

# THE LIFE-BOAT

## The Journal of the Royal National Life-boat Institution

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### Notes of the Quarter

THE total number of launches by life-boats on service in 1960 was 714, the lives of 367 people being saved thereby. The number of launches was appreciably less than in 1959, which had been a truly remarkable year, with a record number of launches for any one year in time of peace. Nevertheless, it is a remarkable fact that last year's figure of 714 was nearly 300 more than the average number of launches in the last five years of peace before the last war. It was also higher than the average number of launches during the war years. These facts give some impression of the tremendous increase in the number of calls made on life-boat crews in the post-war era, an increase which is necessarily reflected in the annual cost of maintaining the service.

Both the services by life-boats for which medals for gallantry were awarded in 1960 took place off the coast of Ireland. Accounts of these services appear on pages 3 and 5. In 1959 it was a Welsh life-boat station which had the distinction of the award of a gold medal, and members of both English and Scottish life-boat crews won silver and bronze medals.

#### BALANCE OF PAYMENTS AND RECEIPTS

For the second year running the Institution's payments exceeded its receipts in 1960. The gap between the two was happily narrowed, and compared with the deficit of £27,753 in 1959, the deficit was only £11,615. This narrowing of the gap in spite of increased expenditure can be attributed largely to the remarkable efforts of the branches and ladies' life-boat guilds, who raised more than £50,000 more in 1960 than they had done the year before. There were also two substantial individual gifts from Scotland, which were particularly welcome. Nevertheless, the Institution, whose total reserves would

not in themselves provide enough for two years' running of the service, must necessarily regard any deficit as a serious matter.

#### SHORE-BOAT RESCUES

On pages 6 and 7 accounts appear of rescues carried out by men who are not members of life-boat crews. One took place off the east coast of Scotland, where three men effected a rescue from a capsized whaler. Each of them was accorded the thanks of the Institution inscribed on vellum. Off the west coast of England a remarkable act of gallantry on the part of two men, who carried out a rescue after two tankers had collided and caught fire, has been recognised by the Institution by the award of two silver medals for gallantry.

The provision of life-boats and the maintenance of a life-boat service are, of course, the principal concerns of the Royal National Life-boat Institution, but since its inception it has also accepted as one of its very important tasks the encouragement and rewarding of rescues by boats of different kinds putting out from the shore. The Institution's charter indeed specifies that "the Committee of Management of the said Institution shall have power to grant pecuniary rewards not only to the persons who man the life-boats or otherwise assist in saving life from shipwreck but also to persons who use a life-boat or any other boat for the purpose of rescuing the lives of those in danger from any cause on or near the coasts of the British Islands and Ireland or otherwise assist towards the same ends and of conferring any medals or other honorary awards for distinguished gallantry in such services."

The most famous of all shore-boat services was, of course, that by Grace Darling and her father in 1838, but since then there have been innumerable cases of recognition by the Institution

of such acts of gallantry. Clearly the Institution can carry out this part of its task only if information is brought to the notice of the Committee of Management by all those who have first-hand knowledge of shore-boat rescues.

#### A NEW VOLUME

With the March 1961 number of the *Life-boat* a new volume of the journal opens. This is the 36th volume to appear. The journal was first published in 1852, at a time when, following the acceptance by the fourth Duke of Northumberland of the post of President and the appointment of a new and able Secretary named Richard Lewis, strenuous efforts were made to revive public interest in the work of the life-boat service, an interest which had for some time been flagging. The original plan was to publish the journal "monthly, or occasionally as circum-

stances may seem to point out." In the first editorial it was stated: "Many an act of gallantry and heroism, we believe, is only noticed in the local papers published near the place at which it may have occurred, instead of being made known, as it deserves to be, all round the coast, as an example and encouragement to others "to go and do likewise.""

Other tasks which the first editor of the journal set himself were to report examples of successful use of the line-throwing mortar developed by Captain Manby and of the rockets of Carte and Dennett; the publishing of a register of wrecks; and the encouragement of correspondence. On the subject of correspondence it was stated:—"Much valuable information will probably be received in this manner which can thus be circulated to all our life-boat stations, and at once be turned to account if found useful."

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### Portrait on the Cover

THE portrait on the cover is of Coxswain Roland Moore of Barrow. He was appointed second coxswain in 1941 and after a break for war service became coxswain in 1947. In 1958 he was awarded the bronze medal for gallantry for a service in which the Barrow life-boat took a sick man off a lightvessel in exceptionally bad conditions with a

wind of nearly hurricane force blowing. In 1952 he was accorded the thanks of the Institution inscribed on vellum for a service to the yacht *Faithful* on the 13th of July, 1952, when three lives were rescued. Since he became coxswain Barrow life-boats have been launched 73 times on service and have rescued 31 lives.

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## THE LIFE-BOAT FLEET

152 Life-boats

### LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 31st December, 1960 - - 82,944

## 14 Men Rescued from Greek Motor Vessel

At 2.40 on the morning of the 22nd of October, 1960, the coastguard informed the honorary secretary of the Portrush, Co. Antrim, life-boat station, Mr. W. R. Knox, that the Greek motor vessel *Argo Delos* of Piraeus, a ship of 10,392 gross registered tons, was ashore on Inishtrahull Island, which lies some 24 miles from Portrush.

A fresh breeze was blowing from the south-east and there was a moderate to rough sea. The weather was overcast, and conditions were clearly deteriorating. It was two hours after low water when the Portrush life-boat *Lady Scott* (Civil Service No. 4), which is one of the 46-foot 9-inches Watson type, was launched at 3.5. Coxswain Samuel Cunningham set a course to the north-west, and at 5.58, when the life-boat was within three miles of the wreck, contact was made with H.M.S. *Leopard*, which was standing by.

### Stern Firmly Aground

About 7.15, at first light, Coxswain Cunningham approached the *Argo Delos*, which was heading north-north-west with her stern firmly aground on Torbeg islet, which is one mile north-by-east of Inishtrahull Island lighthouse. Her fore end was fast on a rock, but her midship section was not aground. Her rudder was clear of the water and the sea was breaking heavily around her bow, the broken water extending aft for about one-third of the vessel's length. The wind had now backed to the north-east and increased to near gale force. The tide was running to the eastward.

Before deciding how to take the crew off Coxswain Cunningham made a reconnaissance on the port side of the casualty, which seemed to provide a good lee. But there was little clear water and a three-knot tide was swirling underneath the midship section of the vessel to the eastward. The coxswain therefore decided that he would have to approach the vessel from the starboard or weather side.

### Could Not Speak English

Nobody on board the *Argo Delos* appeared to speak English, and there

was some difficulty in explaining to the crew of the casualty that a jumping ladder would have to be placed at the fore end of the after-deck. A ladder was put into position at 8.15, but to make sure of the best method of taking off the crew, Coxswain Cunningham took the precaution of making three dummy runs.

He had already informed the captain of H.M.S. *Leopard* of his intention, and the captain had agreed that the chances of a successful rescue by life-boat were greater than those of a rescue by helicopter at that time. However, a naval party with portable radio-telephone equipment was landed on the fo'c'sle of the *Argo Delos* at 9.18 by helicopter, for because of internal flooding the vessel now had no electric power and it was important to maintain communication between her and H.M.S. *Leopard*. Because of the conditions of the weather and the sea alongside the vessel the life-boat crew were not, in fact, aware that the party had been landed by helicopter, nor did the naval party know what the life-boat was attempting.

### Ropes Soon Parted

It was at 8.15 that Coxswain Cunningham made his first run in with the object of taking off members of the Greek vessel's crew. Two boat ropes which had been rigged on either side of the jumping ladder were passed to the life-boat, but they soon parted and the life-boat had to leave the vessel without taking anyone off during this first run in. There was a very confused, short sea, and the life-boat was now rising and falling fifteen feet alongside the casualty.

About nine o'clock, when new and longer ropes had been rigged, Coxswain Cunningham made his second attempt to take off the crew. This time three or four men jumped, but the second man mistimed his jump and fell into the sea between the life-boat and the side of the *Argo Delos*. He was quickly hauled on board, and although his elbow was damaged, he was not seriously hurt.

### Covered in Oily Spray

In bringing the life-boat alongside, Coxswain Cunningham, in order to keep clear of the rocks at the stern of the ship, had to approach bow on, turning under full starboard helm when he was within a few feet of the ship's side. As he came alongside, the port engine was manoeuvred to keep the life-boat within jumping distance of the ladder.

Each survivor came some way down the ladder and when instructed by the coxswain jumped backwards from it into the arms of two members of the life-boat crew. While this was being done the stern rope parted four times and the head rope six times, and as a result Coxswain Cunningham had to manoeuvre the life-boat away from the ship's side on three occasions.

In the course of an hour and three-quarters the life-boat took off fourteen men. During the operation she became covered in oily spray caused by oil fuel leaking from the damaged hull of the *Argo Delos*. This made the deck of the life-boat so slippery that it was hardly possible to stand on it. Seas were breaking over the hull of the Greek vessel, which was pounding badly and flooding rapidly.

### Severe Glancing Blows

While the rescue was being carried out the life-boat received a number of severe glancing blows from the side of the vessel, which carried away the bow pudding and damaged the stem head fairlead and the fender on the port bow. After a number of lines had parted, a composite rope with a wire heart was passed to the life-boat, as this was now the only securing rope available. The first time the life-boat dropped into the trough of the sea, when using this rope, her weight on it severely jerked the forward bollard, and a section of the fore-end planking lifted slightly, two deck beams being damaged. About the same time a rope fouled the port propeller, and this made further manoeuvring of the life-boat alongside the vessel impossible.

The lifeboat therefore transferred the fourteen rescued seamen to H.M.S.

*Leopard*. The coxswain made for the lee of Tor Mor Rock, west of Inishtrahull, where the propeller was cleared. She then stood by while fifteen of the crew of the *Argo Delos* were taken off by helicopter and landed on board H.M.S. *Leopard*. The master and three more of his crew were taken off by helicopter during the next two days.

### Fourteen Hours on Service

The life-boat finally left the scene about noon and set course for Portrush at reduced speed, arriving at 5.20 in the evening after being out on service for more than fourteen hours. The *Argo Delos* became a total wreck.

In his report, the captain of H.M.S. *Leopard* wrote:

"The first survivors left the *Argo Delos* and were embarked by the Portrush life-boat under the most difficult and dangerous conditions. The handling, skill and bravery of the crew of this life-boat were of the highest order and earned the admiration of all on board *Leopard*."

The whole life-boat crew were presented with engraved silver tankards by the captain, officers and ship's company of H.M.S. *Leopard*. Both the Senior Naval Officer (Northern Ireland) and the Commander-in-Chief, Plymouth, also wrote to the Institution to congratulate Coxswain Cunningham and his crew.

### Two Medals Awarded

For this service the silver medal for gallantry was awarded to Coxswain Samuel Cunningham.

The bronze medal for gallantry was awarded to Second Coxswain Robert McMullan, of whom Coxswain Cunningham wrote:—"He did not leave the oil-covered and slippery fore-deck during the whole operation, except when I asked his advice, or told him what I proposed to do."

The thanks of the Institution inscribed on vellum were accorded to the other five members of the crew: Mechanic G. Chambers; Assistant Mechanic K. McMullan; Bowman James Stewart; Crew-members J. King and R. McKay.

### Third Bronze Medal for Irish Coxswain

At 6.20 on the evening of the 4th of October, 1960, the honorary secretary of the Dunmore East, Co. Waterford, life-boat station, Mr. A. Westcott-Pitt, learnt from the coxswain, Patrick Power, that two barges, which had been sheltering in Dunmore, had sailed. The weather was growing worse, and the coxswain was of the opinion that the help of the life-boat would probably be needed. At that time the weather was still fine and there was not more than a fresh breeze blowing, its direction being east-by-south, but an imminent gale was forecast. A heavy ground sea was coming in from the south-south-east. It was shortly after high water, and off Dunmore the ebb tide from the river was setting along the shore to the south-west.

The Dunmore East life-boat *Annie Blanche Smith*, which is one of the 46-foot Watson type, left her moorings at 6.30. A number of those on board were not regular members of the crew. Soon after the life-boat passed the lighthouse on the pierhead flares were seen to the north-east of the harbour. After the life-boat had gone half a mile Coxswain Power recognised the vessel in distress as one of the two barges which had been sheltering.

#### Engine out of Action

The barge's engine was out of action, and she was lying across the wind, parallel to the shore and very near the rocks. The low-lying Wexford coast, some two and a-half miles across the bay on the eastern bank of the Waterford river, offered little lee, and the seas were about six feet high. The barge, which was light, was drawing 18 inches forward and 30 inches aft, and by this time she had drifted into about eight feet of water.

The barge was being rapidly driven ashore inside the Laweesh Rock by the wind and ebb tide, and if she came inside the rock, Coxswain Power knew it would be impossible for him to bring the life-boat alongside her. He therefore decided his only chance of taking off the one man who was on board the barge was to put the bow of the life-

boat into the barge amidships before the barge grounded and broke up.

With the sea astern and the wind on the starboard quarter, he had some difficulty in manoeuvring the life-boat for the run in. At the third attempt he succeeded. Guided by the searchlight and with one man stationed on either side of the stem head standing outside the guard chains, he approached the barge. As soon as the man on board came within reach, he was hauled over the bow of the life-boat.

#### Barge Crashed Against Her

The barge had a freeboard of two feet six inches and no guard rails of any sort. The man on board had only the tiller to hold on to. As the life-boat approached, the barge, which was labouring heavily in the backwash, crashed against her and some damage was done to the stem of the life-boat and to the fender on the starboard side. But Coxswain Power succeeded in bringing the life-boat out astern. The time was then 6.45.

The second barge, which had no engine and had originally been in tow of the first barge, had been cut adrift when the man who was later rescued had realised that he could not make the shelter of the Wexford coast. Because she had 40 tons of ballast she had not drifted at the same rate as the barge with the man on board, and Coxswain Power was able to put two men on board the drifting barge and take her into Dunmore.

The life-boat returned to her station at 8.45. The necessary repairs were carried out without delay.

#### Second Clasp to Medal

For this service a second clasp to his bronze medal for gallantry was awarded to Coxswain Patrick Power. Medal service certificates were granted to the other members of the crew: Acting Second Coxswain Maurice Power; Acting Mechanic John Power; the honorary secretary, Mr. A. Westcott Pitt, who acted as assistant mechanic; and members of the crew, Jeff Power, Edward Power, C. H. Hassell and M. Westcott-Pitt.

Coxswain Power was awarded his first bronze medal for the rescue of the crew of seven of the motor trawler *Ibis* on the 28th of February, 1941, when he had to bring the life-boat five times alongside a trawler, which was sheering

violently and surrounded by rocks, before the trawler's crew could be taken off. The first clasp to his bronze medal was awarded for the rescue of the crew of five of the fishing boat *St. Declan* on the night of the 14th of December, 1950.

## Rescue after Two Tankers Collide

AT 10.20 on the night of the 25th of October, 1960, two coastal tankers collided near the entrance to the dock at Sharpness on the River Severn. One was the *Arkendale*, which was loaded with 206 tons of diesel oil. The other was the *Wastdale*, which was carrying 340 tons of petrol. Each vessel had a crew of four, and both were bound for the Gloucester-Sharpness Canal. The weather was calm at the time, but there were thick fog patches, and visibility ranged from nil to only about a hundred yards. It was nearly an hour before high water.

The two tankers were locked together by the collision, and they drifted upstream before the last of the flood tide. They struck one of the piles of the Severn railway bridge, causing two arches to collapse, and they were then locked by a length of railway line, which fell across them. Fire broke out on board both vessels, and shortly afterwards they grounded on the Gloucestershire side upstream of the railway bridge. Fuel leaked from the tankers, and fire quickly spread on the river.

### Violent Explosion Heard

Another tanker had berthed at Sharpness, and her master, Mr. Thomas Carter, on hearing a violent explosion from the direction of the river, immediately went ashore to look for a dinghy in the hope of picking up survivors. Shouts for help had been heard at Purton, and Mr. John Shipp left Purton for Sharpness to see whether he could help. He met Mr. Carter, and it was agreed that Mr. Shipp should go back for a lorry. Meanwhile Mr. Carter commandeered a 12-foot clinker-built dinghy, which had to be lifted nine feet from the canal. He took some oars and an Aldis lamp from his own tanker,

and these, together with the dinghy, were loaded on to the lorry which Mr. Shipp had procured and taken to Purton.

Mr. Charles Henderson, a carpenter from Glasgow, who had arrived at Purton only the day before, volunteered to put out with Mr. Carter in the dinghy, although he was a stranger to the locality and had virtually no experience of boats.

### Pockets of Fire

About 11.45 Mr. Carter and Mr. Henderson launched the dinghy into the river. By this time the tide was ebbing around Purton Point at about one knot. The two men carried out a search, during which the level of the water fell 13 feet and the rate of the ebb tide varied between two and eight knots. The heat around the tankers was intense, and pockets of fire and burning debris and railway sleepers extended over a wide area of the river.

Mr. Carter pulled a zig-zag course across the tide, but he soon found that the tide was taking the dinghy close to the burning tankers, and at one stage the two men were hardly able to keep the dinghy clear of the area of fire. The dinghy was carried into the main ebb-stream, drifted under the railway bridge, and grounded in shallow water. Both men were exhausted by their efforts.

### Man Found Swimming

About one o'clock Mr. Henderson heard a shout, and the two men decided to investigate further. Mr. Carter pulled on the oars, while Mr. Henderson used the Aldis lamp as best he could in the fog and smoke. After about ten minutes they found a man swimming. He was covered in oil fuel and wearing a life-jacket over a boiler

suit, with a leather belt around his waist outside the suit.

Mr. Carter and Mr. Henderson grabbed him by the belt and hauled him on board with considerable difficulty, knowing the dinghy might at any moment capsize. With the rescued man lying in the bottom of the boat Mr. Carter made down tide for Lyd-

ney, but the dinghy fouled some salmon net stakes, and the rescued man was not landed until 2.30 in the morning.

For this service silver medals for gallantry have been awarded to Mr. Thomas Carter and Mr. Charles Henderson. A letter of thanks was sent to Mr. Shipp.

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## Vellums accorded to Three Scotsmen

AT 7.15 on the evening of the 12th of June, 1960, the police at Bo'ness learnt that a boat had capsized two hundred yards east of the Hen and Chickens buoy off Culross in the Firth of Forth. There was no boat available in Bo'ness harbour, and a police officer went to the local motor boat cruising club. There he found Mr. John Murray, the owner of a motor boat. Mr. Murray, who is a motor engineer, called for two volunteers. Mr. Charles Grant McIntyre, a gas fitter, and Mr. Walter Stanners, a clay miner, immediately responded, and the three men left in Mr. Murray's van for Bo'ness harbour.

### Men Clinging to Whaler

A south-westerly gale was blowing, and there was a choppy, confused sea, estimated at about four feet in height. The weather was overcast with rain squalls.

The three men put out in Mr. Murray's 30-foot diesel-driven cabin cruiser *Murray Mae II*. They had a twelve-foot dinghy in tow. It was then 7.30, one hour after high water.

Mr. Murray made towards Crombie Point to the north-east, and on reaching mid-channel they saw a naval whaler with three men clinging to her about a mile and a half from Bo'ness.

Mr. Murray approached the whaler from the lee side. The whaler had capsized to port and was lying across wind and sea with her mast and sails in the water. Lines were thrown to the three men, which they managed to grab after several attempts.

### Turned Over to Starboard

One man was pulled on board. The second, a sub-lieutenant, who had been in charge of the whaler, tried to scramble aboard the dinghy. Mr. McIntyre, fearing the dinghy might capsize, jumped down and helped him into it, and he was then taken aboard the cabin cruiser.

Meanwhile a third man was holding on to the whaler and at the same time keeping taut the rope which had been thrown to him. In this way he prevented the two boats from drawing apart, but before he could be rescued the whaler turned over to starboard. This made it impossible for the cabin cruiser to approach on the lee side, and the man had to let go of the rope.

He managed to climb up the whaler's side and brought her upright again. Mr. Murray then manoeuvred his boat into a position from which a line could be thrown to the man on board the whaler. The man was then hauled on board the cabin cruiser.

### Rescued Men Landed

There were no signs of any other survivors, and the three rescued men clearly needed medical attention. The cabin cruiser returned to Bo'ness and landed the survivors at 8.45.

For this service the thanks of the Institution inscribed on vellum have been accorded to Mr. John Murray, Mr. Charles Grant McIntyre and Mr. Walter Stanners. Mr. Murray was compensated for slight damage to his boat and for the fuel expended.

## Automatic Lights to be Fitted on Life-jackets

THE Institution has decided to fit Aqualite L.20 automatic lights on all life-jackets in use in the service. Trials of this lighting device have been carried out at twelve life-boat stations since April, 1960. The lights are automatically activated in water, and if a man goes overboard, even though he is unconscious and unable to help himself, the light will become visible.

Investigations into the problem of finding some lighting device to enable a man who has gone overboard from a life-boat to be seen in the water at night have been conducted over the past thirteen years. Various types of lights fitted on to life-jackets have been tested, but hitherto none of those tested had the advantage of lighting up automatically, so that they could be of use to a man knocked unconscious in the act of falling overboard. In 1957 small pieces of Scotchlite were fitted to the shoulder straps of life-jackets. These can be picked up at a range of 600 yards in the beam of a searchlight, but are not visible in the dark when no external illumination is provided.

The Aqualite L.20, which is made by Messrs. McMurdo Ltd. of Ashted, Surrey, has been approved by the Air Registration Board for use with life-saving equipment carried in commercial aircraft, and other types of these lights are being used by the Admiralty and the Ministry of Transport. In the type being fitted to the Institution's life-jackets, the battery is a silver chloride-magnesium  $1\frac{1}{2}$  volt unit with an indefinite storage life. It is encased in plastic and is unsealed so that it is activated automatically in either salt or fresh water. It will provide power for

about twenty hours, but once it has been activated it will become fully discharged.

### Orange Coloured Bulb

The battery is connected to the lamp unit by a length of polythene-covered wire, in which is inserted a small plastic plug and socket to facilitate the replacement of the battery after use. The lamp housing is threaded to enable the orange coloured bulb, which has a life of about forty hours and is made to withstand harsh treatment, to be changed when necessary. Both the battery and lamp units are attached to polythene back plates, which fit over rubber buttons secured to the canvas of the life-jackets. The battery is placed to the front on the inside of the apron, so that it will be submerged as soon as the wearer enters the water. The lamp is sited on one of the shoulder straps when the life-jacket is being worn, and a stowed position is provided for it on the upper edge of the belt when the belt is not being worn. The wire connecting the battery to the lamp unit leads up on the inside of the life-jacket. The batteries can be checked by the district inspector visually, and the possibility of an electrical tester is being investigated.

Reports from those stations where the Aqualite device has been on trial have been most satisfactory. The cost of fitting the device on to life-jackets for authorised crew members, the three spare life-jackets held at each station, life-jackets used by tractor drivers and tractor driver helpers, and those used in boats of the reserve fleet when on passage will be a little over £1,600.

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## Portuguese Life-boat Disaster

THREE members of the crew of one of the Portuguese life-boats lost their lives early in November, 1960, after they had helped fourteen local fishing boats to safety at Vianna in Northern Portugal.

The life-boat capsized three times in rough seas, and the only survivor, who was the mechanic of the life-boat, succeeded in bringing the boat back to the station.

## New Books and a Play

EVEN those who know the Life-boat Service will find very much to interest them in *How Men are Rescued from the Sea* by Patrick Howarth (Routledge and Kegan Paul, 10s. 6d.), as it describes, briefly and swiftly, all the services which guide, advise, warn—and if the worst comes to the worst—rescue those who, by sea or air, approach and leave the shores of the British Isles. There is Trinity House to look after light-houses and buoys; the Coastguard to warn ships in peril, to pass on the news of wrecks, to help those within rocket-reach of the shore; the Post Office, in charge of the wireless stations, to receive calls from ships at sea; the Navy and Air Force to search and rescue from the air; the Life-boat Service to rescue from the sea.

It all looks impossibly complicated—six separate services, all under different control, but all engaged in different parts of the same work; and Mr. Howarth deliberately makes it look more absurd by pointing out that Trinity House's first job was to look after pilots, that the Coastguard began as a police to catch smugglers, that the Navy and Air Force are now responsible for rescues from the air because, in the war, they had to provide a rescue service for themselves. And what has the Post Office, which brings us our letters, to do with those in peril at sea? Anyone who sat down in his study to design a sea-rescue service would certainly produce something much simpler, much more elegant, something that *looked* much more workable. But the British have never liked paper constitutions, and those different services had one great practical advantage. They were on the spot. They all had local knowledge and experience to draw on.

### Not Planned in the Study

It is odd that only one of those six services which was deliberately, and carefully, planned, was the most important of them all, the Life-boat Service, and it was planned with such understanding and imagination that it is today, in its essentials, as it was

planned nearly a century and a half ago. Can that be said of any other organisation? But it was not planned in the study. It must have been planned unconsciously, while the founder of the service was in the press and heat of the actual work of rescue.

So, when Mr. Howarth asks the question "Why is there not some central body whose exclusive concern it should be to render the seas safe, and rescue those in danger," he has his answer ready and clear: "Efficient services of all kinds tend to grow up gradually according to an historical logic of their own. It is the essence of wise administration to take advantage of their growth."

### No Organisation and No Name

Mr Howarth has rightly kept for his peroration those who have no organisation and no name, who carry out what the Institution calls shore-boat services. He has put them at the end, although, historically, they belong to the beginning. Men did it before there was a Life-boat Service. If they had not done it we should probably have had to wait much longer for the service, and it would probably have been a different service from what it is. Mr. Howarth has a very interesting quotation from the journal of a ship wrecked on the Cornish coast in the middle of the 18th century, a coast where, at that time, "persons assembled by thousands" to plunder wrecks. The ship's journal says: "The inhabitants of St. Ives flocked down in numbers to our assistance, and, at the risk of their own lives, saved ours." They were there then, they are there still, those who do not telephone to the police when they see men in peril at sea, but launch whatever boat is to hand; risk their own lives—sometimes give their own lives—to rescue them.

It is that persistent and permanent spirit in individual men which makes services grow in Mr. Howarth's phrase "according to an historical logic of their own," and he has given us not only an excellent account of six separate services working harmoniously together,

each according to its own historical growth, but an illuminating essay on the spirit and way in which the peoples of the British Isles like to do things.

The book is one of the How Series, a series intended to tell the intelligent young how all sorts of things are done, from how a book is made to how Parliament works.

CHARLES VINCE.

*Sea Surgeon* by James Hall (William Kimber, 25s.) is the robustly written and colourful account of the war-time experiences of a remarkable doctor, who was continually going out in life-boats and other small boats to the help of seamen of many nationalities off the coast of Kent. During the war he answered nearly three hundred calls and brought treatment to between seven and eight hundred sick or injured seamen.

Much of the book is devoted to the help Dr. Hall received from members of the Walmer life-boat crew, to whom he pays a deeply felt tribute, when he writes in his foreword: "I have, as yet, found no limit to the physical endurance of the crew who man the Walmer life-boat. Human gratitude speaks in many languages and I have had more than my share. They have mine."

Dr. Hall was not an experienced seaman when he started his war-time work, but in time he came to be known as "the doctor who attended ships." Gradually he became a more and more integral part of the Walmer crew, and he describes as a high compliment the invitation extended to him to act as an ordinary member of the crew to help bring back the life-boat from Lowestoft, where she had been taken for repairs after the evacuation from Dunkirk.

#### Menace of Mines

Despite the menace of mines, the difficulties of the black-out, lack of sleep and food and the problems of communicating through the language barrier, Dr. Hall was at all times ready to help seamen in the Downs. Yet he had to carry on his normal practice, share with other doctors a rota system for air-raid and shelling casualties,

and frequently do X-ray work after midnight.

There are in the book some interesting practical hints on medical treatment at sea, and on methods of transferring the injured. But to those with an intimate knowledge of life-boats some of Dr. Hall's comments may come as a surprise, for example, his statement that the hull of the Walmer life-boat "contains a built-in iron ladder to enable survivors to sit on the keel if she turns over." Eyebrows might also be raised at the statement that "life-boat crews are supposed to wear a kind of cork life-jacket under dangerous conditions." Nevertheless, as a story of devoted service vividly told the book can certainly be commended.

P.H.

*The Life-boat Fish* by Dora Broome (Hamish Hamilton Antelope Books, 6s. 6d.), is designed to appeal to very young readers, and tells the adventures of the hero, aged eight, with a life-boat fish, who is a collecting box by day, but becomes alive at night. The hero and the fish attend a naming ceremony of a new life-boat, the boy actually naming the boat himself.

There are some useful comments on the desirability of contributing to the life-boat collecting boxes.

M.H.

*Storm-Tide* by Angus MacVicar, is a one-act play telling the story of a life-boat service and is set in an imaginary station in Scotland. The dialogue is lively and the suspense felt by those on shore is well conveyed, although the antipathy shown by the coxswain's wife to life-boat service as a whole is something which this reviewer has not personally experienced.

The play was originally performed by the Dunaverty Players, and branches which wish to perform it should apply to the author's agents, Messrs. Brown, Son and Ferguson Ltd., 52 Darnley Street, Glasgow, S.1.

*Storm-Tide*, published at 1s. 6d., is dedicated to Coxswain Duncan Newlands, of Campbeltown, who checked the technical details.

P.H.

## Services of the Life-boats in October, November, and December, 1960

### 102 Lives Rescued

#### OCTOBER

DURING October life-boats were launched on service 56 times and rescued 41 lives.

#### CABIN MOTOR BOAT TOWED TO HARBOUR

**Portrush, Co. Antrim.** At 10.45 on the morning of the 1st of October, 1960, the coastguard informed the honorary secretary that a small motor boat was in difficulties off Bann Mouth. There was a fresh south-easterly wind with a rough sea. The tide was ebbing. At 10.53 the life-boat *Lady Scott* (Civil Service No. 4) was launched and on reaching the position found a cabin-type motor boat with her engine broken down. Three people were on board. The life-boat towed the motor boat to Portrush and then returned to her station, arriving at 12.35.

#### TOW FOR SEA SCHOOL TRAINING VESSEL

**Buckie, Banffshire.** At 9.32 on the night of the 1st of October, 1960, the coastguard informed the honorary secretary that red flares had been seen five miles north-west of Buckie. There was a light east-south-easterly wind with a corresponding sea. The tide was flooding. At 9.55 the life-boat *W. and S.* made for the position given. The light of the vessel which had put up a flare was seen, and as the life-boat closed her, she was found to be the Sea School training vessel *Radium* of Aberdeen, which had developed engine trouble and was drifting west. The life-boat took the *Radium* in tow to Buckie and then returned to her station, arriving at 11.40.

#### TOW FOR BOAT FOUND DRIFTING

**New Brighton, Cheshire.** At 6.35 on the evening of the 2nd of October, 1960, the stageman informed the honorary secretary that a boat was drifting out of control up river with the tide. The life-boat *Norman B.*

*Corlett* put out at seven o'clock in a strong south-easterly breeze with a rough sea and a flood tide. The life-boat came up with the fishing boat *Sea Fisher*, which had a crew of three, and towed her into the Alfred dock at Birkenhead. The life-boat returned to her station at nine o'clock.

#### LINE CONNECTED TO BOAT NEAR LEE SHORE

**Wicklow, Co. Wexford.** At 4.30 on the afternoon of the 3rd of October, 1960, a man told the honorary secretary that a motor yacht was firing red flares half a mile south of Newcastle Point. The life-boat *J. W. Archer* was launched at 4.47 in a gentle to moderate south-easterly breeze. There was a moderate swell and the tide was flooding. The life-boat found the motor launch *Zara*, with a crew of two, close to a lee shore and in danger of dragging her anchor. The coxswain put a man on board to help. A line was made fast, and the *Zara* was towed into Wicklow, the life-boat returning to her station at 6.45.

#### SICK MAN TAKEN OFF LIGHTHOUSE

**Port St. Mary, Isle of Man.** At 12.30 on the afternoon of the 3rd of October, 1960, the local official of the Northern Lighthouse Board asked for the use of the life-boat to bring ashore a sick keeper from the Chickens Rock lighthouse, as it was too rough for the lighthouse tender. The life-boat *R. A. Colby Cubbin No. 2* left her moorings at one o'clock in a moderate southerly breeze with a slight sea and an ebb tide. The sick man was taken off the lighthouse and landed at Port Erin. The life-boat returned to the lighthouse with the relief keeper and provisions, and arrived back at her station at 5.50.

#### THIRD BRONZE MEDAL FOR COXSWAIN

On the evening of the 4th of October, 1960, the Dunmore East life-boat

rescued the only man on board a barge. For this service, a full account of which appears on page 5, Coxswain Patrick Power was awarded a second clasp to his bronze medal for gallantry.

#### TOW CONNECTED AT FOURTH ATTEMPT

**Swanage, Dorset.** At 3.55 on the afternoon of the 8th of October, 1960, the coastguard informed the honorary secretary that a yacht whose sails had apparently been carried away seemed to be in difficulties a mile and a half off Peveril Point. The life-boat *R.L.P.* was launched at 4.13 on the ebb tide in a fresh to strong south-south-westerly gale and a moderate sea. The life-boat found the yacht *Pleiades* about one mile south-east of Peveril Point, where the sea was very rough. The coxswain succeeded in getting the yacht in tow at the fourth attempt and brought her into the life-boat moorings at Swanage. The life-boat returned to her station at 5.55. The owner made a gift to the crew.

#### FISHING BOAT ESCORTED IN NEAR GALE

**Ballycotton, Co. Cork.** At 6.15 on the evening of the 8th of October, 1960, the coxswain reported that the motor fishing boat *Yankee Girl* had not returned from fishing at Youghal Bay. A near gale was blowing from the north-west, and there was a choppy sea. The night was very dark and it was showery. The sea was very confused outside the harbour entrance. As no further information could be obtained from the Civic Guards or from the neighbouring life-boat station at Youghal, the life-boat *Ethel Mary* was launched at 7.15 at high water. The *Yankee Girl* was found returning slowly about a mile and a half north-east of the harbour. The worsening of the weather had occurred later where she had been fishing than in the harbour, and for this reason she had not returned earlier. The life-boat escorted her into harbour and then returned to her station, arriving at 8.15.

#### TOW FOR YACHT FOUND OUT OF CONTROL

**Selsey, Sussex.** At 8.30 on the morning of the 8th of October, 1960, a local fisherman told the honorary secretary that a small yacht was in shoal water inside Kirk Anow reef south of Selsey Bill and appeared to be out of control. Within a minute or two this was confirmed by the coastguard. There was a strong southerly wind blowing and a rough sea, with rain squalls and poor visibility. At 8.50 the life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, was launched on the flood tide. On reaching the position the life-boat found the yacht *Louise* unable to make any headway. Her crew of two were taken aboard the life-boat, which then took the *Louise* in tow. The coxswain intended at first to tow the yacht into Chichester harbour, but because of the dangerous conditions on the bar he decided to take her into Portsmouth. As conditions at Selsey did not improve and it would not have been possible to rehouse the life-boat, she remained at Portsmouth until the 10th of October, when she returned to her station at 5.30 in the afternoon.

#### TWO MEN RESCUED FROM CAPSIZED DINGHY

**Torbay, Devon.** At 12.3 on the afternoon of the 9th of October, 1960, the coastguard passed on to the honorary secretary a report from the police that a sailing dinghy had capsized off Levermead beach and that a man could be seen in the water. A strong north-north-easterly wind was blowing and the sea was choppy. Confirmation of the reports having been received from the coastguard, the life-boat *Princess Alexandra of Kent* put out at 12.25 on the ebb tide. About three-quarters of a mile off shore a submerged dinghy was sighted, and as the life-boat approached two men were seen clinging to its side. They were taken on board the life-boat, which then made for Brixham harbour. The two men were cold and exhausted, and they were wrapped in blankets and given rum and hot cocoa on board the life-boat. On arrival in the harbour they were attended by a doctor before being

taken ashore on stretchers to a waiting ambulance. They quickly recovered after admission to hospital. The dinghy was later recovered and towed to Torquay by a local motor boat.

#### SICK MAN TAKEN OFF MOTOR VESSEL

**Great Yarmouth and Gorleston, Norfolk.** At 7.34 on the evening of the 10th of October, 1960, the coastguard informed the honorary secretary that the motor vessel *Pulborough* of London had a sick man on board in Yarmouth Roads. The life-boat *Cunard*, on temporary duty at the station, was launched at 7.46 with a doctor on board in a light to moderate north-westerly wind with a slight sea and a flood tide. The sick man, who was suffering from blood poisoning, was brought ashore and taken to hospital. The life-boat returned to her station at 8.30.

#### MAN AND WOMAN CUT OFF BY TIDE

**Dover, Kent.** At 12.51 on the afternoon of the 11th of October, 1960, the coastguard informed the honorary secretary that two people were cut off by the tide two hundred yards south of St. Margaret's Bay. There was a light to moderate north-westerly wind with a slight sea. The weather was fine. The life-boat *Southern Africa* was launched at 1.17, two hours before high water, with a dinghy in tow. On reaching the position the bowman and a member of the life-boat's crew landed and picked up a man and a woman and returned with them to the life-boat. They were given hot drinks and wrapped in blankets and landed at Dover harbour. The life-boat then returned to her station, arriving at 2.15.

#### INJURED GERMAN SEAMAN LANDED

**Bridlington, Yorkshire.** At 1.30 early on the morning of the 12th of October, 1960, the coastguard informed the honorary secretary that green flares had been reported six to eight miles east-by-south of Flamborough Head. There was a moderate northerly gale with a rough sea and a heavy swell, and the weather was squally. Just as the life-boat was about to launch a further message was received from the coastguard asking that the life-boat should

meet a vessel which had just entered the bay. The life-boat *Tillie Morrison, Sheffield II* was launched at 2.15, when it was low water. The vessel in the bay did not in fact need help, and the life-boat turned south and made for the area where the flares had been reported. Nothing was seen, and the life-boat was recalled. A further message was then received, and the life-boat made for the trawler *Karl Marx* of Rostock. She took on board an injured man, one of whose hands had been crushed. The injured seaman was landed and taken to hospital for treatment, and later the life-boat took him back to the trawler. She then returned to her station, arriving at two o'clock.

#### TOW FOR YACHT WITH FOUR ON BOARD

**Porthdinllaen, Caernarvonshire.** At three o'clock on the morning of the 14th of October, 1960, the coastguard informed the honorary secretary that the yacht *Volga* was making water seven miles west-by-north of Porthdinllaen Point. The life-boat *Charles Henry Ashley* was launched at 3.30. It was low water, and there was a moderate northerly wind with a corresponding sea. The life-boat reached the yacht at seven o'clock and found the submarine *Truncheon* standing by. The life-boat took the yacht, which had four people on board, in tow to Porthdinllaen, arriving at one o'clock. The owner made a donation to the Institution's funds and a gift to the crew, who as a result did not wish to be paid the usual service rewards in this case.

#### TWO YOUNG MEN TAKEN OFF CRABBER

**Torbay, Devon.** At 1.45 early on the morning of the 15th of October, 1960, the coastguard informed the honorary secretary that a motor fishing boat had left Dartmouth a few hours earlier and had not returned. Further enquiries were being made when a local trawler informed the coastguard that a boat had been seen flashing a light half-a-mile from the mouth of the river Dart. There was a moderate northerly wind with a slight sea. At 2.40 the life-boat

*Princess Alexandra of Kent* was launched with a small boat in tow. On reaching the position given she found the crabber *Try Again* with her engine broken down. Two young men were on board; both were suffering from the cold and one was violently sick. They were taken on board the life-boat and given hot drinks. The life-boat towed the crabber to Brixham and returned to her station at 5.15.

#### MOTOR CRUISER TOWED BACK TO HARBOUR

**Walmer, Kent.** At 10.45 on the morning of the 16th of October, 1960, the coxswain told the honorary secretary that the motor cruiser *Channel Rover* of Dover was drifting towards Deal with her engines out of order. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched five minutes later in a light north-north-westerly breeze and a slight sea. It was two and a half hours after high water. The life-boat came up with the *Channel Rover* in the Downs and towed her to Dover harbour, arriving back at her station at four o'clock.

#### TRAWLER TOWED THROUGH ROUGH SEA

**Workington, Cumberland.** At 1.30 on the afternoon of the 17th of October, 1960, it was learnt that the trawler *Snowdrop* of Whitehaven had broken down about four miles north-west of Workington. There was a moderate south-south-westerly wind with a rough sea. At 1.45, on an ebbing tide, the life-boat *Manchester and Salford XXIX* put out. She found the *Snowdrop*, which had a crew of four, anchored. The trawler's crew were unable to start her engines, and the life-boat took her in tow to Workington and returned to her station at 5.5.

#### MOTOR VESSEL REFLOATED

**Caister, Norfolk.** At one o'clock on the afternoon of the 19th of October, 1960, the life-boat mechanic noticed a vessel apparently aground on the north end of Scroby Sands. There was a moderate south-easterly wind and sea, and the tide was ebbing. Because of the falling tide and the swell on the sands it

was decided that the life-boat should put out to investigate. At 1.25 the life-boat *Jose Neville* was launched. She came alongside the casualty, which was the motor vessel *Harry Richardson* of London. The vessel had a cargo of coal and was bound for London from Newcastle-upon-Tyne. The master asked for the services of a tug, and the life-boat passed this message to the coastguard. Soundings were taken around the vessel, and deep water was found astern of her, and at three o'clock, on the advice of the life-boat coxswain, the engines of the *Harry Richardson* were put full astern. She refloated, and the life-boat returned to her station, arriving at 4.10.

#### GIRL TAKEN TO HOSPITAL ON MAINLAND

**Galway Bay.** At 4.30 on the afternoon of the 20th of October, 1960, the local medical officer asked for the life-boat to take a patient, who was in need of immediate hospital treatment, to the mainland at Rossaveel. As no other boat was available, permission was given. There were light north-easterly airs and a calm sea. At 4.45 the life-boat *Mabel Marion Thompson* embarked the patient, who was a young girl, and the doctor and made for the mainland. The girl was landed at Rossaveel pier, and the life-boat returned to her station at 8.15.

#### FOURTEEN RESCUED FROM GREEK VESSEL

On the 22nd of October, 1960, the Portrush life-boat rescued fourteen men from the Greek vessel *Argo Delos*. For this service, a full account of which appears on page 3, Coxswain Samuel Cunningham was awarded the silver medal for gallantry, Second Coxswain Robert McMullan was awarded the bronze medal, and the other five members of the crew were accorded the thanks of the Institution inscribed on vellum.

#### LAUNCHED THREE TIMES TO COASTER AGROUND

**Humber, Yorkshire.** At 3.58 on the morning of the 22nd of October, 1960,

the coastguard informed the coxswain superintendent that the coaster *Humbergate* was aground half a mile south of Easington. The life-boat *City of Bradford III* was launched at 5.5. She closed the coaster at 6.10, when a line was fired across her. A tow rope was passed, but the life-boat could not manage to refloat the coaster. An hour later a tug arrived, and the life-boat helped to pass a towing hawser. This attempt also failed, and as it was now after high water the life-boat returned to her station, arriving at 11.45. At four o'clock the life-boat left her moorings again. She reached the *Humbergate* an hour later. A further line was fired across the vessel and again connected to the tug, but this attempt also failed, and the life-boat returned once more to her station at eight o'clock. Later that evening the master of the *Humbergate* asked for the life-boat to stand by again on the following morning, when a further attempt would be made to refloat the vessel. The life-boat put out at four o'clock on the morning of the 23rd of October and reached the coaster at five o'clock. As the tug could not come close enough to connect a tow rope to the *Humbergate*, the life-boat again passed the hawser, but this attempt to refloat the vessel also failed, and the life-boat returned to her station at 7.30. The *Humbergate* was eventually refloat by a tug at 7.30 on the evening of the 24th of October and was towed to Grimsby.

#### LONGSHORE BOAT TOWED INTO HARBOUR

**Lowestoft, Suffolk.** At 3.15 on the afternoon of the 22nd of October, 1960, the coastguard informed the honorary secretary that a longshore boat, *Kathleen Ann*, had anchored about fifty yards from the shore opposite the coastguard look-out. Her engine was out of action, and two of her crew were waving for help. The life-boat *Michael Stephens* left her moorings at 3.25 and put out in a moderate south-easterly wind with a corresponding sea and an ebb tide. She towed the *Kathleen Ann* into Lowestoft harbour and returned to her station at 4.10.

#### LIFE-BOAT STANDS BY GREEK VESSEL

**Arranmore, Co. Donegal.** During the afternoon of the 22nd of October, 1960, the honorary secretary was informed that the Greek vessel *Argo Delos* was aground on Inishtrahull Island. The life-boat *W. M. Tilson* put out at 4.30. She reached the *Argo Delos* at two o'clock early on the morning of the 23rd of October and stood by until tugs arrived at ten o'clock. She then returned to Arranmore, arriving at nine o'clock in the evening.

#### TOW FOR YACHT IN GALE

**Bembridge, Isle of Wight.** At 5.18 on the evening of the 24th of October, 1960, the coastguard informed the honorary secretary that a yacht had broken down three miles south of St. Catherine's and needed a tow. There was a strong south-westerly gale with a rough sea, and the tide was ebbing. The life-boat *Jesse Lumb* put out at 5.23 to the casualty, which the steamer *Foxfield* had meanwhile reported to be seven miles south-west of St. Catherine's. A further message received from the *Foxfield* stated that H.M.S. *Llandaff* was alongside the yacht. The life-boat arrived at the scene and took the yacht in tow. The yacht was the *Sandrae* of Portsmouth and had a crew of five. The life-boat towed her to Bembridge harbour and then returned to her station at 12.50.

#### TOW OF FISHING DINGHY TAKEN OVER

**Walmer, Kent.** At 4.23 on the afternoon of the 25th of October, 1960, the coastguard informed the honorary secretary that two men in a fishing dinghy off the Goodwin Fork buoy were unable to make headway and were drifting northwards on the ebb tide. There was a light east-north-easterly wind with a slight sea. At 4.35 the life-boat *Charles Dibdin* (Civil Service No. 32) was launched. A local boat, which was fishing in the area, went alongside the dinghy and took her in tow before the life-boat reached the scene. The life-boat later took over the tow and brought the dinghy into Deal.

### FISHING BOATS ESCORTED IN ROUGH SEA

**Scarborough, Yorkshire.** On the morning of the 27th of October, 1960, a strong easterly wind was blowing and there was a rough sea. The tide was ebbing. As conditions at the harbour entrance were becoming worse and two local fishing boats were at sea, it was decided to launch the life-boat. At 9.55 the life-boat *J. G. Graves of Sheffield* was launched. She met the fishing boat *Marion* two miles north-east of the castle and escorted her into harbour. She then returned and escorted the *Coastal Star* into harbour and arrived back at her station at 12.15.

### MAN FOUND CLINGING TO UPTURNED BOAT

**Weston-super-Mare, Somerset.** At 6.10 on the evening of the 27th of October, 1960, the local police informed the honorary secretary that cries for help could be heard from the entrance to the river Axe. The life-boat *Fifi and Charles* was launched at 6.30 in a moderate south-westerly wind and a corresponding sea. It was just after low water. A police car had driven along Brean Down, and when the life-boat arrived at the position given the car's light was beamed on to the casualty. This was an upturned boat, to which a man was clinging. The man was taken on board the life-boat, where he was given first-aid treatment and rum. The honorary medical adviser was waiting at the life-boat station when the man was landed shortly before 7.30. The life-boat was then re-housed.

### BODY OF MAN FOUND IN HARBOUR

**Dover, Kent.** At 7.17 on the evening of the 27th of October, 1960, the eastern arm signal station informed the honorary secretary that a man on a bicycle had gone over the wall into the eastern dock. When the life-boat *Southern Africa* put out at 7.30 to search, the tide was half ebb and there was a fresh south-westerly wind and a choppy sea. The man was found unconscious at 7.35 and taken aboard the life-boat, where artificial respiration was applied. The life-boat took the man to the camber, where he was

transferred to a waiting ambulance, but on arrival at hospital he was found to be dead. The life-boat returned to her station at 8.16.

### INJURED MAN TAKEN OFF TRAWLER

**Humber, Yorkshire.** At 2.15 on the afternoon of the 30th of October, 1960, the coastguard informed the coxswain superintendent that a trawler with an injured man on board was making for the Humber and that the services of a doctor were needed. There was a moderate north-easterly wind and a rough sea. At 3.4, an hour after high water, the life-boat *City of Bradford III* was launched. She met the Lowestoft trawler *Boston Pegasus* twenty-five miles east-by-south of Spurn Point and put the doctor on board. The sea was too rough for the patient, who had an arm injury, to be transferred to the life-boat immediately, and it was decided to make for the Humber, where under the lee of the land the patient and doctor were transferred to the life-boat. On board the life-boat the injured man was given a saline drip and injections by the doctor before being landed at Grimsby, where an ambulance was waiting. The doctor and the second coxswain accompanied the patient to hospital and then rejoined the life-boat, which returned to her station at 12.30. It was later learnt that the injured man had to have his injured arm amputated.

### ESCORT FOR TRAWLER AFTER SEARCH

**Hastings, Sussex.** At nine o'clock on the night of the 30th of October, 1960, when the wind was freshening from the south-west, it was learnt that one of five trawlers, which had been out fishing, the *Patricia Peggy*, had not returned to harbour. As the weather was becoming rapidly worse, the life-boat *M.T.C.* was launched at 12.5 into a rough sea on an ebbing tide to search for the *Patricia Peggy*. She found the boat a mile south-west of Fairlight coastguard station in no serious trouble but making heavy weather. The life-boat escorted the *Patricia Peggy* back to Hastings, returning to her station at 1.30 in the morning.

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

**Penlee, Cornwall.**—October 1st.

**Porthdinllaen, Caernarvonshire.**—October 1st.

**North Sunderland, Northumberland.** October 2nd.

**Walton and Frinton, Essex.**—October 2nd.

**Exmouth, Devon.**—October 8th.

**Bembridge, Isle of Wight.**—October 8th.

**Eastbourne, Sussex.**—October 8th.

**Courtmacsherry, Co. Cork.**—October 9th.

**Baltimore, Co. Cork.**—October 9th.  
**Tynemouth, Northumberland.**—October 9th.

**Torbay, Devon.**—October 10th.

**Humber, Yorkshire.**—October 11th.

**Hastings, Sussex.**—October 11th.

**Buckie, Banffshire.**—October 16th.

**Dover, Kent.**—October 16th.

**Southend-on-Sea, Essex.** — October 16th.

**Torbay, Devon.**—October 19th.

**Galway Bay.**—October 22nd.

**Sunderland, Co. Durham.**—October 22nd.

**Arranmore, Co. Donegal.**—October 22nd.

**Southend-on-Sea, Essex.** At 1.50 early on the morning of the 23rd of October, 1960, the coastguard informed the honorary secretary that cries for help had been heard off Camper Road to the east of the gasworks. The weather was calm and the sea smooth, with dense fog. At 2.20 the life-boat *Greater London II* (Civil Service No. 30) was launched on the ebb tide to search the area. At no time was the shore sighted, although some reflection of shore lighting was seen at times. The life-boat made constant use of the loud hailer during the search. Suddenly out of the fog Shoebury Barge pier light was seen about ten yards away. The coxswain immediately went full astern, but the life-boat grounded on the old pier and fouled underwater obstructions. As soon as the ebb tide allowed, the life-boat was shored up and she refloated on the next tide. In this

connection considerable help was received from Mr. C. J. Moorhouse, a member of the branch committee, and his employees and also from the local police and members of the garrison at Shoeburyness. The life-boat reached her station at 1.20. It was learnt afterwards that two men had taken a dinghy from the gasworks pier, and later their bodies were found on the foreshore. The Clacton life-boat was launched as soon as the Southend life-boat reported she was ashore.

**Clacton-on-Sea, Essex.** — October 23rd.

**Bembridge, Isle of Wight.**—October 25th.

**Weston-super-Mare, Somerset.**—October 26th.

**Dun Laoghaire, Co. Dublin.**—October 30th.

## NOVEMBER

DURING November life-boats were launched on service 47 times and rescued 46 lives.

### BOAT TOWED INTO HARBOUR

**Lowestoft, Suffolk.** At 1.1 early on the morning of the 1st of November, 1960, the coastguard informed the honorary secretary that a small boat was burning red flares about half-a-mile south-south-west of Lowestoft harbour. It was a clear night with a fresh south-easterly wind and a rough sea. At 1.26 the life-boat *Michael Stephens* was launched on the ebb tide. On reaching the position given the life-boat found the *Maggie Jane*, which had a crew of three. Her engine could not be started and she was dragging her anchors. The life-boat took her in tow to Lowestoft harbour.

### TOW FOR TENDER THROUGH ROUGH SEAS

**Humber, Yorkshire.** At 2.47 on the morning of the 1st of November, 1960, the coastguard informed the coxswain superintendent that red flares had been seen near the Bull lightvessel. A strong east-south-easterly wind was blowing, and the sea was very rough. At 3.6, just before high water, the life-boat *City of Bradford III* was launched. While she was making for the position given a

message was received by radio-telephone that the flares were from a vessel near Haile Sand fort. The life-boat found the tender *Pendonna*, with a crew of two, in a dangerous position and pounding heavily. A rope was passed from the tender to the life-boat, and the *Pendonna*, on being taken in tow, slipped her cable. During the eight-mile passage to Grimsby, which took over five hours, tow ropes parted six times. As the *Pendonna* had no more ropes, the life-boat then used her mooring rope for towing. It was low water when Grimsby was reached, and as it would not have been possible for the life-boat to be rehoused at her station immediately she remained for a time at Grimsby and finally returned to her station at two o'clock.

#### EIGHT FISHING BOATS ESCORTED TO HARBOUR

**Bridlington, Yorkshire.** At 8.45 on the morning of the 1st of November, 1960, the coastguard informed the honorary secretary that nine motor fishing boats were at sea. A south-easterly gale was blowing, and there were fierce rain squalls and a rough sea. It was arranged that the life-boat *Tillie Morrison, Sheffield II* should be launched at ten o'clock to escort the fishing boats into harbour. By this time three of the boats were waiting outside the broken water for the tide. At midday there were eight boats waiting and the life-boat escorted all eight into the harbour. By that time the wind had dropped considerably. The life-boat returned to her station at three o'clock.

#### FISHING BOATS ESCORTED IN GALE

**Scarborough, Yorkshire.** On the 1st of November, 1960, a south-easterly gale was blowing and conditions at the harbour entrance were very bad. As two fishing boats were still at sea, it was decided to launch the life-boat so that she could escort them into harbour. At 10.30 the life-boat *J. G. Graves of Sheffield* was launched on the ebb tide. The fishing boat *Marion* was sighted in the bay, and the life-boat stood by her until there was sufficient depth of water

to escort her into harbour. The life-boat returned to the entrance and waited for the other fishing boats to arrive. As the weather conditions improved, the life-boat was able to return to her station at 2.20.

#### PATIENT BROUGHT TO MAINLAND IN GALE

**Longhope, Orkneys.** At 4.40 on the afternoon of the 1st of November, 1960, the honorary secretary was informed that transport was needed to take a patient suffering from pleurisy from the island of Hoy to hospital at Kirkwall. An easterly gale was blowing with a very rough sea. As no other suitable boat was available, the life-boat *Thomas McCunn* was launched at five o'clock with the patient on board. It was flood tide, and the wind increased rapidly to storm force. The patient was landed safely at Houton pier and taken to hospital. The life-boat returned to her station at 7.45, but because of the weather was secured at Longhope pier and rehoused the following morning.

#### COBLE ESCORTED IN ROUGH SEA AND GALE

**Filey, Yorkshire.** On the 2nd of November, 1960, the fishing coble *Margaret and James* was at sea in a south-south-westerly gale. The weather was cloudy with fierce squalls, and the sea was rough. As the weather was becoming worse it was decided to launch the life-boat to escort the coble to shelter. The tide was flooding. At 11.40 the life-boat *The Isa & Penryn Milsted* was launched to meet the *Margaret and James* north-north-west of the coastguard look-out. The life-boat stood by while the coble hauled her lines and then escorted her through the rough water to shelter. The life-boat returned to her station at 2.15.

#### BODY LANDED AFTER SEARCH FOR DINGHIES

**Weymouth, Dorset.** At 11.13 on the morning of the 4th of November, 1960, the coastguard informed the honorary secretary that a dinghy had been seen drifting fourteen miles off Portland Bill and that a Shackleton aircraft was



*By courtesy of*

*[Daily Mail*

**PORT ST. MARY LIFE-BOAT APPROACHES CHICKENS ROCK  
LIGHTHOUSE**

(see page 34)



*By courtesy of*

*[Scarborough Evening News*

**SCARBOROUGH LIFE-BOAT PUTS OUT TO ESCORT FISHING BOAT**  
(see page 27)



*By courtesy of]*

*[The Glasgow Herald*

**ST. ABBS LIFE-BOAT IS LAUNCHED**



*By courtesy of]*

*[The Glasgow Herald*

**ON BOARD THE ST. ABBES LIFE-BOAT**



*By courtesy of]*

*[Sport & General Press Agency Ltd.*

**AITH LIFE-BOAT AT WESTMINSTER PIER,**

**Before going to her station the new Aith life-boat was exhibited at the International Boat Show at Earls Court**



*By courtesy of ]*

*[Yorkshire Post*

**BRIDLINGTON LIFE-BOAT ESCORTS A FISHING BOAT**  
(see page 18)



*By courtesy of ]*

*[Hull Daily Mail*

**ANOTHER FISHING BOAT ESCORTED TO BRIDLINGTON**  
(see page 18)



*By courtesy of]*

*[Hull Daily Mail*

**HUMBER LIFE-BOAT STANDS BY COASTER AGROUND**  
(see page 14)



*By courtesy of]*

*[N. V. Cavell*

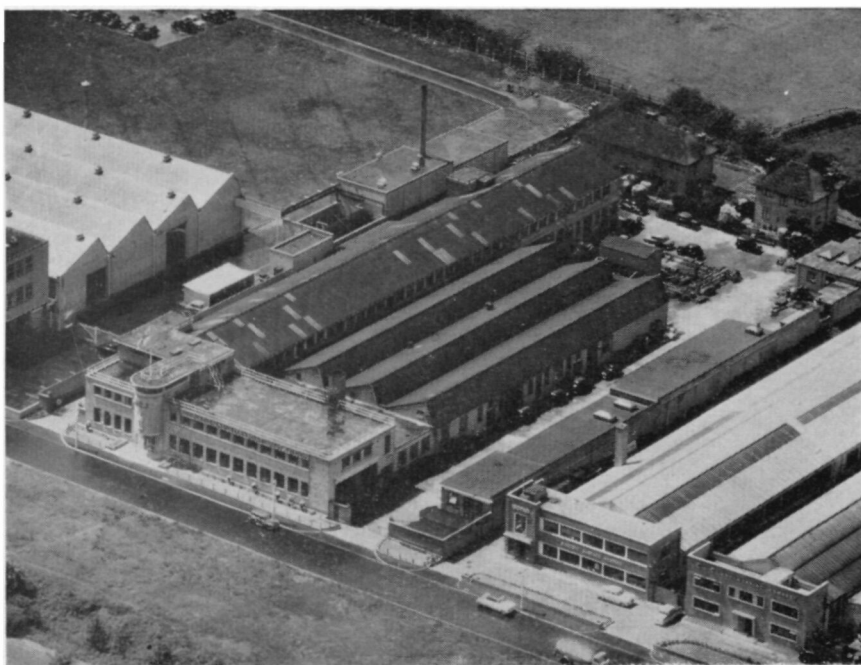
**MOTOR BOAT IN TOW OF WALMER LIFE-BOAT**  
(see page 30)



*By courtesy of]*

*[P. T. Hinde*

**ABERYSTWYTH LIFE-BOAT LAUNCHED ON SERVICE**



*By courtesy of]*

*[Aerofilms & Aero Pictorial Ltd.*

**THE INSTITUTION'S DEPOT AT BOREHAM WOOD**



*By courtesy of]*

*[McMurdo Instruments*

**LIFE-JACKET FITTED WITH AQUALITE DEVICE**  
(see page 8)

circling the position. There was a strong westerly wind with a very rough sea. At 11.42 the life-boat *Frank Spiller Locke* put out on the ebb tide. She made for the position given, but the dinghy was picked up by a passing steamer. Further messages were received from the coastguard reporting a second dinghy off Fortuneswell. The life-boat made for this area, but a helicopter recovered the second dinghy and landed it at Portland. The life-boat continued to search for wreckage and possible survivors from the s.s. *Lesrix* of Hull, which was thought to have foundered in the area. At 4.50 a message was received from the s.s. *Lancrasse* of Guernsey that she had picked up a body and wished to transfer it to the life-boat. The life-boat came alongside the *Lancrasse* at 5.45 and took the body on board. She landed it at Weymouth and arrived back at her station at 7.35.

#### FOUR BOATS ESCORTED THROUGH HEAVY SEAS

**Bridlington, Yorkshire.** At 4.40 on the morning of the 10th of November, 1960, the coxswain told the honorary secretary that there were four local fishing boats at sea. The weather had deteriorated rapidly and the sky was overcast, with rain. A southerly gale was blowing and the sea was rough. At seven o'clock, when the fishing boats were seen returning, the life-boat *Tillie Morrison, Sheffield II* was launched. It was two hours before high water and the wind against the tide had caused a very heavy sea. The life-boat stood by in the harbour for a time to await the fishing boats, and at 8.20 she left the harbour and escorted three boats in turn to safety. At 9.30 she left the harbour once more to escort the fourth boat in. She finally returned to her station at noon.

#### ESCORT FOR FISHING BOAT TO HARBOUR

**Scarborough, Yorkshire.** On the morning of the 10th of November, 1960, a south-easterly gale was blowing and the sea was rough. There was heavy rain. The local fishing boat *Marion* was

at sea, and conditions at the harbour entrance were very bad. At 10.45 the life-boat *J. G. Graves of Sheffield* was launched two and a half hours after high water. She reached the *Marion* four miles north-north-east of the castle and escorted her into harbour. She then returned to her station, arriving at one o'clock.

#### ESCORT FOR BOWMAN'S BOAT

**Longhope, Orkneys.** At 2.45 on the afternoon of the 10th of November, 1960, a south-easterly gale was blowing and the sea was very rough at the mouth of Aith Hope. The bowman of the life-boat and a member of the crew, who jointly owned the fishing yawl *Delightful*, wished to bring their boat from Aith Hope round to Longhope pier for safety. Because of magneto trouble their engines were not working properly, and they asked for the life-boat to escort them. At 3.42 the life-boat *Thomas McCunn* was launched at slack water. She escorted the *Delightful* to Longhope pier, seas from six to fifteen feet in height being encountered during the passage. The life-boat returned to her station at 6.30 and was finally rehoused at 3.40 on the afternoon of the 13th of November, when the weather had moderated. The bowman made a contribution to the funds of the Institution.

#### MOTOR BOAT TOWED TO HARBOUR

**Ramsgate, Kent.** At 6.41 on the evening of the 7th of November, 1960, the watchman on the east pier told the honorary secretary that a boat had been seen in Pegwell Bay flashing a lamp and apparently needing help. There was a light westerly wind and a slight sea. The tide was ebbing when the life-boat *Michael and Lily Davis* was launched at 6.50. She found the motor boat *Lady Florence* a mile and a half off Ramsgate with engine trouble. The life-boat towed the *Lady Florence* into Ramsgate harbour and returned to her station at 7.30.

#### TOW FOR BOAT WITH SEVENTEEN ABOARD

**Dover, Kent.** At 5.25 on the evening

of the 13th of November, 1960, the coastguard informed the honorary secretary that a local fishing boat was missing off Folkestone. When the life-boat *Southern Africa* put out at 6.3 it was low water. There was a strong south-westerly wind and a rough sea. The weather was overcast. The life-boat found the fishing boat *F.E. 88* with seventeen people on board at 6.50 two miles west of Dover. After towing the boat to Dover she arrived back at her station at 8.7.

#### DOCTOR TAKEN TO ORE CARRIER

**Workington, Cumberland.** At 2.30 on the afternoon of the 15th of November, 1960, the honorary secretary was informed that the ore carrier *Oredian* of London had an injured man on board and had asked for a doctor. As it was low water and no other boat was able to put out, the life-boat *Manchester and Salford XXIX* left her moorings at three o'clock with a doctor on board. There was a strong south-south-westerly wind and a rough sea. The life-boat put the doctor on board the *Oredian* at 3.30. After treating the patient the doctor reboarded the life-boat, which returned to her station at five o'clock.

#### EIGHTEEN MEN TAKEN OFF BARGE

**Youghal, Co. Cork.** At 6.15 on the evening of the 16th of November, 1960, the motor mechanic was told that a boat being used in the construction of the new bridge at Youghal was in difficulty and drifting seawards. The weather was cloudy, with occasional rain and mist; there were light airs, and the sea was smooth. At 6.35, when the life-boat *Herbert John* was launched, the tide was half ebb. The life-boat found a powered barge aground on the rocks on the eastern side of the harbour. Apparently a motor boat had tried to take the barge in tow but had broken down. As there was not enough water for the life-boat to close the barge, the coxswain returned for a small boat, and eighteen men from the barge were ferried in this to the life-boat. They were later landed at Youghal, and the life-boat returned to her station at 8.20.

#### FISHING VESSEL AGROUND TOWED CLEAR

**Mallaig, Inverness-shire.** At 8.37 on the evening of the 16th of November, 1960, the coastguard informed the honorary secretary that red distress flares had been seen north-east of Crowlin Islands. There was a strong south-westerly wind with a choppy sea, and it was very dark. It was low water at 8.45 when the life-boat *E. M. M. Gordon Cubbin* was launched. She passed through the Kyle Red narrows and found the motor fishing vessel *Eminent* ashore on the north-east side of Cow Island. Helped by a parachute flare the coxswain felt his way into an anchorage to seaward of the casualty. The life-boat had a dinghy in tow, and two of her crew manned it and surveyed the position before an effort was made to tow the *Eminent* into deep water. The fishing vessel was eventually towed clear, the only apparent damage she had sustained being to her propeller. The life-boat then returned to her station, arriving at 7.30 the next morning.

#### DOCTOR TAKEN TO TRINITY HOUSE VESSEL

**Great Yarmouth and Gorleston, Norfolk.** At 6.42 on the evening of the 17th of November, 1960, the coastguard informed the honorary secretary that the Trinity House vessel *Mermaid*, which had a sick man aboard, was making for Yarmouth roads and had asked for the services of a doctor. The life-boat *Louise Stephens* was launched at 7.15 with a doctor on board. It was high water, and there was a fresh to strong east-north-easterly wind with a moderate sea. The life-boat came up with the *Mermaid* at 7.30, and the sick man was taken off and landed at Gorleston at 7.50, after which the life-boat returned to her station.

#### SICK PERSON TAKEN FROM ISLAND

**Mallaig, Inverness-shire.** At noon on the 17th of November, 1960, the life-boat coxswain received a telephone message that a sick person on the island of Rhum needed hospital treatment urgently. There was a strong south-westerly wind with a rough sea and a

flood tide. As no other boat was available, the life-boat *E. M. M. Gordon Cubbin* put out at 12.5, reaching Rhum at 2.20. The patient, who was on a stretcher, was embarked, and the life-boat returned to Mallaig. An ambulance was waiting, and the patient was taken to hospital, the life-boat returning to her station at 4.30.

#### LIBERTY BOAT ESCORTED TO HARBOUR

**Clacton-on-Sea, Essex.** At 6.5 on the morning of the 19th of November, 1960, the coastguard informed the honorary secretary that a vessel two miles from the Barrow Deep lightvessel was trying to attract attention. The life-boat *Sir Godfrey Baring* was launched at 7.35. It was an hour and a half after high water, and the weather was calm with fog. The life-boat found a liberty boat from H.M.S. *Ganges* and escorted her into Harwich harbour, returning to her station at four o'clock.

#### MAN RESCUED FROM BANK IN FOG

**Teessmouth, Yorkshire.** At 12.15 on the afternoon of the 19th of November, 1960, the coastguard informed the honorary secretary that a man was stranded on the bank of the river Tees near no. 5 light buoy. There were light south-westerly airs and thick fog, with a smooth sea. It was flood tide when the life-boat *The Sarah Jane and James Season* was launched at 12.40. As she approached the position given a man was heard calling for help, and when he was found, a life-belt was floated down to him on a line, and he was dragged on board the life-boat. He was suffering badly from exposure, having been in the water for over an hour. The coxswain asked for an ambulance to meet the life-boat. This was arranged, and the man was taken to hospital. Apparently he and two other people had been digging for bait, and when the fog came down he became separated and lost his way. He then walked towards the river and was cut off by the tide, but found a marker beacon and secured himself to it. When the life-boat arrived water was up to his armpits, and as the tide rises another seven or eight feet at this point, he would undoubtedly have been

drowned. The life-boat returned to her station at 2.20.

#### TOW FOR BOAT WITH ENGINE BREAKDOWN

**Newhaven, Sussex.** At 8.20 on the evening of the 19th of November, 1960, the coastguard informed the honorary secretary that a boat had been reported flashing a light, and that calls for help had been heard off the Esplanade Hotel, Seaford. The weather was fine, with a light south-westerly wind and a choppy sea. At 8.30 the life-boat *Kathleen Mary* was launched on a flood tide. On reaching the position given she found the fishing boat *Stella* broken down with two people on board. She towed her into Newhaven harbour and then returned to her station, arriving at 9.40.

#### ONE MAN RESCUED AFTER CANOES CAPSIZE

**Great Yarmouth and Gorleston, Norfolk.** At 2.6 on the afternoon of the 26th of November, 1960, the coastguard learnt from the police that two canoes had capsized in Breydon Water. This information was passed by the coastguard to the coxswain at 2.9. It was almost high water, and there was a strong south-westerly wind with a slight sea when the life-boat *Louise Stephens* was launched at 2.20. On reaching Breydon Water the life-boat found that one man had been picked up by the police, and that a second man was stuck in the mud. He was taken on board the life-boat, but in spite of artificial respiration carried out by the crew and by the policemen who returned in the life-boat, he died before reaching hospital. The life-boat returned to her station at 5.40.

#### TRAWLER REFLOATED AND TOWED IN

**Barra Island, Outer Hebrides.** At 3.50 on the afternoon of the 26th of November, 1960, a message was received that the Fleetwood trawler *Jacinta* was ashore at the entrance to Castlebay harbour and needed help. A moderate north-easterly wind was blowing, and the sea was choppy. At 4.17 the life-boat *R. A. Colby Cubbin No. 3*

put out when the tide was ebbing. On reaching the trawler the life-boat stood by her. The *Jacinta's* kedge anchor was taken on board the life-boat and laid out about six hundred yards away. With the help of the kedge anchor the *Jacinta* was refloated. It was then found that her steering and engine had broken down and that she was completely disabled. At the request of her captain the life-boat towed the *Jacinta* to the pier, where she was berthed. The life-boat finally returned to her station at 12.45 early on the 27th of November.

#### ESCORT FOR COBLE AFTER SEARCH

**Flamborough, Yorkshire.** At nine o'clock on the morning of the 27th of November, 1960, the coxswain told the honorary secretary that the local fishing coble *Margaret Ann* was at sea. There was a strong north-easterly wind with a rough sea, and the weather was deteriorating. The coxswain decided to go to the north landing for further news, and after he had reported to the honorary secretary it was decided to launch the life-boat. At 9.37, when the tide was flooding, the life-boat *Friendly Forester* was launched. She followed a course to the north-east, and when she was about a mile off shore, a message was received from the coastguard that the coble was to the eastward of the life-boat. The life-boat altered course accordingly and found the *Margaret Ann* making for the land in extremely bad weather. As it would have been impossible for the fishing boat to reach the north landing, the life-boat escorted her into Bridlington Bay. The life-boat returned to her station at 11.20.

#### FIVE TAKEN OFF MOTOR BOAT

**Walmer, Kent.** At 1.55 on the afternoon of the 27th of November, 1960, the coastguard informed the honorary secretary that residents at Walmer and Kingsdown had seen a number of small fishing boats in difficulties because of a sudden deterioration in the weather. There was a strong northerly wind with a moderate to rough sea, the weather was squally, and visibility was poor. At 2.2 the life-boat *Charles Dibdin* (Civil Service No. 32) was launched one hour

after low water. She went to the help of a number of boats three-quarters of a mile off Kingsdown. A local motor boat also made for the position and rescued three Royal Marines from their dinghy and landed them at Kingsdown. The life-boat found the Deal motor boat *Ursula* broken down and took her in tow. The tow rope parted, and the motor boat's crew of five were transferred to the life-boat, two of the life-boat's crew boarding the *Ursula*. The *Ursula* was then towed to Deal and safely beached. The life-boat, with the five people still on board, returned to the position near Kingsdown and picked up the Royal Marines' dinghy. She towed it back to the life-boat station, which she reached at 3.55.

#### FISHING BOAT TOWED IN AFTER FOULING PROPELLER

**Kilmore, Co. Wexford.** At 11.30 on the morning of the 28th of November, 1960, a message was received that the fishing boat *Girl May* had fouled her propeller with a net and needed help. There was a strong south-westerly wind, and the sea was choppy. It was high water. At 12.25 the life-boat *Ann Isabella Pyemont* was launched. She took the *Girl May* in tow and returned to her station at 4.15.

#### TWO COBLES ESCORTED INTO HARBOUR

**Boulmer, Northumberland.** At 11.35 on the morning of the 29th of November, 1960, the coastguard informed the honorary secretary that three local fishing boats had not returned to harbour. Some anxiety was felt, as there was a heavy swell, and fog had reduced visibility. It was almost high water at 12.1 when the life-boat *Clarissa Langdon* was launched. As she was leaving harbour, one of the cobles with the second coxswain and bowman on board returned. After this coble had berthed, the two men took their places in the life-boat, which then put out to search for the remaining two cobles. They found them and escorted them into harbour. The life-boat returned to her station at 12.55.

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

**Fleetwood, Lancashire.**—November 2nd.

**Campbeltown, Argyllshire.**—November 2nd.

**Barrow, Lancashire.**—November 2nd.

**Porthdinllaen, Caernarvonshire.**—November 2nd.

**Aberystwyth, Cardiganshire.** — November 2nd.

**Stronsay, Orkneys.**—November 5th.

**Valentia, Co. Kerry.**—November 7th.

**Hastings, Sussex.**—November 7th.

**Galway Bay.**—November 7th.

**Port Erin, Isle of Man.**—November 8th.

**Barra Island, Outer Hebrides.**—November 10th.

**Falmouth, Cornwall.** — November 10th.

**Weymouth, Dorset.**—November 11th.

**Dunmore East, Co. Waterford.**—November 12th.

**Falmouth, Cornwall.** — November 20th.

**Anstruther, Fifeshire.** — November 21st.

**Buckie, Banffshire.**—November, 24th.

**Clacton-on-Sea, Essex.** — November 26th.

**Pwllheli, Caernarvonshire.**—November 26th.

**Holyhead, Anglesey.** — November 27th.

## DECEMBER

DURING December life-boats were launched on service 31 times and rescued 15 lives.

### MOTOR VESSEL TOWED TO HARBOUR IN GALE

**Plymouth, Devon.** At 3.25 on the morning of the 4th of December, 1960, the coastguard informed the honorary secretary that the motor vessel *Edenside* in Plymouth Sound was dragging her anchors and had asked for the help of the life-boat. There was a west-south-westerly gale and a very rough sea. The weather was overcast with driving rain, and it was very dark. At 3.46 the life-boat *Thomas Forehead and Mary Rowse*

put out. Shortly afterwards a flare was seen in the direction of Jenny Cliff Bay. The life-boat found the *Edenside*, and after exchanging messages by radio-telephone stood by her until the Admiralty tug *Camel* arrived. The *Camel* was unable to communicate with the *Edenside* by radio-telephone, and the life-boat passed messages between the two. When the tug was ready to take the *Edenside* in tow, the motor vessel was unable to weigh anchor, and both anchors had to be cut adrift. The tug then took the *Edenside* out into deep water and kept her in tow until a berth was found for her. At 7.30 the *Camel* towed the *Edenside*, escorted by the life-boat, into Sutton Pool, and berthed her alongside the north quay. The life-boat returned to her station at 8.3. The skipper of the *Edenside* expressed his thanks to the life-boat crew for their help.

### TOW FOR FISHING VESSEL WITH ENGINE BREAKDOWN

**Caister, Norfolk.** At 6.58 on the morning of the 4th of December, 1960, the coastguard informed the coxswain that distress flares had been seen south of Scroby Elbow buoy. There was a strong south-westerly wind and a very rough sea. The weather was squally with poor visibility, and the tide half flood. At 7.10 the life-boat *Jose Neville* was launched. Because of heavy rain and short, steep seas the life-boat had considerable difficulty in finding the casualty until a flare was shown. She then found the fishing vessel *Gloamin N*, with her engine broken down, and took her in tow to Yarmouth harbour. The life-boat returned to her station at 10.40.

### DOCTOR PUT ABOARD POLISH TRAWLER

**Lowestoft, Suffolk.** At 8.32 on the morning of the 5th of December, 1960, the coastguard informed the honorary secretary that the trawler *Pradnik* of Gdynia, Poland, was signalling for immediate medical assistance. There was a fresh south-westerly wind and a choppy sea. The tide was flooding. At nine o'clock the life-boat *Michael Stephens* was launched with a doctor on board. She made for the agreed

point of rendezvous between seven and eight miles south-east of Lowestoft, but a message was received that the trawler was further south, and the life-boat met her four miles east of Southwold. The doctor was put on board to attend one of the trawler's crew, who had been scalded after a steam pipe had burst. First aid had been rendered by the skipper. After the man had been treated the trawler made for Great Yarmouth. The life-boat returned to her station at 11.45.

#### DOCTOR TAKEN TO LIGHTVESSEL

**Selsey, Sussex.** At 3.15 on the morning of the 6th of December, 1960, the coastguard informed the honorary secretary that a man had collapsed aboard the *Owers lightvessel*, and that the services of a doctor were required. At 3.40 the life-boat *Canadian Pacific* was launched into a choppy sea and a moderate south-westerly wind. The tide was half ebb. The life-boat came alongside the lightship at 4.45. The doctor went aboard and treated the sick man, who was then transferred to the life-boat. The life-boat reached her station at 7.30, where the sick man was put into a waiting ambulance.

#### MOTOR YACHT TOWED TO HARBOUR

**Tenby, Pembrokeshire.** At 6.52 on the evening of the 10th of December, 1960, an anticipatory message was passed by the coastguard to the honorary secretary reporting what appeared to be distress signals near the St. Govan's lightvessel. There were light east-north-easterly airs, and the sea was smooth. At 7.29, on the flood tide, the life-boat *Henry Comber Brown* was launched to investigate flashing lights a mile and a half north-east of the lightvessel. On reaching the position the life-boat found the motor yacht *Armour* of Cardiff, with her engine broken down and two people on board. She towed her to Tenby and returned to her station at 1.15 the next morning.

#### SICK PERSON BROUGHT FROM ISLAND

**Aith, Shetlands.** At 7.5 on the evening of the 10th of December, 1960,

a doctor at Walls telephoned the honorary secretary to say he had received an urgent call from the Island of Foula, and that a patient might have to be conveyed to the main island for hospital treatment. There was a light east-north-easterly wind and a slight sea. The tide was ebbing. At 7.58 the life-boat *The Rankin* put out with the doctor on board and reached Foula at 11.35. The patient and doctor were embarked at one o'clock in the morning and the life-boat made for Lerwick, where the patient was landed and taken to hospital. The life-boat returned to her station at 5.40. The doctor expressed his appreciation of the service rendered, which undoubtedly helped to save the patient's life.

#### FISHING BOAT BEACHED AFTER TOW

**Eastbourne, Sussex.** At 5.5. on the afternoon of the 11th of December, 1960, the coastguard informed the honorary secretary that two red rockets had been reported in Norman's Bay, and that a boat was burning red flares about four miles out to sea. The weather was calm, but visibility was poor. A light northerly wind was blowing, and the sea was smooth. At 5.30 the life-boat *Beryl Tollemache* was launched on an ebbing tide. When two and a half miles south-east of Norman's Bay she found the fishing boat *N.N.III* of Pevensey Bay with her engine seized. The fishing boat was taken in tow and brought to Pevensey Bay and beached. The life-boat returned to her station at 7.20.

#### BARGE AND MOTOR VESSEL BOTH REFLOATED

**Caister, Norfolk.** At 8.20 on the morning of the 13th of December, 1960, the life-boat mechanic telephoned to say the barge *Will Everard* was aground on Scroby Sand due east of the life-boat station. This was confirmed later by the coastguard. It was decided to keep the vessel under observation, as no signals of distress had been seen. A moderate north-easterly wind was blowing and causing a moderate sea. At 11.10 the life-boat *Jose Neville* was launched two hours after low water.

She reached the *Will Everard*, which had apparently grounded in the late afternoon the day before. The life-boat was now informed that the motor vessel *Serenity* would be coming from Great Yarmouth to give help. When the *Serenity* arrived the life-boat took soundings round the barge, and after piloting the *Serenity* into position, ran a wire from the barge to her. This wire parted, and just before towing operations began with a second wire it fouled the screw of the *Serenity*, which drifted aground and on to the barge. The life-boat towed *Serenity* to a deep water anchorage and then made for the barge. The skipper was told that the life-boat was returning to her station but would answer any distress signals that might be made. She reached her station at 6.15, and the *Will Everard* refloated about three hours later.

#### TOW FOR TRAWLER IN FOG

**Valentia, Co. Kerry.** At 8.15 on the morning of the 16th of December, 1960, the honorary secretary was informed by Valentia radio station that the trawler *Ros Airgead* was drifting five miles west of Bray Head with a defective fuel pipe, and that she needed help. When the life-boat *Peter and Sarah Blake*, on temporary duty at the station, put out at 8.30 there was a calm sea and dense fog. It was low water. The life-boat reached the *Ros Airgead* at ten o'clock and towed her to Valentia pier, which was reached at 12.30. She then returned to her station, arriving at one o'clock.

#### DOCTOR TAKES BOWMAN'S WIFE TO HOSPITAL

**St. Mary's, Isles of Scilly.** At 12.30 on the afternoon of the 17th of December, 1960, a message was received from the honorary medical adviser that he had to go by air to the mainland to take an expectant mother to Redruth hospital as complications were suspected. It was necessary for the doctor to return to St. Mary's without delay and he asked if the life-boat could pick him up at Penzance should he be unable to return by air because of fog. At 1.5 the life-boat *Guy and Clare Hunter* was launched on the flood tide. She reached Penzance at 4.50, and the doctor

embarked for the return passage to St. Mary's, which was reached at ten o'clock. The patient was the wife of the bowman of the life-boat, who is a son of a former coxswain. The crew refused payment for this service.

#### MOTOR BOAT TOWED TO HARBOUR

**Ramsgate, Kent.** At 6.17 on the evening of the 17th of December, 1960, the watchman on the east pier told the honorary secretary that a vessel in Pegwell Bay was burning flares. The life-boat *Michael and Lily Davis* was launched at 6.26, two hours after low water. There were light westerly airs and a smooth sea. The life-boat found the motor boat *Heart of Gold* with her engine out of order and towed her into Ramsgate harbour, arriving at 6.54.

#### LONGSHORE BOAT TOWED TO HARBOUR

**Lowestoft, Suffolk.** At 4.2 on the afternoon of the 18th of December, 1960, the coastguard informed the honorary secretary that a longshore boat about a mile north of the coastguard look-out was flashing a distress signal. There was a light west-north-westerly wind and a smooth sea. The weather was overcast with drizzle and fog patches. At 4.15 the life-boat *Michael Stevens* left her moorings on a flood tide. On reaching the position given she found the longshore boat *Tempo* of Great Yarmouth, with her engine broken down, and a small boat standing by. The life-boat towed the *Tempo* to Lowestoft harbour and returned to her station at five o'clock.

#### SECOND SERVICE TO TRAWLER IN ONE WEEK

**Valentia, Co. Kerry.** At 3.15 on the afternoon of the 19th of December, 1960, the honorary secretary was informed by Valentia radio station that the trawler *Ros Airgead* had fouled her propeller and needed help. When the life-boat *Peter and Sarah Blake*, on temporary duty at the station, with the second coxswain in command, put out at 3.20, it was high water. There was a northerly gale with a rough sea, and it was snowing. The life-boat reached the trawler at 5.15 and took her in tow.

Because of the weather conditions the second coxswain decided to return via the Portmagee Channel. When two miles north-west of Bray Head the tow parted, and it was not reconnected until the trawler had drifted about five miles to a position half a mile south of Puffin Island. The trawler was then towed to Valentia pier, which was reached at 11.15. The life-boat returned to her station at 11.50. This was the Valentia life-boat's second service to the same trawler within a week.

#### MAN TAKEN OFF NORWEGIAN TANKER

**Portrush, Co. Antrim.** At 12.30 early on the morning of the 23rd of December, 1960, the coastguard informed the honorary secretary that the tanker *Johs. Stove* of Oslo wanted to land a sick man and that her estimated time of arrival off Portrush was 5.30. Arrangements were made for the life-boat *Lady Scott* (Civil Service No. 4) to be launched when the tanker was off Portstewart. There was a moderate south-westerly wind and a slight sea when the life-boat was launched at 7.2 on the flood tide. The sick man was transferred to the life-boat, which reached Portrush at 8.45, where the patient was put into a waiting ambulance.

#### LIGHTHOUSE KEEPERS TAKEN OFF AFTER FIRE

**Port St. Mary, and Port Erin, Isle of Man.** At 11.10 on the morning of the 23rd of December, 1960, the coastguard informed the honorary secretary at Port St. Mary that fire had broken out on the lighthouse on Chickens Rock. It had been confirmed by Cregneash radio beacon that the three lighthouse keepers were in great danger. The weather was cloudy with showers, and there was a fresh south-westerly wind with a rough sea. The Port St. Mary life-boat *R. A. Colby Cubbin* No. 2 was launched at 11.40, when the tide was half flood. When she approached the lighthouse the base was seen to be awash with the rising tide. The keepers had taken refuge on the lower deck of the lighthouse, after having slid down a rope from the upper balcony.

It was impossible for the life-boat to come within a hundred yards of the lighthouse, and it was decided to take the keepers off by breeches buoy. This was somewhat difficult, as there was no landing over which the line could be fired. The coxswain therefore told the keepers to stream a line with a board attached, and the rocket line was fired over this. In this way the block was rigged to an iron ladder of the lighthouse.

The first man was then hauled off, but a heavy sea caused the breeches buoy to capsize, probably because the rocket line fouled the buoy. With some difficulty the man was hauled aboard the life-boat suffering badly from shock and exposure. A combination of tide and sea over the base of the lighthouse made it unwise to attempt a further rescue by breeches buoy, and it was decided to land the one man at Port Erin, which was reached at 1.45.

The Port St. Mary coxswain requested that the Port Erin life-boat *Matthew Simpson* should be launched to stand by the lighthouse in case the remaining two men needed help immediately, for there was the added danger of a possible explosion of the oil fuel tanks. The Port St. Mary life-boat returned to the lighthouse about 3.6 to join the Port Erin life-boat, and both life-boats stood by until 6.14. By then the weather had moderated and the tide had receded sufficiently to allow the Port St. Mary life-boat to go alongside the lighthouse landing and take the two remaining men off. Both men were very exhausted, and suffering from burns. The life-boats then returned to their stations, the Port St. Mary boat arriving at 7.10 and the Port Erin boat at 7.20.

#### ESCORT FOR FOUR FISHING VESSELS

**Bridlington, Yorkshire.** At 9.30 on the morning of the 28th of December, 1960, the harbour master informed the honorary secretary that four motor fishing vessels had left harbour at three o'clock. The weather had deteriorated, and as there was now a south-by-east-gale with a very rough sea, it was decided to launch the life-boat about the time the boats were expected. On the

flood tide at 12.5 the life-boat *Tillie Morrison, Sheffield II* was launched, and at 12.45 she escorted the *Providence* into harbour. She then stood by until the other three fishing vessels were sighted, when she put out to meet them and escort them into harbour. The life-boat was rehoused at 3.20.

#### ELEVEN COBLES ESCORTED INTO HARBOUR

**Filey, Yorkshire.** At 10.35 on the morning of the 28th of December, 1960, the coastguard told the motor mechanic that eleven local cobles were at sea fishing. As the weather was deteriorating it was decided, in the absence of the honorary secretary, to launch the life-boat *The Isa & Penryn Milsted*. When she put out at 11.25, there was a strong south-easterly wind and a rough sea. It was one hour before high water. The cobles were all escorted to safety by 3.55, and the life-boat returned to her station ten minutes later.

#### INJURED MAN TAKEN OFF DUTCH VESSEL

**Fenit, Co. Kerry.** At 9.50 on the morning of the 31st of December, 1960, the honorary secretary was informed that the motor vessel *Nusakan* of Rotterdam, which was at anchor in Tralee Bay, had asked for the life-boat to take off a seriously injured man who needed hospital treatment. The life-boat *Hilton Briggs* put out at 10.30 in a westerly wind of near gale force and a very rough sea. The tide was half flood. The injured man was transferred to the life-boat and landed at 11.35.

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

**Troon, Ayrshire.**—December 1st.

**Stromness, Orkneys.**—December 1st.

**Barra Island, Outer Hebrides.**—December 5th.

**Troon, Ayrshire.**—December 5th.

**Walton and Frinton, Essex.**—December 8th.

**Barrow, Lancashire.**—December 11th.

**Clacton-on-Sea, Essex.**—December 18th.

**Shoreham Harbour, Sussex.**—December 18th.

**North Sunderland, Northumberland.**—December 18th.

**Donaghadee, Co. Down.**—December 24th.

**Stronsay, Orkneys.**—December 27th.

**Cromer, No. 1, Norfolk.**—December 31st.

Accounts of the following services carried out in September, 1960, were received too late for inclusion in the December, 1960, number of the *Life-boat*:

**Valentia, Co. Kerry.** At 2.55 on the afternoon of the 5th of September, 1960, a Mayday message was received from Valentia radio station that the fishing vessel *Ros Ceaion* was adrift in Blasket Sound and needed help. There was a moderate south-westerly wind with a corresponding sea, and the tide was flooding. At 3.5 the life-boat *Rowland Watts* was launched. She found the *Ros Ceaion* close to the rocks at Inish Nabro. The fishing vessel had lost her propeller and was in extreme danger. The life-boat took her in tow and berthed her at Portmagee at 9.5. She then returned to her station, arriving at 1.45 in the morning. Because of the weather conditions all the fishing vessel's gear had to be abandoned.

**Mallaig, Inverness-shire.** At two o'clock on the afternoon of the 8th of September, 1960, a message was received that a small yacht with two people on board had been seen drifting ashore on Traigh Sands eight miles from Mallaig. There was a strong southerly gale with a rough sea, and the tide was ebbing. At 2.13 the life-boat *E. M. M. Gordon Cubbin* put out. On reaching the position given she found that the yacht had been driven on to a small rocky isle. The life-boat put a rope on board the yacht and on the flood tide towed her clear of the rocks. One of the life-boat crew then went on board the yacht, and the life-boat towed her and her crew to Mallaig.

## Services

Date 1960	Station	Casualty	Service
Jan. 1	Scarborough .. ..	Trawler <i>Brutus</i> .. ..	Landed a sick man.
" 2	Walton and Frinton ..	F.V. <i>Cliffwind</i> .. ..	Saved boat and rescued 2.
" 3	Kilmore .. ..	Coningbeg lightvessel ..	Landed a sick man.
" 13	Filey .. ..	Fishing cobbles .. ..	Escorted 11 boats.
" 16	Whitby .. ..	Fishing boats .. ..	Escorted 5 boats.
" 17	Swanage .. ..	Persons climbing cliff ..	Landed 3.
" 19	Southend-on-Sea ..	Tug <i>Exchange</i> .. ..	Gave help.
" 20	Arklow .. ..	Coaster <i>Normanby Hall</i> ..	Stood by vessel.
" 20	Tynemouth .. ..	Small boat .. ..	Saved boat and rescued 1.
" 21	Galway Bay .. ..	Sick child .. ..	Conveyed sick child to mainland.
" 27	Peterhead .. ..	Fishing boat <i>Honey Bee</i> ..	Escorted vessel.
" 28	North Sunderland ..	Fishing boat .. ..	Escorted vessel.
" 29	Scarborough .. ..	Motor boat <i>Sceptre</i> .. ..	Escorted vessel.
" 30	Stornoway .. ..	Boom defence vessel <i>Moorpout</i>	Landed a sick man.
Feb. 1	Scarborough .. ..	Five fishing boats .. ..	Escorted vessels.
" 2	Dover .. ..	Fishing boat <i>DR.79</i> .. ..	Rescued 1.
" 3	Bridlington .. ..	Three fishing boats .. ..	Escorted vessels.
" 5	Barra Island .. ..	Maternity case (baby born in life-boat) .. ..	Conveyed sick woman to hospital.
" 7	Eastbourne .. ..	Auster aircraft .. ..	Landed a body.
" 7	Barra Island .. ..	Sick man .. ..	Conveyed sick man to hospital, thereby saving a life.
" 11	Howth .. ..	Coaster <i>Indorita</i> .. ..	Escorted vessel.
" 11	Clogher Head .. ..	Coaster <i>Indorita</i> .. ..	Escorted vessel.
" 11	Wicklow .. ..	Motor vessel <i>Stella Mary</i> ..	Gave help.
" 15	Eyemouth .. ..	Fishing boat <i>Rachel Douglas</i>	Escorted vessel.
" 16	Whitby .. ..	Three fishing vessels .. ..	Stood by vessels.
" 18	Penlee .. ..	Fishing vessel <i>May</i> .. ..	Saved boat and rescued 1.
" 21	Kilmore .. ..	Coningbeg lightvessel .. ..	Landed a sick man.
" 25	Eyemouth .. ..	Trawler <i>Craigievar</i> .. ..	Gave help.
" 26	Arbroath .. ..	Fishing vessel <i>White Rose</i> ..	Escorted boat.
" 27	Ramsgate .. ..	Yacht <i>Acis</i> .. ..	Saved boat and rescued 2.
" 29	North Sunderland ..	Tug <i>Yewglen</i> .. ..	Stood by vessel.
" 29	Stromness .. ..	Fishing vessel <i>Willowbank</i> ..	Saved boat and rescued 2.
Mar. 4	North Sunderland ..	Fishing fleet .. ..	Escorted 9 boats.
" 9	Whitby .. ..	Fishing boats .. ..	Escorted 4 boats.
" 9	Valentia .. ..	Fishing vessel <i>Ros Corr</i> .. ..	Saved boat and rescued 5.
" 9	Peterhead .. ..	Fishing vessel <i>St. Jacques</i> ..	Escorted boat.
" 9	Peterhead .. ..	Fishing vessel <i>Animation</i> ..	Escorted boat.
" 9	Ilfracombe .. ..	Trawler <i>Deo Gratias</i> .. ..	Saved boat and rescued 3.
" 15	North Sunderland ..	Fishing fleet .. ..	Escorted boats.
" 15	Arranmore .. ..	M.V. <i>Fair Isle</i> .. ..	Saved boat and rescued 3.
" 15	Montrose .. ..	F.V.'s <i>Angus Rose</i> and <i>Rosemary</i> .. ..	Escorted boats.
" 18	Fowey .. ..	S.S. <i>Gazelle</i> .. ..	Saved boat and rescued 4.
" 24	Gt. Yarmouth and Gorleston .. ..	Tanker <i>Mare Novum</i> .. ..	Took out a doctor.
" 24	Gt. Yarmouth and Gorleston .. ..	Trinity House vessel <i>Triton</i> ..	Landed a sick man.
" 25	Aith .. ..	Trawler <i>Ben Bhrackie</i> .. ..	Took out a doctor.
" 26	Longhope .. ..	Trawler <i>Little Ouse</i> .. ..	Escorted vessel.
" 26	Peel .. ..	Trawler <i>La Fée Des Ondes</i> ..	Gave help.
" 27	Dover .. ..	Motor boat <i>Gladena</i> .. ..	Saved boat and rescued 4.
" 29	Swanage .. ..	M.V. <i>Magrix</i> .. ..	Gave help.
April 1	Howth .. ..	18 ft. boat .. ..	Saved boat and rescued 1.
" 2	Arbroath .. ..	F.V.'s <i>Sunbeam</i> and <i>Bairn's Pride</i> .. ..	Escorted 2 boats.
" 2	Stronsay .. ..	F.V. <i>Fisher Lass</i> .. ..	Escorted boat.
" 3	St. Abbs .. ..	Yacht <i>Southern Cross</i> .. ..	Saved boat and rescued 3.
" 4	Scarborough .. ..	F.V. <i>Betty</i> .. ..	Escorted boat.
" 4	Campbeltown .. ..	H.M.S. <i>Narwhal</i> .. ..	Gave help.
" 4	Lerwick .. ..	F.V. <i>Gleaner</i> .. ..	Rescued 2.

	Date 1960	Station	Casualty	Service
April	4	Whitby .. ..	Fishing fleet .. ..	Escorted boats.
"	5	North Sunderland .. ..	9 Fishing boats .. ..	Stood by 9 boats.
"	9	Clacton-on-Sea .. ..	Boat <i>Tot Morgen</i> .. ..	Gave help.
"	9	Pwllheli .. ..	Speed boat .. ..	Saved boat and rescued 1.
"	10	Gt. Yarmouth and Gorleston .. ..	Canoe .. ..	Saved boat and rescued 1.
"	12	Dover .. ..	Sailing boat <i>Impudence</i> .. ..	Saved boat and rescued 2.
"	12	Fleetwood .. ..	Trawler <i>Spurnella</i> .. ..	Gave help.
"	13	Appledore .. ..	Lundy Ferry boat .. ..	Escorted boat.
"	13	Youghal .. ..	Fishing boat .. ..	Saved boat and rescued 3.
"	14	Fowey .. ..	Yacht <i>Irene</i> .. ..	Gave help.
"	14	Shoreham Harbour .. ..	S.S. <i>Bosworth</i> .. ..	Landed an injured man.
"	16	Bembridge .. ..	Yacht <i>St. Iluce</i> .. ..	Saved boat and rescued 2.
"	16	Cromer No. 2 .. ..	Fishing boat .. ..	Escorted boat.
"	16	Newhaven .. ..	Sailing dinghies .. ..	Saved 2 boats and landed 1.
"	16	Sheringham .. ..	F.V. <i>Windsor Rose</i> .. ..	Gave help.
"	17	Dungeness .. ..	Sailing dinghy .. ..	Saved boat.
"	17	Newhaven .. ..	Yacht <i>Geordie</i> .. ..	Gave help.
"	17	Peterhead .. ..	F.V. <i>Jewel</i> .. ..	Gave help.
"	17	Runswick .. ..	F.V. <i>Dolphin</i> .. ..	Gave help.
"	17	Swanage .. ..	Yacht <i>Goosander</i> .. ..	Saved boat and rescued 4.
"			Yacht <i>Barbar</i> .. ..	Gave help.
"	18	North Sunderland .. ..	F.V. <i>Glad Tidings</i> .. ..	Gave help.
"	19	Dungeness .. ..	F.V. <i>Morag</i> .. ..	Rescued 3.
"	19	Newhaven .. ..	F.V. <i>Denrow</i> .. ..	Saved boat and rescued 2.
"	21	Plymouth .. ..	Party on rocks .. ..	Landed 5.
"	23	Tenby .. ..	Dinghy .. ..	Saved boat and rescued 1.
"	24	Workington .. ..	F.V. <i>Beaver</i> .. ..	Saved boat and rescued 6.
"	25	Coverack .. ..	F.V. <i>Jennie</i> .. ..	Saved boat and rescued 1.
"	26	Gt. Yarmouth and Gorleston .. ..	Smiths Knoll lightvessel .. ..	Landed a body.
"	27	Stornoway .. ..	S.S. <i>Kungsholm</i> .. ..	Landed 2.
"	27	Torbay .. ..	Schooner <i>J. T. &amp; S.</i> .. ..	Landed 5.
"	27	Beaumaris .. ..	Cabin cruiser <i>Montreal</i> .. ..	Stood by boat.
"	30	Hartlepool .. ..	Canoe .. ..	Gave help.
May	4	Southend-on-Sea .. ..	Dinghy .. ..	Landed 2.
"	8	Weston-super-Mare .. ..	Bathers .. ..	Landed 1.
"	8	Clacton-on-Sea .. ..	Yacht <i>Cheviot Wind</i> .. ..	Gave help.
"	8	Penlee .. ..	Seven Stones lightvessel .. ..	Landed a sick man, thereby saving his life.
"	12	Bridlington .. ..	9 Fishing boats .. ..	Escorted boats.
"	12	North Sunderland .. ..	2 Fishing boats .. ..	Escorted boats
"	14	Swanage .. ..	Sailing dinghies .. ..	Saved 2 dinghies and res- cued 4.
"	15	Swanage .. ..	Boys on cliff .. ..	Gave help.
"	15	Humber .. ..	Canoe .. ..	Landed 2.
"	17	Thurso .. ..	F.V. <i>Fame</i> .. ..	Landed 4.
"	18	Clacton-on-Sea .. ..	Coaster <i>Watchful</i> .. ..	Stood by vessel.
"	18	Filey .. ..	Cobles .. ..	Escorted 3 boats.
"	18	Flamborough .. ..	F.V. <i>Margaret Ann</i> .. ..	Escorted boat.
"	18	Hastings .. ..	Sailing dinghy .. ..	Saved boat and landed 1.
"	19	Penlee .. ..	M.S. <i>Saarland</i> .. ..	Landed a sick man, thereby saving his life.
"	22	Margate .. ..	Yacht <i>Gull</i> .. ..	Escorted boat.
"	23	Dunbar .. ..	F.V. <i>Devotion</i> .. ..	Saved boat and rescued 4.
"	23	Fishguard .. ..	Motor boat <i>Girl Pat</i> .. ..	Saved boat and rescued 3.
"	25	St. Peter Port .. ..	Yacht <i>Lyreen</i> .. ..	Gave help.
"	25	Penlee .. ..	M.V. <i>Sangara</i> .. ..	Landed a sick woman, thereby saving her life.
"	25	Portrush .. ..	Motor boat <i>Sea Elf</i> .. ..	Saved boat and rescued 3.
"	26	Blyth .. ..	F.V. <i>Good Fellowship</i> .. ..	Escorted boat.
"	27	Walton and Frinton .. ..	F.V. <i>Alpha</i> .. ..	Gave help.
"	28	Gt. Yarmouth and Gorleston .. ..	S.S. <i>Authenticity</i> .. ..	Stood by vessel.
"	29	Tenby .. ..	Boy over cliff .. ..	Landed a body.
June	2	Stornoway .. ..	Trawler <i>Koltsov</i> .. ..	Landed a sick woman.
"	2	St. Mary's .. ..	H.M. Submarine <i>Trump</i> .. ..	Landed a sick man.
"	2	Walton and Frinton .. ..	M.V. <i>Arasjo</i> .. ..	Stood by vessel.

Date 1960	Station	Casualty	Service
June 4	Swanage .. ..	Boy over cliff .. ..	Rescued 1.
" 4	Yarmouth .. ..	Speed boat .. ..	Saved boat and rescued 2.
" 5	Lytham-St. Anne's ..	Small craft .. ..	Escorted boats.
" 5	Dover .. ..	Yacht <i>Themis</i> .. ..	Gave help.
" 6	Broughty Ferry .. ..	M.V. <i>Margaret</i> .. ..	Gave help.
" 6	Newhaven .. ..	Barge <i>Ethel Ada</i> .. ..	Gave help.
" 7	Youghal .. ..	Rowing boat .. ..	Escorted boat.
" 7	Portrush .. ..	Yacht .. ..	Gave help.
" 7	Walmer .. ..	Yacht <i>Eider Duckling</i> ..	Saved boat and rescued 4.
" 8	Falmouth .. ..	Yacht <i>Otter</i> .. ..	Saved boat and rescued 3.
" 8	Swanage .. ..	Yacht <i>Periwinkle</i> .. ..	Saved boat and rescued 2.
" 8	Eastbourne .. ..	Royal Sovereign lightvessel ..	Landed a sick man.
" 9	Tenby .. ..	Dinghy .. ..	Saved boat and rescued 2.
" 9	Troon .. ..	Yacht .. ..	Saved boat and rescued 2.
" 9	Walton and Frinton ..	Yacht <i>Carmen</i> .. ..	Saved boat and rescued 4.
" 9	Longhope .. ..	Trawler <i>Adolph Hennecke</i> ..	Gave help.
" 11	Seaham .. ..	F.V. <i>Marjorie Joan</i> .. ..	Saved boat and rescued 5.
" 11	Anstruther .. ..	F.V. No. 651 .. ..	Saved boat and rescued 3.
" 11	Selsey .. ..	Yacht <i>Dawn Wind</i> .. ..	Rescued 3.
" 12	Mumbles .. ..	F.V. <i>Altmark</i> .. ..	Stood by boat
" 12	Sunderland .. ..	F.V. <i>Thankful II</i> .. ..	Saved boat and rescued 2.
" 12	Cullercoats .. ..	F.V. <i>Emily</i> .. ..	Saved boat and rescued 7.
" 12	Hoylake .. ..	Yacht <i>Clytie</i> .. ..	Rescued 5.
" 12	Southend-on-Sea .. ..	Yacht <i>Dolphin</i> .. ..	Gave help.
" 13	Galway Bay .. ..	Sick woman .. ..	Conveyed sick woman to mainland.
" 15	Penlee .. ..	M.V. <i>Rowallan Castle</i> ..	Landed a sick man.
" 18	Barry Dock .. ..	Sand sucker <i>Ron Woolaway</i> ..	Landed 7.
" 20	Dun Laoghaire .. ..	Yacht .. ..	Saved boat.
" 20	Humber .. ..	S.S. <i>Gloxinia</i> .. ..	Landed a sick man, thereby saving his life.
" 21	Redcar .. ..	Canoe .. ..	Gave help.
" 21	Galway Bay .. ..	Sick child .. ..	Conveyed a sick child to mainland.
" 22	Rhyl .. ..	Rubber mattress .. ..	Rescued 2.
" 24	Islay .. ..	Sick woman .. ..	Conveyed a sick woman to mainland, thereby saving her life.
" 25	Plymouth .. ..	Bathers .. ..	Rescued 2 and landed 2.
" 25	Barrow .. ..	F.V. <i>Briar</i> .. ..	Landed injured man, thereby saving his life.
" 25	Sunderland .. ..	F.V. <i>Linda</i> .. ..	Gave help.
" 26	Tenby .. ..	Soldier over cliff .. ..	Landed injured man, thereby saving his life.
" 26	Sheringham .. ..	Yacht <i>Sulaire</i> .. ..	Gave help and landed 3.
" 26	Gt. Yarmouth and Gorleston .. ..	Whaler .. ..	Gave help.
July 3	Hartlepool .. ..	Fishing boat .. ..	Escorted boat.
" 6	Bembridge .. ..	Yacht <i>Adele Jeanne</i> .. ..	Gave help.
" 6	Falmouth .. ..	F.V. <i>Soft Wing</i> .. ..	Saved boat and rescued 4.
" 8	Margate .. ..	Yacht <i>Vengla</i> .. ..	Gave help.
" 9	Angle .. ..	Tanker <i>Esso, Portsmouth</i> ..	Stood by vessel.
" 9	Clacton-on-Sea .. ..	Yacht .. ..	Landed 2.
" 9	Broughty Ferry .. ..	Yacht <i>Duchess</i> .. ..	Landed 1.
" 10	Clacton-on-Sea .. ..	Yacht .. ..	Gave help.
" 10	Newhaven .. ..	Canoe .. ..	Rescued 2.
" 10	Ramsgate .. ..	Yacht <i>Salonika</i> .. ..	Escorted boat.
" 10	Tenby .. ..	Yacht .. ..	Gave help.
" 10	Thurso .. ..	Troopship <i>General Randall</i> ..	Landed an injured man.
" 11	Cromer No. 1 .. ..	Trawler <i>Craddock</i> .. ..	Gave help.
" 11	Dover .. ..	Canoe .. ..	Saved boat and rescued 1.
" 11	Shoreham Harbour ..	Yacht <i>Golf of Duclair</i> ..	Stood by yacht.
" 11	Troon .. ..	Motor boat <i>Aquila</i> .. ..	Gave help.
" 12	Gt. Yarmouth and Gorleston .. ..	Rubber mattress .. ..	Landed 1.
" 13	Eastbourne .. ..	Sailing dinghy <i>Kittiwake</i> ..	Saved boat and rescued 2.
" 13	Plymouth .. ..	Dinghy .. ..	Saved boat.
" 14	Humber .. ..	Yacht <i>Sthoreen</i> .. ..	Saved boat and rescued 1.

Date 1960	Station	Casualty	Service
July 14	Yarmouth .. ..	Sailing dinghy <i>Tomasina</i> .. ..	Saved boat.
" 15	Islay .. ..	M.V. <i>Universal Dipchick</i> .. ..	Saved boat and rescued 6.
" 16	Dover .. ..	Persons cut off by tide .. ..	Landed 13.
" 16	Barry Dock .. ..	Canoe race .. ..	Saved boat, rescued 1 and landed 5.
" 16	Bembridge .. ..	Launch <i>Batboat II</i> .. ..	Saved boat and rescued 1.
" 17	Coverack .. ..	Sailing dinghies <i>Alice</i> and <i>Mollie</i> .. ..	Saved 2 boats and rescued 4.
" 17	Poole .. ..	Yacht <i>Forella</i> .. ..	Landed 2.
" 18	Clovelly .. ..	Injured man on Lundy Island .. ..	Landed injured man.
" 18	New Brighton .. ..	Collision <i>Denbigh Castle</i> and <i>Irish Maple</i> .. ..	Gave help.
" 19	Dungeness .. ..	Canoe .. ..	Saved boat and rescued 1.
" 21	Llandudno .. ..	Sailing dinghy .. ..	Escorted boat.
" 21	Scarborough .. ..	F.V. <i>Sparkling Star</i> .. ..	Gave help.
" 21	Stromness .. ..	Yacht <i>Spray</i> .. ..	Escorted boat.
" 21	Bembridge .. ..	Yacht and rowing boat .. ..	Landed 4.
" 21	Selsey .. ..	Yacht <i>Lucy</i> .. ..	Escorted boat
" 22	St. David's .. ..	Cliff casualty .. ..	Landed an injured man.
" 22	Hastings .. ..	Catamaran .. ..	Escorted boat.
" 22	Whitby .. ..	F.V. <i>Success</i> .. ..	Escorted boat.
" 23	Shoreham Harbour .. ..	Yacht <i>Solveig</i> .. ..	Recovered a body.
" 24	Holyhead .. ..	Sailing dinghy <i>Greenbanks</i> .. ..	Saved boat and rescued 2.
" 25	Moelfre .. ..	Catamaran <i>Catrina</i> , Dinghy <i>Spindrift</i> .. ..	Gave help, rescued 3.
" 25	Hastings .. ..	F.V. <i>Our Lady</i> .. ..	Gave help.
" 25	Newhaven .. ..	Yacht <i>Lady Karem</i> .. ..	Escorted yacht.
" 26	Workington .. ..	F.V. <i>Primrose</i> .. ..	Saved boat and rescued 7.
" 27	Gt. Yarmouth and Gorleston .. ..	Helicopter .. ..	Gave help.
" 28	Dungeness .. ..	Motor boat <i>Victor</i> .. ..	Gave help.
" 28	Porthdinllaen .. ..	Sailing dinghy .. ..	Saved boat and rescued 3.
" 29	Margate .. ..	Barge <i>Pudge</i> .. ..	Escorted boat.
Aug. 1	Rosslare Harbour .. ..	Tusker Rock lighthouse .. ..	Landed an injured man.
" 2	Boulmer .. ..	F.V. <i>Boy Allan</i> .. ..	Gave help.
" 2	Lizard .. ..	Naval whaler .. ..	Gave help.
" 3	Campbeltown .. ..	Yacht <i>Skerryvore</i> .. ..	Gave help.
" 3	Cromer No. 1 .. ..	Rubber mattress .. ..	Rescued 1.
" 4	Swanage .. ..	Yacht <i>Fairwinds</i> .. ..	Gave help.
" 6	Arklow .. ..	Dinghy .. ..	Saved boat.
" 6	Valentia .. ..	F.V. <i>Ros Bui</i> .. ..	Saved boat and rescued 6.
" 7	Bridlington .. ..	F.V. <i>Margaret Ann</i> .. ..	Saved boat and rescued 5.
" 7	North Sunderland .. ..	Yacht <i>Wayward Lass</i> .. ..	Gave help.
" 8	Hastings .. ..	Fishing fleet (unexploded bomb) .. ..	Escorted boats.
" 8	Padstow No. 1 .. ..	Body .. ..	Recovered a body.
" 8	Minehead .. ..	Yacht <i>Pam</i> .. ..	Gave help.
" 9	Newhaven .. ..	F.V. <i>Jean de Beaumanoir</i> .. ..	Gave help.
" 10	Stronsay .. ..	F.V. <i>Jean</i> .. ..	Saved boat and rescued 2.
" 11	Sheringham .. ..	F.V. <i>Enterprise</i> .. ..	Gave help.
" 12	Mumbles .. ..	Sailing boat <i>Roamer</i> .. ..	Saved boat and rescued 2.
" 12	Fishguard .. ..	Yacht .. ..	Saved boat.
" 13	Humber .. ..	F.V. <i>Tove</i> .. ..	Saved boat and rescued 2.
" 14	Swanage .. ..	Yacht <i>Maricke</i> .. ..	Gave help.
" 14	Selsey .. ..	Catamaran .. ..	Rescued 3.
" 15	St. Peter Port .. ..	Yacht <i>Nomad</i> .. ..	Gave help.
" 15	Hartlepool .. ..	Dinghy .. ..	Saved boat and rescued 2.
" 15	Walton and Frinton .. ..	Yacht <i>Julia</i> .. ..	Gave help.
" 16	Padstow No. 1 .. ..	Dinghy .. ..	Saved boat and rescued 1.
" 17	Stronsay .. ..	F.V. <i>Press On</i> .. ..	Saved boat and rescued 2.
" 18	Moelfre .. ..	Speed boat <i>Pat</i> .. ..	Saved boat.
" 18	Fishguard .. ..	Dinghy .. ..	Escorted dinghy.
" 19	Ramsgate .. ..	Yacht <i>Lillibet</i> .. ..	Saved boat and rescued 5.
" 19	Cullercoats .. ..	F.V. <i>Fisher Lass</i> .. ..	Saved boat and rescued 6.
" 20	Walmer .. ..	Speed boat .. ..	Saved boat and rescued 2.
" 20	Shoreham Harbour .. ..	Yacht <i>Pippa</i> .. ..	Saved boat and rescued 4.
" 21	Tenby .. ..	Helwick lightvessel .. ..	Landed an injured man, thereby saving his life.

Date 1960	Station	Casualty	Service
Aug. 21	Newquay .. ..	Yacht <i>Sylvia</i> .. ..	Escorted boat.
" 21	Ballycotton .. ..	Motor boat <i>Coulin</i> .. ..	Escorted vessel.
" 26	Whitehills .. ..	F.V. <i>Devotion</i> .. ..	Recovered a body.
" 27	Tenby .. ..	Yacht .. ..	Gave help.
" 27	Shoreham Harbour .. ..	Sailing boat .. ..	Rescued 3.
" 28	St. Abbs .. ..	F.V. <i>Vera</i> .. ..	Saved boat and rescued 1.
" 30	Rosslare Harbour .. ..	F.V. <i>The Two Boys</i> .. ..	Gave help.
" 31	Filey .. ..	F.V. <i>Julie</i> .. ..	Escorted vessel.
Sept. 1	Dunbar .. ..	F.V. <i>Narada</i> .. ..	Saved boat and rescued 3.
" 1	Ilfracombe .. ..	M.V. <i>Colston</i> .. ..	Landed a sick man and saved his life.
" 3	Clacton-on-Sea .. ..	Yacht .. ..	Escorted vessel.
" 3	Selsey .. ..	Yacht <i>Lionesse</i> .. ..	Saved boat and rescued 4.
" 4	Ilfracombe .. ..	Persons cut off by tide .. ..	Rescued 2.
" 4	Wick .. ..	M.V. <i>Ashdene</i> .. ..	Saved boat and rescued 7.
" 5	Valentia .. ..	Fishing vessel .. ..	Saved boat and rescued 5.
" 6	Wick .. ..	F.V. <i>Marie Bhan</i> .. ..	Saved boat and rescued 3.
" 8	Port Erin .. ..	Rowing boat .. ..	Saved boat and rescued 1.
" 8	Galway Bay .. ..	Sick person .. ..	Took sick woman to mainland.
" 8	Mallaig .. ..	Yacht .. ..	Saved yacht and landed 2.
" 9	Valentia .. ..	Bather .. ..	Landed a body.
" 9	Porthdinllaen .. ..	Sick woman .. ..	Took a sick woman to mainland.
" 11	Hastings .. ..	F.V. <i>Little Old Lady</i> .. ..	Gave help.
" 11	Gt. Yarmouth and Gorleston .. ..	S.S. <i>Arnold Bratt</i> .. ..	Sick man landed.
" 12	Clacton-on-Sea .. ..	Yacht <i>Vacation</i> .. ..	Stood by vessel.
" 13	Peterhead .. ..	Fishing boat <i>Progress</i> .. ..	Saved boat and rescued 2.
" 14	Berwick upon-Tweed .. ..	Fishing boat and two motor boats .. ..	Escorted vessels.
" 15	Peterhead .. ..	Fishing boat <i>Choice</i> .. ..	Escorted boat.
" 15	Rosslare Harbour .. ..	Fishing boat <i>James Wickham</i> .. ..	Escorted vessel.
" 16	Moelfre .. ..	Tender .. ..	Rescued 4.
" 17	Swanage .. ..	Fishing boat <i>Mary Anne</i> .. ..	Saved boat and rescued 1.
" 18	Bembridge .. ..	Speed boat <i>Betty Lou</i> .. ..	Rescued 1 and landed 2 bodies.
" 18	Rhyl .. ..	Yacht <i>Sea Fury</i> .. ..	Saved boat and rescued 3.
" 18	Selsey .. ..	Trawler <i>Thrifty</i> .. ..	Escorted vessel.
" 20	Berwick upon-Tweed .. ..	F.V. <i>Dolly Graham</i> .. ..	Escorted vessel.
" 20	Humber .. ..	Yacht <i>Toad</i> .. ..	Saved yacht and rescued 2.
" 20	Ramsgate .. ..	Yacht <i>Spray</i> .. ..	Saved boat and rescued 1.
" 24	Workington .. ..	Fishing vessel .. ..	Saved boat and rescued 1.
" 25	Penlee .. ..	M.V. <i>Fravizo</i> .. ..	Landed 2.
" 25	Fishguard .. ..	Yacht <i>Linnet</i> .. ..	Saved boat and rescued 2.
" 26	Clovelly .. ..	Fishing boat <i>Lyn II</i> .. ..	Saved boat and rescued 5.
" 27	Penlee .. ..	Tanker <i>Belmare</i> .. ..	Landed a body.
" 27	Salcombe .. ..	Yacht .. ..	Escorted boat.
" 29	Tenby .. ..	Air/Sea rescue launch <i>No. 1123</i> .. ..	Gave help.
" 29	Margate .. ..	Yacht <i>Antaurus</i> .. ..	Escorted boat.
" 29	Ramsgate .. ..	Yacht <i>Antaurus</i> .. ..	Escorted boat.
Oct. 1	Buckie .. ..	M.V. <i>Radium</i> .. ..	Gave help.
" 1	Portrush .. ..	Cabin motor boat .. ..	Saved boat and rescued 3.
" 2	New Brighton .. ..	Fishing vessel <i>Sea Fisher</i> .. ..	Saved boat and rescued 3.
" 3	Port St. Mary .. ..	Sick person—Chickens Rock lighthouse .. ..	Landed 1, thereby saving his life.
" 3	Wicklow .. ..	Yacht .. ..	Saved boat and rescued 2.
" 4	Dunmore East .. ..	Barge .. ..	Saved vessel and rescued 1.
" 8	Swanage .. ..	Sailing yacht <i>Pleiades</i> .. ..	Saved boat and rescued 3.
" 8	Selsey .. ..	Yacht <i>Louise</i> .. ..	Saved boat and rescued 2.
" 8	Ballycotton .. ..	F.V. <i>Yankee Girl</i> .. ..	Escorted boat.
" 9	Torbay .. ..	Sailing dinghy .. ..	Rescued 2.
" 10	Gt. Yarmouth and Gorleston .. ..	M.V. <i>Pulborough</i> .. ..	Landed a sick man.
" 11	Dover .. ..	People cut off by tide .. ..	Landed 2.
" 12	Bridlington .. ..	Trawler <i>Karl Marx</i> .. ..	Gave help.

	Date 1960	Station	Casualty	Service
Oct.	14	Porthdinllaen ..	Motor yacht <i>Volga</i> ..	Gave help.
"	15	Torbay ..	F.V. <i>Try Again</i> ..	Saved boat and rescued 2.
"	16	Walmer ..	Motor cruiser <i>Channel Rover</i> ..	Saved boat and rescued 2.
"	17	Workington ..	Trawler <i>Snowdrop</i> ..	Gave help.
"	19	Caister ..	M.V. <i>Harry Richardson</i> ..	Gave help.
"	20	Galway Bay ..	Patient needing hospital treatment ..	Landed a sick man.
"	22	Humber ..	M.V. <i>Humbergate</i> ..	Gave help.
"	22	Arranmore ..	M.V. <i>Argo Delos</i> ..	Stood by vessel.
"	22	Lowestoft ..	Longshore boat <i>Kathleen Ann</i> ..	Gave help.
"	22	Portrush ..	M.V. <i>Argo Delos</i> ..	Rescued 14.
"	23	Humber ..	M.V. <i>Humbergate</i> ..	Gave help.
"	24	Bembridge ..	Yacht <i>Sandrae</i> ..	Saved boat and rescued 5.
"	25	Walmer ..	Fishing dinghy <i>Michelle</i> ..	Gave help.
"	27	Dover ..	Missing man ..	Landed a body.
"	27	Scarborough ..	Local fishing boats ..	Escorted boats.
"	27	Weston-super-Mare ..	Small boat ..	Rescued 1.
"	30	Hastings ..	F.V. <i>Patricia Peggy</i> ..	Escorted boat.
"	30	Humber ..	Trawler <i>Boston Pegasus</i> ..	Landed an injured man.
Nov.	1	Bridlington ..	Fishing boats ..	Escorted 8 boats.
"	1	Longhope ..	Sick person ..	Took sick man to mainland.
"	1	Humber ..	Tender <i>Pendonna</i> ..	Saved boat and rescued 2.
"	1	Scarborough ..	Fishing boat ..	Escorted boat.
"	1	Lowestoft ..	F.V. <i>Maggie Jane</i> ..	Saved boat and rescued 3.
"	2	Filey ..	Fishing coble <i>Margaret and James</i> ..	Escorted boat.
"	4	Weymouth ..	S.S. <i>Lesrix</i> ..	Landed a body.
"	7	Ramsgate ..	Motor boat <i>Lady Florence</i> ..	Gave help.
"	10	Scarborough ..	Fishing boat <i>Marion</i> ..	Escorted boat.
"	10	Bridlington ..	Fishing boats ..	Escorted 4 boats.
"	10	Longhope ..	Fishing yawl <i>Delightful</i> ..	Escorted boat.
"	13	Dover ..	Fishing vessel <i>F.E.88</i> ..	Saved boat and rescued 17.
"	15	Workington ..	M.V. <i>Oradian</i> ..	Took out a doctor.
"	16	Youghal ..	Powered barge and motor boat ..	Rescued 18.
"	16	Mallaig ..	M.F.V. <i>Eminent</i> ..	Gave help.
"	17	Gt. Yarmouth and Gorleston ..	Trinity House vessel <i>Mermaid</i> ..	Landed a sick man.
"	17	Mallaig ..	Sick person ..	Landed a sick person on mainland.
"	19	Clacton-on-Sea ..	M.F.V. <i>1256</i> from <i>H.M.S. Ganges</i> ..	Escorted boat.
"	19	Teesmouth ..	Man stranded on river bank and cut off by tide ..	Rescued 1.
"	19	Newhaven ..	Motor boat <i>Stella</i> ..	Gave help.
"	26	Gt. Yarmouth and Gorleston ..	Two canoes ..	Landed 1.
"	26	Barra Island ..	Trawler <i>Jacinta</i> ..	Gave help.
"	27	Flamborough ..	Fishing boat <i>Margaret Ann</i> ..	Escorted boat.
"	27	Walmer ..	Fishing boat <i>Ursula</i> and aban- doned dinghy ..	Saved two boats and res- cued 5.
"	28	Kilmore ..	Fishing boat <i>Girl May</i> ..	Gave help.
"	29	Boulmer ..	Fishing cobbles ..	Escorted boats.
Dec.	4	Caister-on-Sea ..	Fishing vessel <i>Gloamin N</i> ..	Saved boat and rescued 3.
"	4	Plymouth ..	M.V. <i>Edenside</i> ..	Gave help.
"	5	Lowestoft ..	Trawler <i>Pradnik 262</i> ..	Took out doctor.
"	6	Selsey ..	Owers lightvessel ..	Landed a sick man.
"	10	Aith ..	Patient needing hospital treatment ..	Landed a sick man, thereby saving his life.
"	10	Eastbourne ..	F.V. <i>Lady Admiral</i> ..	Saved boat and rescued 2.
"	10	Tenby ..	Motor yacht <i>Armour</i> ..	Gave help.
"	13	Caister ..	Barge <i>Will Everard</i> ..	Gave help.
"	16	Valentia ..	F.V. <i>Ros Airgead</i> ..	Gave help.
"	17	Ramsgate ..	M.V. <i>Heart of Gold</i> ..	Gave help.
"	17	St. Mary's ..	Doctor brought from mainland.	
"	18	Lowestoft ..	Longshore fishing boat <i>Tempo</i> ..	Gave help.
"	19	Valentia ..	F.V. <i>Ros Airgead</i> ..	Saved boat and rescued 6.
"	23	Portrush ..	Tanker <i>Johs. Stove</i> ..	Landed a sick man.

Date 1960	Station	Casualty	Service
Dec. 23	Port Erin .. ..	Chickens Rock lighthouse fire	Helped to land 2 men.
„ 23	Port St. Mary .. ..	Chickens Rock lighthouse fire	Rescued 3.
„ 28	Bridlington .. ..	Four fishing vessels. . .	Escorted 4 boats.
„ 28	Filey .. ..	Eleven fishing vessels. . .	Escorted 11 boats.
„ 31	Fenit .. ..	M.V. <i>Nusakan</i> of Rotterdam	Landed a sick man.

### SUMMARY OF THE YEAR'S WORK

Lives rescued by life-boats .. .. .	367
Lives rescued in other ways for whose rescue the Institution gave rewards	103
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Total lives rescued .. .. .	470
Persons landed from vessels in which they might have been in danger ..	98
Boats and vessels which life-boats saved or helped to save .. ..	106
Boats and vessels which life-boats stood by, escorted to safety, or helped	238
Total number of launches, including those in which for various reasons no services were rendered .. .. .	714

### Bravest Act of Life-saving

THE Maud Smith award for the bravest act of life-saving by a member of a life-boat crew in 1960 has been won by Coxswain Patrick Power of Dunmore

East, Co. Waterford, for the rescue of the only man on board a disabled barge on the 4th of October. A full account of this service appears on page 5.

### New Members of Committee of Management

COMMANDER SIR REGINALD LEEDS, Bt., R.N., and Mr. H. A. W. Oughton, O.B.E., have been co-opted members of the Committee of Management of the Institution.

Sir Reginald Leeds served in both the Royal Navy and Royal Air Force, entering the Royal Navy in 1914 and retiring from the Royal Air Force in 1924. He became a member of the London Stock Exchange in 1928 and returned to active service in the Royal

Navy in the last war. In 1952 he was appointed High Sheriff of Devon.

Mr. Oughton, who is chairman and managing director of W. S. Crawford Ltd., joined this firm in 1914. He became a director in 1929 and chairman and managing director in 1950. Among a wide range of important posts which he holds in the advertising world are those of President of the Advertising Association and a member of the Export Publicity Council of the Board of Trade.

### James Bower Awards

COXSWAIN Samuel Cunningham of Portrush, Mr. Thomas Carter and Mr. Charles Henderson have received gifts from the James Michael Bower Endowment Fund established by the Peninsular and Oriental Steam Navigation

Company. Awards from this fund are made to those who receive either the gold or the silver medal of the Institution for gallantry. Accounts of the services for which they won their awards appear on pages 3 and 6.

## Two New District Organising Secretaries

Miss T. H. Ashe has been appointed district organizing secretary for Wales, and Wing-Commander E. J. Brooks, D.F.C., district organizing secretary for the Midlands.

Miss Ashe succeeds Lieut.-Colonel V. M. Lewis, M.C., who has retired after twenty-eight years in the service of the Institution. The previous district organizing secretary for the Midlands was Mr. D. L. Hobbs, who was appointed in 1957, but who left the Institution to take up another appointment.

Miss Ashe, who was brought up near Beddgelert in North Wales, took an honours degree in economics at the London School of Economics and

worked for a number of years as a hospital almoner in the London area. In 1943 she joined the Women's Royal Naval Service, being commissioned in 1945. She remained in the service until 1960, when she retired.

Wing-Commander Brooks served for six years in the Merchant Navy before the last war and was commissioned in the Royal Air Force in 1935. He served in R.A.F. Coastal Command and also as liaison officer both with the Royal Navy and with the United States Air Force. After the war he was engaged on historical research work with Sir Arthur Bryant and in the production of basic reference books for the Air Ministry.

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## New Year Honours

AMONG those associated with the life-boat service on whom honours were bestowed in the New Year's Honours List were:—

K.C.V.O.

PHILIP HAY, Esq., C.V.O., T.D., Private Secretary and Comptroller to H.R.H. The Duchess of Kent, President of the Institution.

M.B.E.

DAVID CHAPEL, Esq., T.D., honorary secretary of the Arbroath station branch.

QUEEN'S POLICE MEDAL

STANLEY GREY, Esq., honorary secretary of the South Shields, Durham branch.

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## Errata

The following account of a service was omitted in error from the December 1960 number of the *Life-boat*.

**Boulmer, Northumberland.** At 5.4 on the morning of the 2nd of August, 1960, the coastguard informed the honorary secretary that a seine-net vessel was ashore at Dunstanborough Point and listing heavily. The life-boat *Clarissa Langdon* was launched at 5.32 in a light north-north-westerly breeze and a smooth sea. The tide was flooding.

The life-boat took a line from the vessel, which was the *Boy Allan*, and pulled her clear on the flood tide. The *Boy Allan* then continued on her passage to South Shields, and the life-boat returned to her station, arriving at 7.25.

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In the December 1960 number of the *Life-boat* it was stated on page 565 that Mr. Laurence McCann had served as assistant mechanic of the Howth life-boat for 5½ years. This should have read 15½ years.

## Centenary of Welsh Life-boat Station

THE hundredth anniversary of the establishment of a life-boat station at Criccieth in Caernarvonshire was celebrated at a dinner held at Criccieth on the 14th of October, 1960. The Lord-Lieutenant of Caernarvonshire, Sir Michael Duff, Bart., presided, and Air Chief Marshal Sir Arthur Longmore, a member of the Committee of Management of the Institution, presented the

centenary vellum to the president of the branch, Captain S. Livingston-Learmonth. Dr. R. R. Prytherch, chairman of the branch, later handed the vellum to the coxswain of the life-boat, Captain W. J. Lewis.

At the time of the Centenary celebration life-boats from Criccieth had been launched on service 66 times and had rescued 133 lives.

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## Television Appeal

ON Sunday, the 19th of February, 1961, the first television appeal on behalf of the life-boat service was broadcast by the B.B.C. The appeal to viewers in England, Wales and Northern Ireland was made by Mr. Wynford Vaughan Thomas. That to viewers in Scotland was made by the Reverend James Wood.

Many readers of the *Life-boat* no doubt saw the programme, and many will have contributed. There must be others, however, who heard and saw the appeal, felt they would like to make

a contribution, but for one reason or another forgot to carry out their intention.

The appeals are still open at the time of publication of this number of the *Life-boat*. Contributions can be sent either to Wynford Vaughan Thomas Esq., 42 Grosvenor Gardens, London, S.W.1., or to the Reverend James Wood, 45 Queen Street, Edinburgh 2.

Other readers of the *Life-boat* will no doubt prefer to make their contributions as they have probably done in the past, to their local branches.

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## Notice

*All contributions for the Institution should be sent either to the honorary secretary of the local branch or guild, or to Lieut.-Colonel Charles Earle, D.S.O., O.B.E., the Secretary, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1.*

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

*The next number of THE LIFE-BOAT will be published in JUNE, 1961.*