	Rescued 2.
" 17	Campbeltown	Cabin cruiser <i>Cramond Baig</i>	Saved boat and 2.
" 17	Moelfre	Dinghy in tow of motor boat	Escorted boats.
" 18	North Sunderland	F.V. <i>Faithful</i>	Stood by vessel.
" 22	New Brighton	Yacht <i>Therese</i>	Escorted yacht.
" 22	New Brighton	Yachts <i>Wind Rush</i> and <i>Ariel</i>	Escorted <i>Wind Rush</i> and saved <i>Ariel</i> .
" 22	Llandudno	F.V. <i>Christina</i>	Saved boat and 5.
" 23	Rhyl	Cabin cruiser <i>Aurelia</i>	Escorted boat.
" 23	Cullercoats	F.V. <i>Linda Anne</i>	Saved boat and 2.
" 23	Cloughy	Marine harbour tug	Saved boat and 1.

Date 1963	Station	Casualty	Service
" 23	Wicklow	Yacht <i>Widgeon</i>	Saved boat and 2.
" 24	Holyhead	Dinghy	Saved boat and landed 1.
" 24	Clacton	Yacht <i>White Heather</i>	Gave help.
" 25	Penlee	Sick man on Seven Stones light-vessel	Landed a sick man.
" 28	Newbiggin	Two fishing cobles	Escorted cobles.
" 29	Newhaven	Party of twenty-three children cut off by tide	Gave help.
July 1	Ramsgate	Sick man on North Goodwin light-vessel	Landed a sick man.
" 2	Rhyl	M.F.V. <i>Boy Bryn</i>	Gave help.
" 2	Great Yarmouth and Gorleston	Pleasure boat <i>Eastern Princess</i>	Landed 112.
" 5	Whitby	M.F.V. <i>Wakeful</i>	Gave help.
" 7	Plymouth	F.V. <i>Evelyn Kirk</i>	Escorted boat.
" 8	Boulmer	Cabin cruiser <i>Renown</i>	Saved boat and 6.
" 8	Beaumaris	The <i>Frank and William Oates</i> life-boat	Gave help.
" 10	Shoreham	F.V. <i>Volunteer</i>	Gave help.
" 10	Barra Island	Conveyed doctor and injured patient to South Uist.	
" 10	Bembridge	F.V. <i>Twilight</i>	Gave help.
" 13	Selsey	Yacht <i>Tear-Away</i>	Saved boat and 3.
" 13	Salcombe	Naval cutter	Gave help.
" 13	Walmer	Two persons cut off by tide	Rescued 2.
" 13	Shoreham	Speed boat capsized	Gave help.
" 14	Great Yarmouth and Gorleston	Liberian S.S. <i>Archandros</i>	Landed sick man thereby saving his life.
" 14	Great Yarmouth and Gorleston	Finnish S.S. <i>Salomo</i>	Landed sick man thereby saving his life.
" 14	Howth	Whaler	Saved boat and 2.
" 14	Moelfre	Yacht <i>Lady Irene</i>	Gave help.
" 14	Scarborough	Helicopter	Stood by.
" 15	Dover	Motor cruiser <i>Nicola</i>	Gave help.
" 15	Wells	Catamaran from Brancaster	Landed 3.
" 16	Coverack	Motor boat <i>Jean</i>	Saved boat and 2.
" 16	Ramsgate	Yacht	Saved boat and 3.
" 19	New Quay	Rowing boat <i>Gwylan II</i>	Saved boat and 3.
" 20	North Sunderland	Trawler <i>Arka</i>	Stood by vessel.
" 20	Port Erin	Rowing boat	Saved boat and 4.
" 21	Hastings	Motor launch <i>Sea Clown</i>	Gave help.
" 21	Peel	Rowing boat	Saved boat and 2.
" 21	Donaghadee	Motor boat <i>Violet</i>	Gave help.
" 22	Troon	Cabin cruiser <i>Beaver</i>	Escorted boat.
" 22	Ramsgate	Yachts <i>Orsidi</i> and <i>Cap Lizard</i>	Gave help.
" 26	New Brighton	Coaster <i>Cristo</i>	Stood by vessel.
" 26	Fowey	Motor cruiser <i>Debbie G.</i>	Saved boat and 3.
" 26	Margate	Cabin cruiser <i>Inanda</i>	Escorted boat.
" 28	Yarmouth	Yacht <i>Maureen Grace</i>	Recovered wreckage.
" 28	Hastings	Sailing dinghy <i>Sheena</i>	Saved boat and 1.
" 28	Lowestoft	1. Bather 2. Yacht	1. Rescued 1. 2. Gave help.
" 29	Longhope	Fishing yawl in tow of motor boat	Escorted boats.
" 29	Lowestoft	F.V. <i>Dolly Graham</i>	Saved boat and 2.
" 30	Coverack	F.V. <i>Bessey III</i>	Gave help.
" 30	Stornoway	M.V. <i>Notts Forest</i>	Landed a sick man.
" 31	Anstruther	Womans body.	Landed a body.
Aug. 3	Appledore	Motor boat <i>Belgica</i>	Escorted boat.
" 3	Selsey	Yacht <i>Bolero</i>	Gave help.
" 5	New Brighton	F.V. <i>Phoenician</i>	Gave help.
" 5	Criccieth	Bather	Recovered body.
" 5	Hastings	Motor boat <i>Britanian</i>	Gave help.
" 5	Llandudno	Motor launch towing cruiser	Escorted boats and gave help.
" 5	St. Ives	Man fallen over cliff	Stood by.
" 7	Weymouth	Dutch M.V. <i>Zundrecht</i> with four survivors from M.Y. <i>Colley</i>	Landed 4.

Date 1963	Station	Casualty	Service
" 7	Torbay	F.V. <i>Torquay Star</i>	Gave help
" 8	St. Peter Port ..	Sick man on yacht <i>Robbe</i>	Landed sick man.
" 8	Weston-super-Mare	Motor boat <i>Osprey</i>	Saved boat and 2.
" 8	Ballycotton	Launch <i>Bonnie Lass</i>	Gave help.
" 10	Lowestoft	Yacht <i>The Fly</i> in tow of launch	Escorted boats.
" 10	Valentia	F.V. <i>Rosailither</i>	Saved boat and 5.
" 10	Howth	<i>Trimaran</i>	Saved boat.
" 11	Mumbles	Catamaran	Escorted boat.
" 11	Newcastle	Outboard motor boat	Saved boat and 2.
" 11	Newhaven	Yacht <i>Cameo</i>	Saved boat and 2.
" 12	Tenby	Motor launch <i>Gay Venture</i>	Saved boat.
" 12	Howth	Sailing dinghy	Gave help.
" 12	Ballycotton	Fishing boat	Landed body.
" 12	Longhope	Sick man	Conveyed to Scapa Pier.
" 13	Wick	German trawler <i>Hansaet</i>	Landed injured man.
" 15	Sheringham	Cabin cruiser <i>Buccaneer</i>	Saved boat and 3.
" 15	Galway Bay	Sick woman on Inishmaan Isle..	Brought sick woman to mainland thereby sav- ing her life.
" 16	Great Yarmouth and Gorleston	Pleasure boat <i>Scroby Queen</i>	Gave help.
" 16	New Brighton	Catamaran <i>Spindrift</i>	Saved boat and 3.
" 16	Holyhead	Dutch M.V. <i>Hilda</i>	Gave help.
" 16	Wicklow	1. Yacht <i>Gay Gull</i>	Saved boat and 2.
		2. Fishing vessel	Stood by boat.
" 17	Salcombe	Yacht <i>Thuella</i>	Saved boat.
" 17	Whitby	Aux. Yacht <i>Marika II</i>	Escorted boat.
" 17	Rhyl	Yacht <i>Fifi</i>	Saved boat and 2.
" 18	Falmouth	1. Capsized yacht	Landed 3.
		2. Rowing boat	Saved boat and 3.
" 18	Humber	Yacht <i>Italdo</i>	Saved boat and 3.
" 18	Selsey	Dinghy	Landed 5.
" 18	Teesmouth	F.V. <i>Dolphin</i> in tow of Pilot cutter	Escorted boats.
" 18	Wicklow	Injured man on tanker <i>Esso Guild-</i> <i>ford</i> of London	Landed injured man.
" 18	Weymouth	M.Y. <i>Dolce Vita</i>	Gave help.
" 19	Hastings	Yacht <i>Black Pearl</i>	Gave help.
" 20	Llandudno	Small yacht	Gave help.
" 20	Berwick-upon-Tweed	16 foot open boat	Saved boat and 2.
" 21	Penlee	American troopship <i>Upshus</i>	Landed a sick man.
" 21	Sheringham	Yacht <i>Mona</i>	Saved boat and 2.
" 22	Youghal	Dinghy	Saved boat and 2.
" 22	Caister	Belgian trawler <i>Ixous</i>	Gave help.
" 22	St. Peter Port	Yacht <i>Theodore</i> in tow of yacht <i>Rona</i>	Escorted boats.
" 23	Moelfre	Dinghy	Saved boat and 1.
		Canoe	Saved boat and 1.
" 23	Barry Dock	Canoes	Gave help.
" 24	Wicklow	Yacht <i>Rogue</i>	Gave help.
" 24	Walton and Frinton	Yacht <i>Even Lode</i>	Gave help.
" 24	New Brighton	Bar lightvessel	Landed body.
" 24	Swanage	Dinghy	Saved boat.
" 24	St. Abbs	Two capsized dinghies	Saved boat.
" 25	Beaumaris	M.F.V. <i>Phoenix</i>	Saved boat and 5.
" 25	Bembridge	Aux. cutter <i>Tringa</i>	Saved boat and 4.
" 25	Walton and Frinton	Yacht <i>Estella</i>	Saved boat and 4.
" 25	Clacton-on-Sea	Six dinghies	Gave help.
" 25	Margate	Motor launch <i>Midnight</i>	Saved boat and 11.
" 26	Beaumaris	Yacht <i>Galata</i>	Saved boat.
" 26	Yarmouth	Yacht <i>Lulu</i>	Gave help.
" 27	Bembridge	Two capsized dinghies	Gave help.
" 28	Campbeltown	M.F.V. <i>Dauntless</i>	Gave help.
" 28	Poole	Cabin cruiser <i>Sharina</i>	Saved boat and landed 6.
" 29	Selsey	M.Y. <i>Crackerjack</i>	Gave help.
" 30	Galway Bay	1. Motor launch <i>St. Patrick</i>	1. Gave help.
		2. Dredger <i>Teardach</i>	2. Gave help.

Date 1963	Station	Casualty	Service
" 30	Arbroath ..	1. Five fishing boats .. 2. Fishing boat ..	Escorted boats. Escorted boat.
" 30	Arranmore ..	Conveyed priest to sick man on Tory Island.	
" 30	Bridlington ..	F.V. <i>Dorothy</i> ..	Gave help.
" 31	Redcar ..	Dutch trawler <i>Maas</i> ..	Stood by vessel.
Sept. 1	Clovelly ..	Helicopter ..	Stood by.
" 1	Fleetwood ..	F.V. <i>Eleanora</i> ..	Gave help.
" 1	Poole ..	Cabin cruiser ..	Landed 3.
" 1	Walton and Frinton ..	Motor boat ..	Saved boat and 2.
" 3	Dunbar ..	M.F.V. <i>Yvonne Risager</i> ..	Gave help.
" 3	Hastings ..	Yacht <i>Sea King</i> ..	Gave help.
" 3	Valentia ..	M.V. <i>Holmfield</i> ..	Gave help.
" 4	Margate ..	Yacht <i>Freya</i> ..	Gave help.
" 5	Ramsgate ..	Yacht <i>Salopia</i> ..	Gave help.
" 6	Peterhead ..	Belgian trawler <i>Rachael Gabriel</i> ..	Gave help.
" 7	Llandudno ..	Three yachts ..	Saved 1 boat and gave help to another 2.
" 7	Dover ..	Dutch scoot <i>BY109</i> ..	Gave help.
" 8	Clacton-on-Sea ..	Yacht <i>Dauneen</i> ..	Gave help.
" 9	Skegness ..	Two dinghies ..	Saved 2 boats and 3.
" 10	St. Peter Port ..	Brought sick baby from Sark to St. Peter Port.	
" 10	Walmer ..	Turkish S.S. <i>M. Bingul</i> ..	Stood by vessel.
" 11	Port Erin ..	Woman and dog stranded on cliff	Rescued 1 and a dog.
" 11	Islay ..	M.V. <i>Loch Dunvegan</i> ..	Escorted vessel.
" 13	Sennen Cove ..	M.V. <i>Alacrity</i> ..	Gave help and stood by vessel.
" 14	Fleetwood ..	Yacht <i>Tanera</i> ..	Landed 2.
" 14	Mallaig ..	People stranded on cliffs ..	Rescued 7.
" 15	Moelfre ..	F.V. in tow of motor launch	Escorted boats.
" 16	Stronsay ..	M.F.V. <i>Aberdeen City</i> ..	Rescued 13.
" 16	Mallaig ..	Sick man on Isle of Rhum	Brought sick man to mainland.
" 18	Boulmer ..	M.F.V. <i>Morning Star</i> ..	Landed an injured man.
" 18	Weymouth ..	Yacht <i>Calypso U.</i> ..	Gave help.
" 18	Yarmouth ..	Two boys stranded on cliff	Rescued 2.
" 19	Hastings. ..	Capsized dinghy ..	Saved boat and landed a body.
" 19	Stromness ..	M.V. <i>Donside</i> ..	Gave help.
" 19	Stornoway ..	Trawler <i>Hawfinch</i> ..	Stood by and gave help.
" 22	Hartlepool ..	Speed boat ..	Saved boat.
" 24	Clacton-on-Sea ..	Polish yacht <i>Jan Z. Kolna</i> ..	Stood by yacht.
" 24	Ramsgate ..	Yacht <i>Argent</i> ..	Saved boat and 1.
" 26	Barra Island ..	Yacht <i>Ocean Wave</i> ..	Saved boat and 3.
" 26	Yarmouth, Isle of Wight ..	Dutch M.V. <i>Cascade</i> ..	Gave help.
" 26	Wick ..	Panamanian M.V. <i>Eastport</i> ..	Escorted vessel.
" 27	Dungeness ..	Dutch M.V. <i>Helvetia S.</i> ..	Landed an injured man.
" 29	Donaghadee ..	Dinghy <i>Wren</i> ..	Escorted boat.
" 29	Howth ..	Four men stranded on Ireland's Eye Rocks ..	Saved boat and 4.
" 29	Shoreham Harbour ..	Motor boat <i>Jason</i> ..	Gave help.
" 29	Tynemouth ..	Two rowing boats, three motor boats ..	Escorted 4 boats, saved 1 boat and rescued 2.
" 29	Dover ..	Auxiliary yacht <i>Venus</i> ..	Saved boat and 4.
Oct. 1	Tron ..	Motor boat <i>Corsair</i> ..	Saved boat and 3.
" 4	Lytham-St. Annes ..	Pilot cutter <i>St. Margaret</i> ..	Gave help.
" 4	Galway Bay ..	Conveyed injured man from Kilronan to Galway Docks.	
" 6	Ramsgate ..	Motor boat <i>Jodon</i> ..	Gave help.
" 6	Baltimore ..	S.S. <i>Oranmore</i> ..	Landed a body.
" 6	St. Mary's ..	French trawler <i>Ketty-et-Michou</i> ..	Put pilot and doctor on board.
" 7	Ballycotton ..	Thirteen Dutch trawlers ..	Gave help.
" 8	St. Peter Port ..	Brought injured woman from Brechou Island.	
" 8	Humber ..	S.S. <i>Baron Berwick</i> ..	Landed a sick man.

Date	Station	Casualty	Service
1963			
" 8	Scarborough	Spanish S.S. <i>Uribitarte</i>	Landed a sick man.
" 9	Margate	Trawler <i>Inchworm</i>	Gave help.
" 9	Newhaven	Tanker <i>Stove Pet</i>	Landed an injured man.
" 11	Lowestoft	Yacht <i>Leila</i>	Gave help.
" 12	Penlee	American S.S. <i>American Merchant</i>	Landed a sick man.
" 13	Dun Laoghaire	Motor boats <i>Pacheco</i> and <i>Maria</i>	Saved 2 boats and 5.
" 13	Swanage	Man fallen over cliff	Landed a body.
" 13	Filey	M.V. <i>Silver Star</i>	Saved boat and 3.
" 14	Tenby	Trawler <i>Morning Star</i>	Saved boat and 3.
" 14	Galway Bay	Appendicitis case	Took patient to mainland.
" 15	Dungeness	F.V. <i>Tequila</i>	Gave help.
" 15	Humber	Ex-naval pinnacle	Saved boat and 1.
" 15	Aldeburgh	F.V. <i>Guiding Light</i>	Escorted boat.
" 16	Caister	F.V. <i>Endeavour III</i>	Saved boat and 2.
" 16	North Sunderland ..	F.V. <i>Ocean Gain</i>	Stood by vessel.
" 16	Great Yarmouth and Gorleston	Longshore boat <i>Margaret</i>	Saved boat and 2.
" 18	New Brighton	Fishing vessel in tow of another fishing vessel	Stood by boats.
" 18	St. David's	Motor boat	Rescued 2.
" 19	Hoylake	Yacht <i>Spindrift II</i>	Gave help.
" 19	Aldeburgh	Cabin cruiser <i>Judith Margaret</i> ..	Gave help.
" 19	Great Yarmouth and Gorleston	Small boat	Saved boat and 1.
" 20	Eastbourne	F.V. <i>Leslie</i>	Saved boat and 2.
" 21	Great Yarmouth and Gorleston	Longshore boat	Gave help.
" 23	Porthdinllaen	M.V. <i>St. Trillo</i>	Stood by and escorted boat.
" 23	Penlee	Spanish M.V. <i>Juan Ferrer</i>	Landed a body and res- cued 1.
" 25	Wicklow	Motor launch <i>Christine</i>	Saved boat and 4.
" 27	Clacton	Motor cruiser <i>Gay Bet</i>	Gave help.
" 27	Youghal	French trawler <i>Fée des Ondes</i> ..	Rescued 4.
" 27	Helvick Head	French trawler <i>Fée des Ondes</i> ..	Gave help.
" 29	Filey	Party of children cut off by tide ..	Gave help.
" 30	Filey	F.V. <i>Pilot Me</i>	Escorted boat.
" 31	Fleetwood	M.V. <i>Peter Leigh</i> in tow of M.V. <i>Pointsman</i>	Escorted boats.
Nov. 3	Galway Bay	Conveyed sick person from Inishmaan to mainland.	
" 4	Bridlington	Ten M.F.V.s and two R.A.F. pinnaces	Escorted 12 boats.
" 4	Filey	Four fishing cobbles	Escorted 3 boats and gave help to 1.
" 4	Troon	Flashing light on Lady Isle	Brought 3 persons to mainland.
" 4	Flamborough	Fishing coble <i>Provider</i>	Escorted boat.
" 4	Kilmore	Landed sick seaman from Conningbeg lightvessel.	
" 5	Humber	Dutch M.V. <i>Fokke de Jong</i>	Landed sick man.
" 5	Walton and Frinton ..	Raft <i>Walken Dick</i>	Gave help.
" 8	Galway Bay	Conveyed doctor to Inishere Island.	
" 9	Thurso	M.F.V. <i>Border King</i>	Gave help.
" 10	New Brighton	Capsized dinghy	Saved boat and 2.
" 10	Bridlington	M.F.V. <i>Eileen</i>	Escorted boat.
" 10	Scarborough	F.V. <i>Premier</i>	Saved boat and 2.
" 10	Mallaig	M.F.V. <i>Famous II</i>	Gave help.
" 12	New Brighton	Tanker <i>Helen</i>	Escorted vessel.
" 12	Humber	Motor boat <i>Faralone</i>	Saved boat and 2.
" 16	Padstow	Dutch F.V. <i>Dawn</i>	Escorted boat.
" 17	Clacton	M.V. <i>Heiloo</i>	Stood by.
" 17	Yarmouth	F.V. <i>Adventure</i>	Escorted boat.
" 17	Ramsgate	Motor boat <i>Patricia</i>	Rescued 3.
" 17	Ramsgate	Three motor boats and a rowing boat	Escorted 4 boats.
" 17	Cullercoats	Motor cruiser	Saved boat and 2.

Date 1963	Station	Casualty	Service
" 18	Filey	Twelve fishing cobles	Escorted boats.
" 18	Mumbles	1. Dutch M.V. <i>Kilo</i>	Gave help and rescued 10.
		2. Tenby life-boat	Escorted boat.
" 18	Ramsgate	German M.V. <i>Dorothea Weber</i>	Escorted vessel.
" 19	Walmer	F.V. <i>Kirby</i>	Saved boat and 3.
" 20	Whitby	Seven fishing vessels	Escorted boats.
" 21	Wells	Four sprat boats	Escorted boats.
" 23	Dungeness	Motor boat <i>King John</i>	Gave help.
" 24	Aberdeen	Trawler <i>Aston Villa</i>	Escorted boat.
" 24	Margate	Dinghy <i>Corgi II</i>	Saved boat and 3.
" 26	St. Ives	M.V. <i>Arthur Albright</i>	Landed sick man.
" 26	Whitby	M.V. <i>Eminence</i>	Landed a sick man there- by saving his life.
" 27	St. Peter Port	Aux. cutter <i>Teazer</i>	Gave help.
" 30	Lerwick	M.F.V. <i>Sleandour</i>	Took doctor to M.F.V.
Dec. 1	Thurso	M.F.V. <i>Village Maid</i>	Landed 3.
" 2	Scarborough	F.V. <i>Florence</i>	Escorted boat.
" 3	Galway Bay	Conveyed sick patient to mainland.	
" 4	Aith	M.F.V. <i>Prolific</i>	Stood by vessel.
" 5	Shoreham	M.V. <i>Sand Runner</i>	Gave help.
" 8	Islay	Trawler <i>Margaret Wicks</i>	Gave help.
" 11	Galway Bay	Conveyed two sick patients to mainland.	
" 11	Scarborough	Trawler <i>Arctic Cavalier</i>	Landed a sick man.
" 13	Caister	Trawler <i>Loch Lorgan</i>	Rescued 7.
" 13	Great Yarmouth and Gorleston	Trawler <i>Loch Lorgan</i>	Gave help.
" 14	St. Mary's	Yacht <i>Searigs</i>	Gave help.
" 14	Exmouth	M.F.V. <i>Nil Desperandum</i>	Gave help.
" 15	Appledore	M.V. <i>Whitehaven</i>	Landed an injured man.
" 15	Great Yarmouth and Gorleston	Trawler <i>Loch Lorgan</i>	Stood by.
" 16	Great Yarmouth and Gorleston	Trawler <i>Loch Lorgan</i>	Stood by.
" 17	Barra Island	Conveyed sick child to South Uist.	
" 18	Thurso	Lobster boat <i>Delightful</i>	Saved boat and 2.
" 19	Fraserburgh	Seven fishing boats	Escorted boats.
" 19	Ramsgate	Motor cruiser <i>Varina</i>	Saved boat and 4.
" 20	Holyhead	American M.V. <i>American Builder</i> with crew of French trawler <i>Francoise Delille</i>	Landed 8.
" 20	Wick	Tanker <i>Hima</i>	Landed a sick man.
" 21	Valentia	M.V. <i>Wellpark</i>	Landed an injured man, thereby saving his life.
" 23	Cromer no. 1	M.F.V. <i>Four Brothers</i>	Gave help.
" 28	Galway Bay	Conveyed maternity case to mainland.	
" 29	Galway Bay	Conveyed doctor to Inishmaan and Inishere Islands.	

PHOTOGRAPHIC COMPETITION

THE photographic competition announced in the December, 1962, LIFE-BOAT has not been as successful as in previous years and it has been decided to extend the period to the 31st October, 1964.

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

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

£10 for the best black and white photograph.

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