

# THE LIFE-BOAT

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## Notes of the Quarter

IN the first quarter of 1961 exceptionally heavy demands were made on life-boat crews, as the figures for launches clearly reveal. The total number of launches on service in January, February and March was 163. In the first three months of 1960 the figure was only 97, and even in 1959, which was the busiest year the life-boat service has ever known in time of peace, the figure was 118. 76 lives were rescued in the first quarter of 1961, compared with 29 in the first quarter of the year before.

An unusually large number of the services were to vessels registered in foreign countries. On 32 occasions life-boats put out to the help of foreign vessels. They rescued 9 lives from them, landed 71 people in all, saved 2 boats and in other ways rendered effective help to 17 vessels.

### DEATH OF CHIEF INSPECTOR

The sudden death of the Chief Inspector of Life-boats, Commander S. W. F. Bennetts, on the 1st of April, 1961, was a severe blow to the life-boat service as a whole and came as a profound shock to his many friends. During his all-too-short tenure of the post of Chief Inspector he revealed many outstanding qualities and maintained with marked distinction the great traditions of his office. Apart from being peculiarly well qualified on professional grounds, he was a man who had true wisdom and whose judgment was of constant benefit to the life-boat service. He had a splendid sense of humour, and a deep kindliness which those who knew him well came more and more to appreciate.

Although his loss will long be felt, the Institution is most fortunate in having as his successor Lieut.-Commander W. L. G. Dutton, who since 1958 served as the late Commander Bennetts' Deputy with distinction. He

is, moreover, admirably fitted to fill the post because of his experience as an officer in the Merchant Navy and particularly because of the intimate knowledge he acquired of the workings of the life-boat service as a district inspector.

Lieut.-Commander Dutton joined the life-boat service in 1946 as Irish district inspector. He served as Western district inspector from 1954-1958. During the last war he was for five years in command of fleet mine-sweepers and was mentioned in despatches six times. Before that he served for ten years in the Merchant Navy. He is a member of the Institute of Navigation and an associate of the Royal Institute of Naval Architects.

Commander D. G. Wicksteed, R.N.R., has been appointed by the Committee of Management Deputy Chief Inspector of Life-boats.

Commander Wicksteed joined the life-boat service in 1958 when he was appointed Northern District Inspector. He served for eighteen years in the Merchant Navy, first with the Elder Dempster Steamship Company and later with the Cunard Steamship Company. Shortly before joining the Life-boat Institution he was serving as Senior Second Officer of the s.s. *Queen Elizabeth*. In 1949 he obtained a commission in the Royal Naval Reserve and was promoted to Commander on 31st December, 1960.

An obituary notice of the late Chief Inspector appears on page 94.

### BALTIC EXCHANGE LIFE-BOAT

Those who have knowledge of the valuable help given to the life-boat service for so long by the members of the Baltic Exchange will be delighted to know that the name *Baltic Exchange* will once again be borne by a life-boat. It has been agreed that a new 47-foot

Watson boat, which is now in the early stages of construction and will later be stationed at Salcombe in Devon, should bear this name. The necessary money has been contributed by members of the Baltic Exchange and it is hoped that their future contributions will meet

the full cost of the maintenance of a life-boat at Salcombe. Three of the Institution's life-boats were provided by the Baltic Exchange in the past. They were all stationed at Wells in Norfolk, where they served from 1888 to 1895, 1895 to 1913 and 1916 to 1936.

## Vellum for Seamanship of a High Order

At 7.26 on the evening of the 1st of January, 1961, the coastguard informed the honorary secretary of the Weymouth life-boat station, Mr. K. H. Mooring Aldridge, that a motor vessel was ashore on Portland breakwater. The vessel was the *Vectis Isle* of 213 gross registered tons, with a crew of five. She was in ballast and had dragged her anchor from a berth off the south-western side of the harbour.

A strong gale was blowing from the south-west-by-south. There was a short, steep sea with a heavy swell from the south-east. The night was very dark with rain and an overcast sky.

The Weymouth life-boat *Frank Spiller Locke*, which is one of the 52-foot Barnett class, put out at 7.50, one hour after high water. She reached the vessel seventeen minutes later. The *Vectis Isle* was ashore on the inside of the outer end of the northern arm of the breakwater. Her bow was to the north-north-west, and seas which were breaking over her and also over the seaward half of the breakwater made any rescue from the shore impossible. The vessel was labouring and pounding heavily on the concrete blocks, and it seemed likely that she would soon be holed and would probably sink.

Communicating by radio-telephone, Coxswain F. J. Palmer agreed to try to tow the *Vectis Isle* to a safe berth. He anchored the life-boat to windward in eight fathoms of water on a bottom of mud and shell and veered ninety fathoms of wire cable. In this way he manoeuvred the life-boat until her stern was within fifty feet of the bow of the casualty.

A line was then fired from the life-boat and a tow rope made fast on the motor vessel's fo'c'sle. The time was

now 8.18, and shortly afterwards a tug reached the scene, but as the life-boat was in attendance she immediately returned to Portland dockyard.

Coxswain Palmer proceeded slowly ahead, the engine's revolutions increasing slowly; at the same time the anchor cable was hove in. After five minutes the bow of the *Vectis Isle* began to move and Coxswain Palmer told her master to weigh anchor. When this was done the coxswain weighed the life-boat's anchor, and the life-boat, with the vessel in tow, proceeded up into the wind. As soon as he had sea room, Coxswain Palmer turned and tried to make for the northern entrance to the harbour. The weight of the tow prevented him from doing so, and after a second attempt he had to heave to and allow the wind to take both the life-boat and the motor vessel through the entrance to seaward. Once he was clear of the breakwater the coxswain towed the *Vectis Isle* into Weymouth harbour and berthed alongside the railway jetty at 9.26.

The district inspector, who investigated the service, commented on the high order of seamanship shown by the crew and the skill of the coxswain in executing the operation.

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain F. J. Palmer.

Vellum service certificates have been issued and letters of congratulations sent to the other members of the crew: Second Coxswain Alfred Pavey; Bowman Bertie Legge; Motor Mechanic Ernest Powesland; Assistant Motor Mechanic Thomas Moggeridge; Signaller Lionel Hellier; and members of the crew, Brian Caddy and Edward Groves.

## Radio and Electronic Equipment in Life-boats

by N. S. MOUNSDON,

*Inspector of Machinery (Electrical), Royal National Life-boat Institution.*

With the exception of three short-range boats, all the Institution's life-boats, both in the active and in the reserve fleet, are equipped with M/F (medium frequency) radio-telephony. The advantages of a life-boat being in two-way communication with the shore during service are many. The coxswain can be given the latest information about the position and condition of the casualty; he can inform the station of the number of survivors picked up and arrange for medical aid and ambulances if necessary; he can ask for aircraft to help him in his search; and the life-boat can be recalled if the vessel for which she is searching succeeds in reaching shelter. This last advantage is greatly appreciated by the life-boat crews, especially in bad weather, when they might otherwise continue searching unnecessarily for a long time.

144 life-boats, which include some from the reserve fleet, are also equipped with V.H.F. (very high frequency) radio-telephones for direct communication with helicopters or fixed-wing aircraft of the Royal Air Force or Royal Naval Air Service, which may also be engaged in the rescue operation.

### International Distress Frequency

While on service, all distress messages are passed on the international distress frequency of 2182 kilocycles (137.5 metres) in the medium frequency band. This traffic is handled by the nearest G.P.O. or coastguard radio station, and when radio-telephonic silence is imposed because of a distress call, all other traffic is kept off this frequency until the life-boat's service is completed or the distress call cancelled. Because of its comparatively short range, contact with aircraft by V.H.F. is confined to a limited area. The life-boat operator consequently keeps the controlling station informed of the progress of the rescue operation by his M/F radio-telephone.

The M/F radio-telephones were designed and manufactured especially

to meet the Institution's requirements by Coastal Radio Ltd., of Edinburgh, who install and service the equipment on a hire-maintenance basis. The number of such sets fitted is 164. The V.H.F. equipment is supplied by the British Communications Corporation, also on a hire-maintenance basis. It is a modified version of their standard mobile equipment.

Twenty-six life-boats are fitted with D/F (direction finding) loops for use in conjunction with their M/F equipment. The prime purpose of these direction finders is to enable the life-boat crews to take a bearing on the casualty (provided, of course, that the latter also has R/T equipment) and so make directly for her without having to spend vital time searching an area. Most of these direction finders can take bearings on the radio beacons round the coast and may also, if required, be used for navigational purposes.

### Equipment must be Simple

All life-boat radio equipment must be, and is, reliable and simple to operate. It has also generally to be stowed in a very small space. There are two types of M/F equipment in use at the present time. They are the type 97, which has been in general use in life-boats for the past ten years and, with the latest modifications, is still giving good service in more than 120 life-boats. The other set consists of the Stentor transmitter combined with the Comet receiver, and is fitted in some 36 life-boats, which require more powerful equipment. These more powerful sets have all been installed within the past four years. Four life-boats were fitted in 1960 for trial purposes with prototypes of the Curlew equipment, which, if found wholly satisfactory, may eventually replace the older type 97's.

The type 97 was originally specially designed to fit into water-tight lockers on the decks of the smaller boats, although in the larger boats it is installed on a shelf in the cabin. The

set in all cases is normally operated by the life-boat's motor mechanic from his seat by the engine room instrument panel in the cockpit, via a remote control unit. The transmitter contains six valves and can operate on any one of four frequencies, selected by a five-position switch. The fifth position feeds the output from the amplifying stages direct to a loud-hailer projector, which can be heard clearly at distances up to five hundred yards. The receiver also uses six valves and is of the normal super-heterodyne type. A click-stop mechanism on the tuning control enables any one of five predetermined frequencies to be located and held.

#### Shetlands to Surrey

The Stentor transmitter has an output of 48 watts, and is thus capable of radiating a very powerful signal. Recently a listener in Mitcham, Surrey, wrote reporting that the previous evening he had heard the Lerwick, Shetlands, life-boat sending radio messages during a service call. Ten valves are used and it can transmit on any of five crystal-controlled frequencies. These frequencies usually are as follows:—

1. The international distress frequency, 2182 kc/s.
2. The national calling frequency, 2381 kc/s.
3. The coastguard or Trinity House local service frequency.
4. G.P.O. correspondence frequency (Channel 5 or 6).
5. Any other special local frequency.

The Comet receiver, which is complementary to the Stentor transmitter, contains nine valves and is a very sensitive instrument, covering the shipping band and the long wave band. It can be used in conjunction with a D/F loop for taking bearings on the radio beacons as well as on a casualty. In addition to the usual knob tuning, any one of three frequencies, one of which is invariably the international distress frequency, can be selected by the turn of a switch. The receiver is then tuned to, and locked on to, the selected frequency by a quartz crystal of the same type as those used in the trans-

mitter for controlling the frequency of the outgoing signal. These crystals are so accurately made that they can control the frequency within .002%.

The prototype Curlew equipment uses five valves in the transmitter and is capable of an output of twenty watts into the life-boat's aerial. One valuable feature of this equipment is its efficiency. It takes less current from the boat's batteries than does the type 97 and at the same time it puts out a signal which is roughly twice as powerful. The receiver uses eight of the recently developed 12-volt valves, which need no external high-tension supply, and has a transistor output stage. A major feature of this receiver is its complete lack of background noise when no signal is being received.

#### Weekly Tests

Every week the life-boat mechanics test their M/F radio telephone with the appropriate coast station. Because of its short range it is not possible to test their V.H.F. equipment in the same way, and each boat is therefore fitted with a small test unit which serves much the same purpose. The output from the transmitter is fed into this test unit and during transmission a lamp lights up, showing that the signal is being transmitted; when a voice speaks into the microphone the lamp flickers to show that the modulation stages are in working order. To test the receiver side of this equipment, the test unit contains a fly-power oscillator, which feeds a faint whistle to the receiving stages, and provided these are working efficiently the signal can be heard from the loud-speaker. This signal is intentionally kept at very low power so that in the event of any falling-off of the efficiency of the receiver this signal cannot be heard and a replacement equipment would then be fitted.

Because of the particular conditions in which they have to work, it is unfortunately necessary for life-boat's aerials to be both lower and shorter than those fitted to other boats of comparable size. The majority of boats now have either single or twin-wire aerials, but some thirteen boats are fitted with twelve-foot whip aerials. The V.H.F.

aerials are only 21 inches long. This length is controlled by the frequency on which the equipment functions.

#### Echo Sounders Fitted

Twenty life-boats are fitted with echo sounders. Five of these are of the recording type and the remainder of the depth indicating type. These instruments have been fitted experimentally to allow their value to be assessed under service conditions.

In addition to the output stage of the Curlew receiver, transistors are used in the power supply units of the fluorescent light fittings, which are fitted in the cabins and engine rooms of some of the later life-boats. This class of lighting gives a good shadowless light, which is particularly useful in the engine room. At night-time it does not destroy night

vision to the same extent as does the ordinary filament-type lighting previously used.

Transistors are also used in some of the echo sounders referred to above.

The radio and other electronic equipment all take their power from the boat's batteries. All twin-engine boats have two large capacity batteries, which are kept charged by dynamos on the main engines and by an auxiliary generator in boats which lie at moorings, or by a rectifier in boats which are housed. In the older boats 12-volt systems were used, but in the newest boats 24-volt systems are standard. The batteries also have to provide power for engine starting, lighting, the searchlight, the clear-view screens and an electric kettle.

## The Annual General Meeting

H.R.H. THE DUCHESS OF KENT, President of the Institution, attended the annual general meeting of the governors of the Institution at the Central Hall, Westminster, on the 6th of March, 1961, and presented medals for gallantry and other awards. Reporting on the past year's work, Earl Howe, Chairman of the Committee of Management, said:

"You will see from the report that our life-boats last year were launched 714 times. That is not a record; it is not so high as it was in 1959, which was an exceptional year in every sense of the word. But to get things in their true proportion, I would like to quote you another figure. Between the wars the average number of service launches was 416, so that you will see that today we launch 300 times more often than we did in between the wars. I think that is a very good measure of the immensity of the task of the Royal National Life-boat Institution. Last year the life-boats saved 367 people. There were also 103 more who were saved by the efforts of shore boats.

#### Master of Tanker and Carpenter

"Later on Your Royal Highness will be presenting medals for gallantry to

two men who are not members of life-boat crews. One is the master of a tanker and the other a carpenter who had little knowledge of boats. As you will hear when the accounts are read out, these two men put out at great risk to themselves in a dinghy and saved a man's life. Ever since this Institution was founded in 1824 it has had as one of its primary tasks the encouragement of people who, seeing or hearing that someone is in danger at sea, put out in their own boats or in their friends' boats to the rescue. This extremely important part of our work is one aspect of the voluntary service which this Institution exists to encourage and promote.

"However, our main task is, of course, the running of a life-boat service. In this, we are fortunate in having such wonderful volunteer crews everywhere, including the Irish Republic, the Channel Islands, the Isle of Man, the Orkneys and Shetlands. We could not ask for finer men, and once again their achievements last year were altogether splendid. But it is our duty, those of us who serve on the Committee of Management and others, to make sure that these men have the best boats and the best equipment which science,

skill and money can provide, and that everything possible should be done to enable our life-boats to be launched quickly, efficiently and with the minimum hazard. In previous years I have been able to tell you of some of our big new undertakings, particularly the construction of a new life-boat station on the Lizard Peninsula in Cornwall and a comparable task of building a new boathouse and slipway at Selsey. In the past year these big and very expensive works were virtually completed at a cost of £167,000 and will certainly serve to promote the efficiency of the service.

"The boat-building programme has to go on year after year in order to replace boats that are getting out of date or to a certain extent require replacement. Last year five new life-boats were completed at a total cost of £185,000. New devices are developed, new equipment brought into use, constant changes are being made. Already an appreciable number of our new boats of the larger types have been fitted with wheelhouses, and wheelhouses are being added to many of our existing boats. Then a small and rather interesting device was adopted last year which may be of interest to you: this is the fitting of lights which are automatically activated in water to all the life-jackets in use in the service. This means that if a man goes overboard at night, even though he is unconscious and unable to help himself, the light will be visible. This may not seem a big thing, but it might easily serve to save a life. We are fitting a number of our boats with echo sounders—I expect from the name you understand what they are. They are very largely used in the fishing fleets and they are already proving their worth as aids to navigation. I quote these things to you because I think they may be of interest to you and will show you that we are always trying to increase the efficiency of our boats and our crews.

#### Receipts less than Payments

"Of course, it means that a great deal of money has to be spent and correspondingly a great deal has to be raised. Here I have to report that last year, once again, our receipts did not come up to our payments. There was in fact a

deficit of £11,000. This may not seem a very big amount in relation to a figure of over £1 million a year, which is what we have to raise, but our reserves are not great, and it is of course essential that we should try every year to make both ends meet. We nearly did last year, and that was due to the wonderful work done by our branches and particularly by our ladies' life-boat guilds everywhere. I simply cannot speak too highly of the devotion and the efforts of our voluntary workers, both men and women, and, I think I may be pardoned for saying so, especially the women. It is beyond all praise. Last year, our branches and guilds raised over £36,000 more than they did the year before. To all of them and to everyone who assisted in this I would like indeed to say thank you. It is because of what you have done that the service has prospered and has achieved so much".

Lord Howe formally welcomed H.R.H. the Duchess of Kent, the President of the Institution; the guest speaker, Mr. Harold Watkinson, Minister of Defence, and Mrs. Watkinson; and other distinguished guests including the Irish Ambassador and Mrs. McCann; Mr. Henry Clark, Member of Parliament for Northern Antrim, and the Chairman of the London County Council.

The report and accounts for 1960 were adopted, and the president, vice-presidents, treasurer and other members of the Committee of Management and the auditors were elected.

Mr. Harold Watkinson then moved the following resolution:

"That this meeting, fully recognising the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches, and to the honorary officers and thousands of voluntary members of the financial branches and of the Ladies' Life-boat Guild in the work of raising funds to maintain the service".

In doing so he said:

"I would like to say how honoured I am to have this task. Statistics are very misleading things, and in a world where nobody seems to talk in any figure less than millions, the bald statement in the report which your Chairman has referred to that the life-boat service has already saved over 80,000 lives in its history perhaps does not suggest a very large figure. But I know there are many in this hall who live rather nearer to the scene than that, and who know what it means on a dark, cold night, with a gale blowing, to have to go and face the fierceness of the sea and the risk and danger that is inherent in the calling of a service which is never short of brave men to volunteer to meet the need. That is why I believe the service finds such a wide and devoted body of people ready to find its funds and serve it and look after it; and, much more important, why it has a very close and warm place in all our hearts.

#### Help given to Yachtsmen

"Speaking as a small boat sailor myself, I see now that the yachtsmen are providing a fairly large number of clients for the life-boat service—perhaps that will increase—and I must say as an ex-Minister of Transport that I would not like to express my views on a suggestion which I have seen that there should be driving tests for yachtsmen. All I will say is that it is often a very warm and pleasant thought in the heart of a yachtsman in a rough sea off-shore to know he has got the life-boat service to fall back on. But if I may make one point here, I do hope that too many yachtsmen, particularly those new to this fascinating sport, will not rely too much on the fact that if they get into trouble there is the life-boat service which will come and get them out of it, because that is, after all, not quite the task for which this great service was initially started. So there it is: a great task which always seems to branch out and expand as the years go by, always with men who come forward to do this difficult and very often dangerous job. But to this meeting I want to say something more specific. I am asked to move a resolution and you are asked to

support it, a resolution pledging ourselves to support this great work. I cannot think of anything on which £1 million is better spent than this great service. I think perhaps this afternoon our task might be to try and see whether in the forthcoming year we can finally get it out of the red and raise all the money that is necessary to pay for the service year by year. We are not very short of the total now, and I think with the devoted work that this service attracts it ought not to be an impossible task to take the burden off your shoulders, Mr. Chairman, of being a little, anyway, in debt. I hope that is the task which we shall all set ourselves in the coming year.

#### So Many Devoted People

"To sum up, I would say this. In my previous Ministry I had to read the reports of a great many life-saving operations round our coast. They were ones in which the life-boat service played a very prominent part. I will not try to mention to you this afternoon any of the individual records of heroism and bravery that I read there; they were too many anyway to mention to you. What is important is that through it ran that particular thing which we seem to do well around these islands—I must be careful, your Excellency, about which islands!—this task which we seem to do so well, all of us, and that is to go down to the sea to rescue those who are in trouble, to cope with danger and disaster in a highly successful and seamanlike fashion. That is the task which this great Institution devotes itself to; it is a task which is supremely well carried out; it is a task which I know could not be fulfilled without the help of so many devoted people who work for the cause. Good luck and success to you all, and may the coffers next year be even more full as an encouragement to those men who do this dangerous, rewarding and wonderful task".

H.R.H. The Duchess of Kent then gave her presidential address. After thanking the Chairman for the welcome given to her, she said:

"I can assure you that it is a very great pleasure for me to be present,

once again this year, at this meeting, and that I always regard it as a privilege to be asked to present medals for gallantry on this platform.

"Last year, I presented the first gold medal for gallantry which had been won for ten years. This was to the coxswain of a Welsh life-boat, Coxswain Richard Evans. Later on in the year I visited the Moelfre station, in Anglesey, and had a chance to talk to that magnificent crew.

#### Irish Medallists

"This year, those members of life-boat crews who are to receive medals for gallantry are all from Ireland. One is from the Irish Republic; the others come from Portrush in Northern Ireland. It was the Portrush life-boat which went to the rescue of the Greek vessel *Argo Delos* and saved the lives of fourteen Greek seamen. This is a typical example of the truly international nature of the life-boat service.

"None of us who are connected with the Institution are ever likely to forget the tragic disaster at Broughty Ferry in 1959. Last year, I am thankful to say, not one member of a life-boat crew lost his life on service, and not one of our life-boats was lost or seriously damaged. You will also be pleased to hear that a new life-boat has been sent to Broughty Ferry, and I am especially glad that I shall have the pleasure of naming her on the 15th of May. I am very much looking forward to my visit to that station.

You who are here in this hall are all connected, in one way or another, with the life-boat service, and it is a reflection of the enthusiasm felt for it all over the country that so many of you have been able to come here to-day. The life-boat service is truly one in which the whole nation can play a part. Many of you will have heard with pride the Chairman's account of its work during this past year.

#### Source of Inspiration

"To all of you who play your different parts—those who man the life-boats, those who work on the local committees which run the stations, the volunteer members of branches, and indeed everyone to whom the life-boat

service is a source of inspiration and pride—I wish every success in the coming year".

The Duchess of Kent then presented:

To COXSWAIN SAMUEL CUNNINGHAM of Portrush the silver medal for the rescue of fourteen members of the crew of the Greek motor vessel *Argo Delos* on the 22nd of October, 1960;

To SECOND COXSWAIN ROBERT McMULLAN the bronze medal for the same service;

To COXSWAIN PATRICK POWER of Dunmore East a second clasp to his bronze medal for the rescue of the only man on board a disabled barge on the 4th of October, 1960;

To MR. THOMAS CARTER of Gloucester the silver medal for the rescue of a man who had been on board a blazing tanker in the River Severn on the 20th of October, 1960;

To MR. CHARLES HENDERSON of Bishop's Stortford the silver medal for the same service.

The Duchess of Kent presented the certificate of an honorary life-governor to:

MRS. O. M. LLOYD, vice-chairman of the Conway and district branch.

She presented a bar to the gold badge to:

MR. R. D. BRAY (represented by MRS. V. M. DAVIS), Bognor Regis.

She then presented gold badges to:

MRS. G. TAYLOR, Altrincham, Bowdon and District;

CAPTAIN G. B. PIGGOTT, Barmouth;

MR. W. SMITH, Buckie;

CAPTAIN J. H. EVANS, Cardigan;

MRS. G. MANSSELL, Central London;

MR. C. J. QUINTON, Civil Service Life-boat Fund;

MR. B. H. BROWN, Cullercoats;

MRS. G. J. HARTLEY, Earby;

MRS. P. HAMLEY-ROWAN, East Sheen and Barnes.

MRS. G. SAYERS, Epsom and District;

MRS. G. F. NEWMAN, Heston and Isleworth;

MRS. G. P. LLOYD, Leominster;

MRS. R. S. CARMAN, Llanelly;

MRS. H. S. FORD, Margate;

MRS. F. M. COALES, Newport Pagnell;

MR. R. R. WILTON, Padstow;

MR. A. O. KERNICK, Sennen Cove.

MR. E. SELBY DAVIDSON, Tynemouth.

Commander Oscar Henderson, a member of the Committee of Management, moved a vote of thanks to the Duchess of Kent, saying:

"I move this vote of thanks to the Duchess of Kent, our President, with the very deepest sincerity, as we of the Management Committee know the great care, the interest and the time which Your Royal Highness gives to the work



of the Institution. I well remember, Ma'am, how on your last visit to Belfast, you gave very strict instructions that certain of the life-boatmen should be presented to you, and I can assure you that that gesture gave very great pleasure to the men and to those who live in the little seaport from which they came, which we in our almost untranslatable language call Cloughey.

#### First Public Function

"In 1952, when I had the honour of being associated with this resolution, Your Royal Highness brought Princess Alexandra, and I think you told us that that was the first occasion on which the Princess had ever been at a public function. Since then Her Royal Highness has done some magnificent jobs for the country and Commonwealth. May I tell you as her mother how much pleasure the Princess's visit gave us? In fact, it made her so much one of ourselves that we frequently forget to give her V.I.P. treatment.

"In moving this vote, it is very appropriate, coming as I do from the north of Ireland, that Your Royal Highness has just honoured those brave men from Portrush for their magnificent service on what I know as a sailor to be an extremely treacherous coast. It is also fitting that another Irishman should take part in the vote, proving conclusively that there is no division and there are no politics in the work of the saving of life at sea.

"I now beg to move this vote to Your Royal Highness from all in this hall and in fact from all of the life-boat service with our very deepest respect and our affection."

#### Vote Seconded

Seconding the vote of thanks, Commander A. J. O'B. Twohig, a member of the Committee of Management, said: "It is a great honour for me to be asked to second the vote of thanks to Your Royal Highness, the Duchess of Kent. I reiterate everything that the proposer, my friend, Commander Oscar Henderson, has said about Your Royal Highness; and I would like to draw attention to the fact that since 1943, when Her Royal Highness assumed the presi-

dency, the Committee of Management have had a wonderful help from her and a personal interest in everything that has to do with the promotion of the life-boat service.

"Mr. Watkinson may not worry too much about borders, and Commander Henderson has already mentioned that there is no border in the life-boat service, absolutely no border. I had the pleasure and honour, I might say, of coming up from the south of Ireland to deputise for Commander Henderson at the centenary celebrations of the Portrush life-boat, the coxswain and crew of which were honoured by Her Royal Highness today. I found that I got a most wonderful welcome, and it was made absolutely clear that there is certainly no difference between the north and south.

"I wish especially to thank Her Royal Highness today on behalf of all Irish people; let me assure her that no one in these islands appreciates what she does for the Life-boat Institution any more than the people of Ireland.

#### Thanks in Irish

"With regard to decorating the coxswain of the Dunmore life-boat, I would like to mention to you that Dunmore East has had a life-saving service for 127 years, and it is rather a strange thing that in 127 years there have been 129 lives saved there. Coxswain Power, who was decorated today, has been associated with the life-boat from bowman to coxswain since 1938, and in those 22 years it is rather extraordinary that 72 lives have been saved. Now I do think that when Coxswain Power goes back home he will carry with him and disseminate to the good people of Dunmore East the gratitude of the Irish people to Her Royal Highness for coming here today and sparing her valuable time to decorate these worthy men.

"Now as the Dunmore life-boat is situated in what one might call a Gaelic-speaking area, I hope that Her Royal Highness will accept a few words in Irish that I am going to speak as an indication of the goodwill of the people of Dunmore East and the whole of Ireland towards Your Royal Highness.

(*Commander Twohig here spoke a few words in Irish*).

“Translated, it means that we thank Your Royal Highness for coming here today, for your interest in the Life-boat Institution, and we wish God’s blessing on you and on everyone who is associated with the Royal National Life-boat Institution.”

#### Supporters on Platform

Supporting the Duchess of Kent on the platform were the Ambassador of the Irish Republic and Mrs. McCann; the Mayor and Mayoress of Westminster; the Chairman of the London County Council; the member of Parliament for Antrim North; the mayors and mayoresses of forty-nine towns and boroughs; the chairmen of two urban

district councils and their wives; representatives of the Ministry of Transport; donors of life-boats or their representatives, including the Civil Service Life-boat Fund, the Girl Guides Association and the Canadian Pacific Steamship Company; representatives of charitable trusts which have actively supported the Life-boat Service; honorary life-governors and vice-presidents of the Institution; members of the Committee of Management; and the chairman and deputy chairmen of the Central London Women’s Committee of the Institution.

*In the evening those who had received awards for gallantry and their families went to see the Crazy Gang show at the Victoria Palace and in the interval were invited to drinks by the management.*

## New Ways of Raising Money

Mr. George Mason of the Cross Keys Hotel, Llandudno, filled his bar counters with daffodils on St. David’s Day and asked all those who took one to make a contribution in the life-boat collecting box.

\* \* \* \*

The girls of Queen Anne Grammar School, York, have formed their own life-boat guild, and one of the ways in which they raise money for the life-boat service is by cleaning cars and bicycles belonging to their friends.

\* \* \* \*

Mr. Duncan Darroch, a regular and most generous supporter of the Institution in Mount Cook, New Zealand, who has a life-boat collecting box which brings the Institution appreciable sums of money, recently sold one of the pictures which he paints to an American lady, who lives in Honolulu. He gave the entire proceeds of the sale to the Institution.

\* \* \* \*

Mr. W. L. Whalley, a master at King Edward’s School, Birmingham, sent a contribution made up partly from halfpennies charged for refilling fountain pens in his classroom.

\* \* \* \*

The Hove Travel Agency recently gave a showing of a travel film. No

charge was made for admission, but a collection on behalf of the life-boat service was held.

\* \* \* \*

Mr. H. J. da Fonseca, who is over 85 years old and who is the father of the honorary secretary of the Grange-over-Sands branch, Lancashire, runs his own stall every year at the branch’s bring-and buy and coffee morning. He sells only articles which he himself has made during the year from scraps of metal, sea shells, bits of iron and wire, and picture postcards with which he makes calendars.

\* \* \* \*

Mr. Brian Hicks, honorary secretary of the Brierley Hill branch, Staffordshire, who is an innkeeper, bought thirty-six beer glasses of an unusual design. Customers were allowed to pay for the privilege of having their own numbered glass, all the money going to branch funds.

The Tenterden branch has organised a boat trip up the Thames, all proceeds of which will go to the Institution’s funds.

\* \* \* \*

Mrs. A. G. Doggart, honorary secretary and treasurer of the Selsey Ladies Life-boat Guild, regularly holds a hat sale lasting a week, hats being provided

from a wide area. All the takings go to guild funds.

\* \* \* \*

At a recent mounted gymkhana and pet show organised in aid of the Institution's funds at Watton, Norfolk, prizes were given for the dog whose tail wagged best and also for the best conditioned pet.

A motor car dealer in Co. Dublin collected over £100 in eight weeks in his box, largely by calling attention to it when the sale of a car was completed, contributions being made when there was a final concession of price, or a difference was settled by the tossing of a coin.

\* \* \* \*

### Dutch Awards to Torbay Crew

THE Queen of the Netherlands awarded the silver medal of humane assistance to ex-Coxswain H. O. Thomas of Torbay for the rescue of a man from a Dutch lighter on the 7th of December, 1959. The other seven members of the crew were each awarded the Dutch bronze medal of humane assistance.

The medals were presented by the Vice-Consul of the Netherlands in Plymouth, Mr. F. R. Dunstan, at a ceremony in Brixham on the 20th of February. A full account of the service for which the awards were made appeared in the March 1960 number of the *Life-boat* on page 390.

### Portrait on the Cover

THE portrait on the cover is of Coxswain Patrick Power of Dunmore East. He first joined the Dunmore East crew in 1925, became bowman in 1928 and second coxswain in 1934. He was appointed coxswain in January, 1947. Since he has served with Dunmore East life-boats, they have been launched on service 79 times and have rescued 110 lives. Coxswain Power was awarded his first bronze medal for gallantry for the rescue of the crew of seven of a motor

trawler in 1941, and his first clasp to the medal for the rescue of the crew of five of a fishing boat in December, 1950. A full account of the service for which he was awarded his second clasp, when the Dunmore East life-boat rescued a man from a barge in October, 1960, appeared in the March 1961 number of the *Life-boat* on page 5. The photograph is reproduced by courtesy of Mr. A. Westcott-Pitt.

### 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 SEPT, 1961.*

### THE LIFE-BOAT FLEET

152 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service  
in 1824 to 31st March, 1961 - - 83,023

## Services of the Life-boats in January, February and March 76 Lives Rescued

### JANUARY

DURING January life-boats were launched on service 61 times and rescued 28 lives.

#### VELLUM FOR WEYMOUTH COXSWAIN

On the 1st of January, 1961, the Weymouth life-boat towed the motor vessel *Vectis Isle*, which had a crew of five, into Weymouth harbour. For this service, a full account of which appears on page 46, the thanks of the Institution inscribed on vellum were accorded to Coxswain F. J. Palmer.

#### FISHING BOAT TAKEN IN TOW

**Kirkcudbright.** At three o'clock on the morning of the 4th of January, 1961, the coastguard informed the honorary secretary that a woman had telephoned expressing alarm at the continued absence of her husband, who had left the previous day to fish for lobsters in the Dundrennan area. There was a moderate north-westerly wind with a slight sea, and the tide was ebbing. After the harbour and estuary had been searched without result the life-boat *J. B. Couper of Glasgow* was launched. She found the fishing boat *Polly Cook* three miles off Orroland. The boat's engine had blown out and caught fire. Her owner, who is the bowman of the Kirkcudbright life-boat had tried in vain to attract attention by burning clothes and making other signals. He and his companion were in poor shape and were greatly relieved to see the life-boat approaching. Their boat was gradually drifting out to sea in bitterly cold weather. The life-boat towed the *Polly Cook* to Kirkcudbright and reached her station at 9.35.

#### DOCTOR PUT ON BOARD DANISH SHIP

**Penlee, Cornwall.** At 5.30 on the evening of the 4th of January, 1961, the honorary secretary was informed that the motor vessel *Mille Heering* of Copenhagen would be off Penlee about 11.45 and that medical help was needed. When the life-boat *Solomon Browne* was launched at 10.30 there was a light

northerly wind with a smooth sea, and it was low water. The life-boat embarked a doctor at Newlyn and made for the rendezvous arranged with the Danish ship. The doctor was put on board, and after receiving medical treatment the man was transferred to the life-boat. He was landed at Newlyn at one o'clock in the morning. The life-boat returned to her station and was rehoused at nine o'clock.

#### UNITED STATES STEAMER AGROUND

**Troon, Ayrshire.** At ten o'clock on the morning of the 5th of January, 1961, the harbour master at Ardrossan informed the honorary secretary that the *s.s. Harry R. Jones* of Wilmington, U.S.A., on tow from the Clyde to Troon had parted the tow and was aground a quarter of a mile south of Ardrossan. When the life-boat *James and Barbara Aitken* put out at 12.40 there was a moderate to fresh south-westerly wind with a rough sea and it was high water. The life-boat reached the casualty at 1.30 and at the request of the tug master took soundings around her. As the American vessel's crew decided to stay on board, the tug owners asked for the life-boat to return the following day, when an attempt would be made to refloat her. The life-boat returned to her station at 4.50.

#### YACHT TOWED INTO HARBOUR

**Dover, Kent.** At 6.59 on the morning of the 6th of January, 1961, the coastguard informed the honorary secretary that a small boat was adrift ten miles south-west of Dover. When the life-boat *Southern Africa* put out at 7.30 there was a fresh to near gale force north-westerly wind with a very rough sea. It was low water. At 8.48 the life-boat found the yacht *Nanyao* seven miles south-west of Dover. She escorted her towards Dover, but one mile south of Shakespeare cliff the *Nanyao* broke down. The life-boat took her in tow to Dover harbour and returned to her station at noon.

**CREW TAKEN OFF U.S. STEAMER**

**Troon, Ayrshire.** At 10.5 on the morning of the 6th of January, 1961, the life-boat *James and Barbara Aitken* put out in a light north-north-easterly wind and a slight sea to the *Harry R. Jones* of Wilmington, to whose help she had gone the day before. The steamer was still aground to the south of Ardrossan. On reaching her the life-boat passed a tow rope from a tug, but the attempt to refloat the ship failed. The life-boat therefore took off her crew of seventeen and landed them at Ardrossan. She then returned to her station, arriving at 4.10.

**TWO YOUTHS TAKEN OFF LEBANESE STEAMER**

**Weymouth, Dorset.** At 11.20 on the morning of the 6th of January, 1961, the coastguard informed the honorary secretary that a message had been received from the s.s. *Pavlos* of Beirut, which was on passage from Bremen to Greece, that she had two youths from the yacht *Nanyao* on board and wished to land them. A light north-westerly wind was blowing with a moderate sea. At 9.35 in the evening the life-boat *Frank Spiller Locke* was launched on an ebbing tide. She met the *Pavlos* off the entrance to Portland Harbour and took the two youths on board. She landed them at Weymouth and returned to her station at 10.55. The *Nanyao* was the yacht which earlier in the day had been towed to safety by the Dover life-boat. Before the Dover life-boat reached her the two youths had been taken off by the *Pavlos* at the request of her owner, who had remained on board the yacht.

**THREE COBLES ESCORTED INTO HARBOUR**

**Scarborough, Yorkshire.** At 12.40 on the afternoon of the 6th of January, 1961, the honorary secretary was told that three local fishing cobles were at sea in weather which was deteriorating. There was a strong to gale force north-easterly wind with a rough sea, and it was low water. At 12.45 the life-boat *J. G. Graves of Sheffield* was launched. Shortly after leaving harbour she met the cobles *Betty Sheader* and *Betty* and escorted them in. She met the third coble, *Florence*, about four miles east-south-east of Scarborough and escorted

her to safety too. She then returned to her station, arriving at 3.45.

**FISHING FLEET ESCORTED IN NEAR GALE**

**Whitby, Yorkshire.** At 2.15 on the afternoon of the 6th of January, 1961, the coxswain told the honorary secretary that in his opinion the rapidly deteriorating weather conditions would make it dangerous for the returning fishing fleet as they crossed the bar. He had just returned from fishing in his own boat in company with the motor fishing vessel *Wakeful* and reported that there were eight fishing boats still at sea. There was a north-north-easterly wind of near gale force with a rough sea, and the tide was about half-ebb. At 2.25 the life-boat *Mary Ann Hepworth* was launched. She stood by until all the fishing boats had entered harbour. During this time visibility was almost nil at times because of heavy hail squalls. The life-boat returned to her station at 3.45.

**DOCTOR TAKEN TO ISLAND IN GALE**

**Mallaig, Inverness-shire.** At seven o'clock on the evening of the 7th of January, 1961, the honorary secretary learnt that someone was critically ill on the island of Rhum. The life-boat *E. M. M. Gordon Cubbin* put out at 7.30 with a doctor aboard in a south-easterly gale and a rough sea. The doctor attended the patient, and the life-boat returned to her station, arriving at midnight.

**CREW TAKEN OFF FAROESE FISHING SMACK**

**Wick, Caithness-shire.** At 7.30 on the morning of the 9th of January, 1961, a message was received that a vessel was on fire off Duncansby Head. There was a light north-easterly breeze with a slight sea, and it was almost low water. At eight o'clock the life-boat *City of Edinburgh* was launched. On reaching the position given she found the Faroese fishing smack *Else* ashore. Four of her crew of six had left the smack in her boat. The *Else* was labouring heavily and making water, and the life-boat took the skipper and engineer off. The tug *Metinda III* arrived shortly afterwards, and the skipper and engineer returned

to the casualty with the tug's salvage party. Later the life-boat went alongside the smack and took off the skipper and the engineer, as well as the salvage party and their gear, as operations were being hampered by adverse weather conditions. The party were put on board the *Metinda III*, and the life-boat returned to her station at five o'clock in the evening.

### THREE RESCUED FROM SEINE-NET BOAT

**Lerwick, Shetlands.** At 8.6 on the evening of the 11th of January, 1961, the coastguard informed the honorary secretary that red flares had been seen south-east of Bressay Lighthouse in the direction of the Ord. A south-by-east gale was blowing, and the sea was rough. The sky was overcast and the weather blustery. The tide was ebbing. At 8.31 the life-boat *Claude Cecil Staniforth* was launched. She found the seine-net boat *Sheryl* of Buckie in a position inside Bressay Lighthouse and not outside, as had originally been reported. Three men were picked up from a rubber dinghy, the remainder of the crew of six having managed to reach the shore at Bressay. The three survivors picked up from the dinghy were landed by the life-boat, which continued to stand by until it was confirmed that the three men who had gone ashore were safe. The life-boat returned to her station at 9.8.

### TOW FOR FISHING BOAT WITH PROPELLER FOULED

**Arklow, Co. Wicklow.** At 7.15 on the evening of the 12th of January, 1961, flares were seen north-north-east of Arklow. There was a moderate south-south-westerly wind with a corresponding sea, and the tide was ebbing. At 7.30 the life-boat *Inbhear Mor* was launched. She found the fishing vessel *St. Main* of Arklow drifting with her propeller fouled by nets. She towed the *St. Main* into Arklow, returning to her station at 9.40.

### INJURED MAN TAKEN OFF FISHING VESSEL

**Padstow, Cornwall.** At 10.45 on the night of the 12th of January, 1961, Lloyd's agent informed the honorary

secretary that the motor fishing vessel *Moonlit Waters*, which had an injured man on board, had asked for a doctor to be brought to her off Pentire Head at midnight. The No. 1 life-boat *Joseph Hiram Chadwick* put out at 11.40 with the divisional director of the British Red Cross Society aboard, as no doctor was available. There was a gentle south-westerly wind with a slight sea, and it was one hour before high water. The life-boat met the *Moonlit Waters* as arranged, and the injured man was transferred and landed at Padstow at 12.20. The life-boat then returned to escort the fishing vessel to Padstow and returned to her station at two o'clock in the morning.

### LINE PASSED TO DUTCH VESSEL AGROUND

**Cromer, Norfolk.** At 11.20 on the morning of the 13th of January, 1961, the coastguard informed the honorary secretary that Lloyd's agent had asked for the assistance of the life-boat to refloat the motor vessel *Jura* of Groningen, which was aground at North Bacton. When the Cromer no. 2 life-boat *Harriot Dixon* was launched at noon there was a light westerly wind with a slight sea and it was one hour after low water. The life-boat found the salvage tug *Blankenburg* standing by when she arrived at the scene about 1.30. She took the tug master to the casualty, but her master refused assistance, and the tug master was returned to his ship. Later the master of the *Jura* asked the life-boat to pass a line to the tug. This was done, but by then it was too late to refloat the *Jura* on that tide. The tug therefore postponed any further attempt until the following afternoon, and the life-boat returned to her station, arriving at 6.15. The *Jura* was refloated with the assistance of the tug about four o'clock the following afternoon.

### CABIN CRUISER FOUND ABANDONED

**Troon, Ayrshire.** At 5.30 on the evening of the 14th of January, 1961, the honorary secretary was informed that a small cabin cruiser with a crew of three was aground on the north side of the bar at the entrance to Irvine harbour. At 6.8, when the life-boat *James and Barbara Aitken* put out, there was

a light south-westerly wind with a slight sea and the tide was half flood. The life-boat found the cabin cruiser *Rebecca* abandoned. There was not enough water to allow her to be boarded from the life-boat, and the coxswain decided to return to Troon for the boarding boat. Later three members of his crew were put aboard the cabin cruiser which was then towed to Irvine harbour. The cabin cruiser's crew of three had succeeded in wading ashore. The life-boat finally reached her station at 10.45.

#### DINGHY AGROUND ON LEDGE

**Yarmouth, Isle of Wight.** At 1.15 on the afternoon of the 15th of January, 1961, the coastguard informed the honorary secretary that a small boat was in difficulties about two miles off shore at Milford-on-Sea. There was a light north-easterly breeze with a slight sea, visibility was good, and it was ebb tide. At 1.24 the life-boat *S.G.E.* was launched. She found the dinghy ashore on Christchurch ledge with her engine out of action. The life-boat stood by until the dinghy refloated when her engine was restarted. The dinghy returned safely to Christchurch, and the life-boat reached her station at 4.20.

#### TOW FOR FISHING VESSEL WITH ENGINE FAULT

**Boulmer, Northumberland.** At 8.23 on the morning of the 16th of January, 1961, the coastguard informed the honorary secretary that the seine-net fishing vessel *Halcyon* was lying stopped a mile east of Craster harbour. A light east-north-easterly wind was blowing, and the sea was smooth. The weather was overcast. At 8.58 the life-boat *Clarissa Langdon* was launched at low water. On reaching the *Halcyon* she found that the fishing vessel's engine had stopped because of faulty lubrication. The *Halcyon* was in a very dangerous position and was anchored with a very thin and worn anchor rope. One of her crew was below very ill. The life-boat towed the *Halcyon* to Amble and then returned to her station, arriving at 3.20.

#### TRAWLER AGROUND IN GALE

**Mallaig, Inverness-shire.** At 7.27 on the morning of the 17th of January,

1961, the coastguard informed the honorary secretary that a trawler was ashore on Frisland Rocks. The life-boat *E. M. M. Gordon Cubbin* put out at 7.45. There was a south-easterly gale with a rough sea, and it was one hour after high-water. The life-boat reached the trawler, which was aground on a lee shore, and found that at low water her crew were able to get ashore over her bows. A second trawler reached the scene, and her skipper asked the coxswain to assist in passing a line to the casualty, but this proved impossible. The life-boat left the casualty at 3.30 and returned to her station at 8.30.

#### COASTER ESCORTED AFTER SEARCH

**Dunmore East, Co. Waterford.** At four o'clock on the morning of the 18th of January, 1961, the honorary secretary was informed that the coaster *Galtee* with a cargo of barium ore was making water thirty miles south of Hook Head. She was proceeding towards Waterford and had asked for help. When the life-boat *Annie Blanche Smith* put out at 4.50 there was a near gale from the south causing a rough sea. It was high water. With the aid of the Irish corvette *Cliona*, which picked the coaster up on her radar screen, the *Galtee* was met at seven o'clock. The life-boat escorted her to Passage East, and reached her station at 10.15.

#### MOTOR VESSEL REACHED AT THIRD ATTEMPT

**Broughty Ferry, Angus.** At 8.20 on the evening of the 18th of January, 1961, the coastguard informed the honorary secretary that a vessel was ashore south-east of Tentsmuir Point to the south of Tay entrance, and that she was in a dangerous position. A strong south-south-easterly wind was blowing with a very rough sea. It was dark, and visibility was bad. At 8.28 the life-boat *The Robert* was launched on an ebbing tide. She found the small motor vessel *Tasman* ashore but could not reach her from the northern side because of a sandbank in between. The coxswain then decided to approach the *Tasman* from the south. Sea conditions were very bad, and again it was not possible to reach the *Tasman*, which had extinguished her lights. The life-boat

then returned over the Tay bar and eventually succeeded in reaching the *Tasman* from the north. She stood by until the *Tasman* floated off on the rising tide and escorted her through a safe channel into the Tay undamaged. Owing to the weather conditions the life-boat was berthed in Dundee harbour and did not return to her station until 1.30 the following afternoon.

#### TOW FOR FISHING BOAT FOUND IN DIFFICULTIES

**Douglas, Isle of Man.** At 9.25 on the evening of the 20th of January, 1961, the coastguard informed the honorary secretary that the fishing boat *Ailsea* was off Douglas Head in difficulties. A moderate south-east wind was blowing with a choppy sea. It was raining. At 9.38 the life-boat *R. A. Colby Cubbin No. 1* was launched on a flooding tide. She found the *Ailsea* two miles south of Douglas Head with her engine broken down and her fishing gear fouling either her rudder or her propeller. The life-boat made several attempts to take the fishing boat in tow in such a way that the fishing gear would be freed. This proved unsuccessful and she then towed the *Ailsea* into Douglas harbour and berthed her near Edward pier. The *Ailsea's* gear was now lying at the bottom of the harbour and was a danger to shipping. The life-boat was asked to tow the gear clear, but this was found to be impossible. Finally the *Ailsea's* engines were restarted and she was able to pick up her gear. The life-boat finally reached her station at three o'clock in the morning.

#### MOTOR LAUNCH TAKEN IN TOW

**Yarmouth, Isle of Wight.** At 2.15 on the afternoon of the 21st of January, 1961, the coastguard informed the honorary secretary that an open launch was burning flares about a mile and a half off shore near Milford-on-Sea. A light south-west wind was blowing with a slight sea. The weather was dull. At 2.35, at high water, the life boat *S.G.E.* put out. On reaching the position given she found the motor launch *Flamingo*, which had run out of fuel. She took the *Flamingo* in tow, brought her to Yarmouth, and reached her station at 4.30.

#### COASTER'S CREW LANDED AFTER COLLISION

**New Brighton, Cheshire.** At 5.21 on the afternoon of the 21st of January, 1961, the coastguard informed the honorary secretary that a collision had taken place near the Canada dock between the coaster *Lurcher* and the Greek motor vessel *Stamatios G. Embiricos* of Andros. The life-boat *Norman B. Corlett* put out at 5.32 into a light easterly wind and a slight sea. The tide was half ebb. On reaching the position given the life-boat found that the coaster had sunk. Her crew of twelve had been picked up by the tug *Langarth*, and they were transferred to the life-boat, which landed them at New Brighton stage at 6.3. The life-boat reached her station at 6.10.

#### DOCTOR PUT ABOARD FISHING VESSEL

**Stornoway, Outer Hebrides.** At 6.5 on the morning of the 24th of January, 1961, the coastguard informed the honorary secretary that the motor fishing vessel *Colinne* of Ullapool had a badly injured man on board who needed medical aid. A strong south-easterly wind was blowing and the sea was rough. It was low water. At 6.45 the life-boat *James and Margaret Boyd* put out with a doctor on board. She met the *Colinne* off Portnaguran, and the doctor was transferred to her. The life-boat and the *Colinne* then returned together to Stornoway, where the injured man was taken by ambulance to hospital. He was a member of the fishing boat *Wave Crest* and had been badly crushed when that vessel had shipped a heavy sea off the Butt of Lewis. The *Wave Crest* had developed engine trouble and had asked the *Colline* to take the injured man on board. The life-boat returned to her station at 10.10.

#### FISHING BOAT ESCORTED TO HARBOUR

**North Sunderland, Northumberland.** At eleven o'clock on the morning of the 24th of January, 1961, the honorary secretary was informed that a fishing boat not recognised as a local boat was making for the harbour, and because of the weather conditions it was con-



sidered prudent to launch the life-boat. The life-boat *Grace Darling* put out at 11.15 in a fresh south-easterly wind and a rough sea. The tide was half ebb. At 11.30 contact was made with the fishing boat *Twilight* of Burnmouth two miles north of North Sunderland. The life-boat escorted her into harbour and reached her station at 11.50.

#### DOCTOR TAKEN TO PATIENT ON ISLAND

**Galway Bay.** At 2.30 on the afternoon of the 24th of January, 1961, the local medical officer told the honorary secretary that a patient was in need of treatment on Inishere Island and asked for the use of the life-boat to take him there. Because of the weather conditions it was decided to agree to the doctor's request. The life-boat *Mabel Marion Thompson* put out at three o'clock in a south-easterly gale and a rough sea. The tide was ebbing. After treating the patient the doctor returned to the life-boat, which reached her station at seven o'clock.

#### LIFE-BOAT PUTS OUT TO GERMAN DESTROYERS

**St. Peter Port, Guernsey.** At 7.5 on the evening of the 24th of January, 1961, the St. Peter Port signal station informed the honorary secretary that a message had been received from the island of Brechon that a vessel to the north-west of the island was flashing white lights and that a great deal of shouting was to be heard. A strong, south-south-easterly breeze was blowing, causing a moderate sea. The weather was squally with rain. The tide was flooding. At 7.30 the life-boat *Euphrosyne Kendal* left her moorings, and on reaching the position given she found the German destroyer *F.218* anchored to the north-west of Brechon and another destroyer *Scharnhorst* anchored to the north of the island. The *Scharnhorst* was considered to have anchored in a dangerous position, and a member of the life-boat's crew was put on board her to advise moving to a safer one. Half-an-hour later, when this had been done, the life-boat returned to her station, which she reached at 9.47.

#### DOCTOR TAKEN OUT TO PATIENT

**Mallaig, Inverness-shire.** At seven o'clock on the evening of the 26th of January, 1961, the honorary secretary was informed that a patient at Knoydart needed urgent medical treatment. As no other boat was available, the life-boat *E. M. M. Gordon Cubbin* put out at 7.30 with a doctor aboard. A police constable also took passage in the life-boat. Knoydart was reached at 8.15, and after treatment the patient and doctor were taken to Mallaig. The life-boat returned to her station at 10.45.

#### DUTCH FISHING VESSEL AGROUND

**Walmer, Kent.** At 2.18 early on the morning of the 27th of January, 1961, the coastguard informed the honorary secretary that red flares had been seen approximately one mile north-north-west of the East Goodwin lightvessel. When the life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 2.35 there was a near gale from the south-south-east and a rough sea. It was low water. The Dutch fishing vessel *Adriana Johanna* of Scheveningen was found aground midway between the Kellet Gut and the East Goodwin lightvessel with the Trinity House Vessel *Patricia* standing by. Both the *Patricia* and the life-boat stood by until the fishing vessel was refloated by the French tug *Farouche*. The life-boat reached her station at 8.50.

#### BOAT FROM DUTCH VESSEL TOWED TO HARBOUR

**Margate, Kent.** At 2.48 early on the morning of the 27th of January, 1961, the coastguard informed the honorary secretary that a vessel was ashore on the Kentish Knock sands about eighteen miles north-east of Margate. A south-south-easterly gale was blowing and it was cloudy and freezing. The life-boat *North Foreland* (Civil Service No. 11) was launched at 3.32 at low water. She went to the position given, which was between the South and Middle Knock buoys. On the way a radio-telephone message was received from the m.v. *Similarity*, stating that she was standing by the vessel ashore, which was the Dutch motor vessel *Narwal*. At 4.45 a further message was received from the *Similarity* that the *Narwal* had refloated and was

going on her way and did not now need help. The life-boat returned to her station and went into the harbour to await the turn of the tide to rehouse. It was seen that the *Narwal* had anchored in the roads, presumably waiting until the weather moderated. Another Dutch vessel, the *Hilda*, had anchored near by and had sent two men in the ship's boat to row ashore for food. This boat got into difficulties and was towed into harbour by the life-boat, which returned to her station at 11.10.

#### ESCORT FOR DUTCH COASTER

**Weymouth, Dorset.** At 11.39 on the morning of the 27th of January, 1961, the coastguard informed the honorary secretary that the coaster *Tjoba* of Groningen was making heavy weather two miles west of Portland Bill. When the life-boat *Frank Spiller Locke* put out at 11.55 there was a southerly gale and a very rough sea. The tide was ebbing. The life-boat reached the coaster at 1.15 and escorted her to Weymouth harbour. She then returned to her station arriving at 2.30.

#### INJURED WOMAN TAKEN OFF ISLAND

**Lerwick, Shetlands.** At 1.45 on the afternoon of 27th January, 1961, the Medical Officer of Health for Shetland told the honorary secretary that a woman had been blown over by the wind on Fair Isle and had been badly injured, and that it was necessary for her to be moved to hospital. A whole southerly gale was blowing, causing a very rough sea. At 2.49 the time agreed upon with a doctor who came out with the crew, the life-boat *Claude Cecil Staniforth* put out on a flooding tide. Shortly afterwards the weather deteriorated considerably. The wind, which was already very strong, increased in force, and the sea grew much worse. Visibility was practically nil. In view of these conditions it was decided that the life-boat should return and make a further attempt to reach Fair Isle early the next morning. The coxswain said that it was the worst weather he had ever experienced at sea. The life-boat sailed again at 6.40 the next morning. Weather conditions had improved, the wind strength having decreased to a strong breeze, and the

life-boat reached Fair Isle at 11.30. The doctor went ashore to visit the patient, who was found to be suffering from a compound fracture of the fibula and other injuries. At 1.30 the life-boat left Fair Isle with the doctor and patient on board. The patient was on a Neil-Robertson stretcher and was placed as comfortably as possible on the star-board side of the life-boat's cabin. The life-boat arrived back at her station at 5.20 where an ambulance was waiting to take the patient to hospital.

#### TRAWLER TOWED CLEAR IN GALE

**Helvick Head, Co. Waterford.** Shortly before midday on the 29th of January, 1961, the honorary secretary was informed that the French trawler *Sainte Cathérine* of L'Orient, with a crew of nine, had gone ashore in Dungarvan Bay. At twelve o'clock the life-boat *John and Lucy Cordingly* put out one hour after low water in a strong westerly gale with a very rough sea. She reached the trawler at 12.15 and passed her a tow rope. At 12.30 the casualty was pulled clear of the rocks, and she was eventually berthed in Helvick harbour. The life-boat returned to her station at 3.30.

#### TWO MEN AND A BOAT TAKEN ON BOARD

**Cullercoats, Northumberland.** At 12.10 on the afternoon of the 29th of January, 1961, the coxswain was told that a small boat was in difficulties off Cullercoats. In the absence of the honorary secretary he ordered the life-boat to be launched. At 12.29 the life-boat *Isaac and Mary Bolton* was launched into a strong south-westerly wind and a moderate sea. It was two hours before high water. The life-boat reached the boat at 12.45. She took on board the two men as well as their boat, which had had an engine failure. The life-boat returned to her station at 1.15.

#### SICK WOMAN TAKEN OFF ISLAND

**Arranmore, Co. Donegal.** At seven o'clock on the evening of the 29th of January, 1961, the honorary secretary was informed that a sick woman on the island was in need of medical treatment. As there was no doctor on the

island and it was impossible for a local boat to reach the mainland, the life-boat *W. M. Tilson* was launched. She put out at 8.30 in a north-westerly gale with a rough confused sea and an ebb tide. The woman was taken aboard and brought to the mainland, the life-boat reaching her station at eleven o'clock.

#### MAIL BOAT ESCORTED IN ROUGH SEA

**Baltimore, Co. Cork.** At 1.35 on the afternoon of the 31st of January, 1961, the honorary secretary learnt that the Sherkin mail boat was in difficulties. Her engine had failed, and she was drifting ashore. The life-boat *Sarah Tilson* was launched at 1.45 in a westerly wind of storm force and a very rough sea. She reached the mail boat at 1.55, and as she came alongside the mail boat's engine restarted. It was not working satisfactorily, however, and the life-boat escorted the mail boat to Sherkin. She then returned to her station, arriving at 2.40.

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

- Howth, Co. Dublin.**—January 1st.
- Eastbourne, Sussex.**—January 5th.
- Hastings, Sussex.**—January 6th.
- Mallaig, Inverness-shire.**—  
January 6th.
- Sheringham, Norfolk.**—January 9th.
- Wells, Norfolk.**—January 9th.
- Cromer, No. 1., Norfolk.**—  
January 9th.
- Wells, Norfolk.**—January 10th.
- Pwllheli, Caernarvonshire.**—  
January 11th.
- Cromer, No. 1., Norfolk.**—  
January 12th.
- Cromer, No. 2., Norfolk.**—  
January 12th.
- Workington, Cumberland.**—  
January 14th.
- Southend-on-Sea, Essex.**—  
January 14th.
- St. Ives, Cornwall.**—January 16th.
- Portpatrick, Wigtownshire.**—  
January 17th.
- Newcastle, Co. Down.**—  
January 26th.
- Lerwick, Shetlands.**—January 27th.  
(Two services).

**Margate, Kent.**—January 27th.

**Whitehills, Banff-shire.**—  
January 28th.

**New Brighton, Cheshire.**—  
January 28th.

**Mumbles, Glamorganshire.**—  
January 29th.

**Troon, Ayrshire.**—January 30th.

**Angle, Pembrokeshire.**—January 31st.

#### FEBRUARY

DURING February life-boats were launched on service 52 times and rescued 17 lives.

#### SEARCH FOR CRASHED AIRCRAFT

**Kirkcudbright.** At 10.53 on the morning of the 3rd of February, 1961, the honorary secretary was informed by the police that a fighter aircraft had crashed in the vicinity of Blackshaw Flats in the area of Southernness. It had apparently disintegrated in mid-air. A moderate north-west wind was blowing with a slight sea, and the tide was flooding. At 11.6 the life-boat *J. B Couper of Glasgow* was launched and began a long search in the shallows of Solway Firth. Pieces of wreckage were found and handed over to a Royal Air Force launch. There was no trace of the pilot's body. The life-boat returned to her station at eleven o'clock.

#### INJURED MAN PULLED ABOARD LIFE-BOAT

**Troon, Ayrshire.** At 11.49 on the morning of the 5th of February, 1961, the harbour master at Irvine informed the coxswain that two men were stranded on a beacon at the entrance to Irvine harbour. In the absence of the honorary secretary the coxswain authorised the launching of the life-boat. When the life-boat *James and Barbara Aitken* put out at 12.9 there was a strong south-south-westerly wind and a rough sea. It was two hours before high water. The life-boat came near to the beacon and one of the men jumped aboard the life-boat, but the other man had an injured foot and was unable to jump. The coxswain then took the life-boat very close to the beacon and the man was pulled aboard by the life-boat's crew. The men were landed at Irvine harbour, and the life-boat returned to her station at 1.30.

**MAN TAKEN OFF MOTOR CRUISER**

**Poole, Dorset.** At 6.45 on the evening of the 5th of February, 1961, the honorary secretary was told by the police that calls for help had been heard coming from the direction of Holes Bay. When the life-boat *Thomas Kirk Wright* was launched at seven o'clock it was low water and there was a fresh south-westerly wind with a moderate sea. At 7.15 the life-boat found a small motor cruiser aground with one man on board. She pulled the vessel clear, and the man was transferred to the life-boat, which towed the motor cruiser to Poole quay. The life-boat returned to her station at eight o'clock.

**TWO COBLES ESCORTED IN GALE**

**Filey, Yorkshire.** At 12.44 on the afternoon of the 6th of February, 1961, the coxswain decided in the absence of the honorary secretary to launch the life-boat as two fishing cobles were still at sea and the weather had deteriorated. When the life-boat *The Isa and Penryn Milsted* was launched at 12.50 there was a west-north-westerly gale with a rough sea, and it was low water. The life-boat reached the vessels at 2.18 and escorted them to Filey. She returned to her station at 4.40.

**TOW FOR FISHING BOAT IN GALE**

**Ballycotton, Co. Cork.** At 6.15 on the evening of the 6th of February, 1961, the mechanic told the honorary secretary that a seventeen-foot open fishing boat was drifting out to sea. There was a westerly wind of gale force when the life-boat *Ethel Mary* put out at 6.35. It was high water. The life-boat reached the fishing boat ten minutes later and towed her back to harbour, reaching her station at 7.30.

**DOCTOR TAKEN TO FRENCH TRAWLER**

**Lowestoft, Suffolk.** During the evening of the 6th of February, 1961, the honorary secretary learnt that the trawler *Georges Ferges* of Boulogne would be off Lowestoft at four o'clock the next morning and that medical assistance was needed for a badly injured man. No doctor was available immediately, and the

life-boat *Michael Stephens* was unable to put out until five o'clock. A west-south-westerly gale was blowing with a very rough sea, and the tide was half ebb. The life-boat reached the trawler at 5.25, and the doctor and a pilot were put on board. The doctor found the man was dead, and both he and the pilot returned to the life-boat, which reached her station at 6.51.

**TWO MEN TAKEN OFF DESERTED ISLAND**

**Aith, Shetlands.** At 6.55 on the evening of the 8th of February, 1961, the honorary secretary was informed that two men had gone to an uninhabited island earlier that day in a small boat. As the weather had deteriorated considerably and nothing had been heard of them, anxiety was felt for their safety. Efforts had been made to launch a boat to search for them, but conditions had prevented this. When the life-boat *The John and Frances Macfarlane* put out at 7.35 there was a strong south-westerly wind with a rough sea and it was two hours before low water. Soon after nine o'clock the two men were sighted in the beam of the life-boat's searchlight on the lee side of the island. They were taken on board the life-boat, which took their boat in tow. The life-boat reached her station at 11.55.

**FISHING BOAT TOWED TO HARBOUR**

**Dungeness, Kent.** At 11.50 on the morning of the 12th of February, 1961, the honorary secretary was informed that the engine of the fishing boat *Jaqueline Roberta* had broken down three miles south-west of Dungeness and that she had asked for assistance. When the life-boat *Mabel E. Holland* was launched at noon there was a moderate south-westerly wind with a corresponding sea and it was two hours before low water. The life-boat came up with the trawler at 12.45 and towed her into Folkestone, which was reached at 4.50. The life-boat then returned to her station, arriving at 6.30.

**BODY OF BOY FOUND NEAR CLIFF**

**Howth, Co. Dublin.** At 5.48 on the evening of the 12th of February, 1961, the honorary secretary was informed

that a boy had fallen over a cliff at Bal-scadden Bay. At six o'clock, when the life-boat *Mary Stanford*, on temporary duty at the station, put out, there was a moderate southerly breeze with a slight sea. It was two hours before high water. The life-boat reached the position given ten minutes later, and the boy was found face downwards in the water. He was taken aboard the life-boat, where artificial respiration was applied, and transferred to a waiting ambulance on arrival at Howth. On admittance to hospital the boy was found to be dead. The life-boat returned to her station at 6.26.

#### ESCORT FOR DUTCH VESSEL AFTER FIRE

**Torbay, Devon.** At 4.23 on the afternoon of the 13th of February, 1961, the coastguard informed the honorary secretary that the Dutch motor vessel *Anja* of Foxhol was on fire five miles east of Start Point. The life-boat *Lloyd's*, on temporary duty at the station, put out at 4.35, half an hour before high water. The weather was cloudy with moderate visibility and a gentle south-westerly wind. Off the entrance to the river Dart the coxswain received an amended position of the casualty, placing it eight and a half miles north-east of Start Point. He immediately altered course, and on reaching the *Anja* found that the Dutch tanker *Frans van Seumeren* of Uithoorn had taken her in tow and was making for Dartmouth. The life-boat escorted the two vessels in case the crew of the *Anja* had to be taken off, but they reached Dartmouth safely.

#### LIFE-BOAT STANDS BY TILL YACHT REFLOATS

**Lytham-St. Anne's, Lancashire.** At 4.40 on the afternoon of the 14th of February, 1961, the motor mechanic informed the honorary secretary that the yacht *Clwyd* had run aground on the north side of the Ribble estuary. The coastguard agreed to keep her under observation and later it was decided to launch the life-boat. When the life-boat *Sarah Townsend Porritt* put out at 7.15 there was a strong south-westerly wind with a moderate sea. The tide was half flood. The life-boat reached the yacht at 7.50 and stood by until she refloated

at 9.10. The life-boat returned to her station at ten o'clock.

#### SWEDISH AND ITALIAN VESSELS IN COLLISION

**Dover, Kent.** At 7.8 on the evening of the 15th of February, 1961, the coastguard informed the honorary secretary that the Swedish motor vessel *Britta* of Helsingborg, which had been in collision with the Italian tanker *Mirella d'Amico* of Palermo in dense fog five miles south-east of Dover, needed help. The life-boat *Southern Africa* put out at 7.40 on the flood tide. There was a light southerly wind with a smooth sea, and visibility was almost nil. When the life-boat reached the *Britta* at nine o'clock her master asked the coxswain if he had a pilot on board. He was told there was a local waterman in the life-boat's crew, and at the request of the master the second coxswain boarded the *Britta* until a pilot and the assistant harbour master arrived. The second coxswain, with the assistant harbour master and an injured seaman from the *Britta*, were later taken on board the life-boat, which reached her station at 11.54. The *Britta* continued on passage to London.

#### TANKER AND LIGHTVESSEL IN COLLISION

**Cromer, Norfolk.** At 8.23 on the morning of the 16th of February, 1961, the coastguard informed the honorary secretary that a vessel had collided with the Haisbro' lightvessel, which was sinking. At 8.32, when the No. 1 life-boat *Henry Blogg* was launched, there were light south-westerly airs with a smooth sea. It was one hour after high water, and there was dense fog. The life-boat reached the lightvessel at 9.50 and found that the tanker *Wave Chief* had transferred a number of her crew to the lightvessel to help stop the water flowing in. Some of the life-boat's crew were also put on board to help. About an hour later the Trinity House vessel *Mermaid* reached the scene, and some of her crew too, boarded the damaged lightvessel. Later the life-boat transferred a pump from the tanker to the lightvessel. She then escorted the *Wave Chief's* boat back to her. At 11.30 the lightvessel was considered to be sufficiently seaworthy

for towing, and this was undertaken by the *Mermaid*. The life-boat returned to her station at two o'clock.

#### DUTCH MOTOR VESSEL TOWED CLEAR

##### North Sunderland, Northumberland.

At ten o'clock on the morning of the 16th of February, 1961, the mechanic informed the honorary secretary that the motor vessel *Calvijn* of The Hague was aground on Newton Point. At 10.20, when the life-boat *Howard D*, on temporary duty at the station, was launched, there was a gentle west-south-westerly wind with a slight sea. It was half an hour after low water. The life-boat reached the Dutch vessel at 11.15, and her master asked the coxswain to land his wife and children and one member of the crew and then return and stand by. On her return the life-boat towed the *Calvijn* clear of the rocks and beached her at Amble. The Amble life-boat later relieved the North Sunderland life-boat, which returned to her station at 11.50 that night.

#### SECOND LIFE-BOAT TO HELP OF DUTCH VESSEL

**Amble, Northumberland.** At 8.10 on the evening of the 16th of February, 1961, the honorary secretary of the North Sunderland station asked the Amble honorary secretary if the Amble life-boat would relieve the North Sunderland life-boat, which had been standing by the Dutch motor vessel *Calvijn* of The Hague since 11.15 in the morning. The Amble life-boat *Millie Walton* therefore put out at 8.25. The weather was fine with a light westerly wind and a slight sea, and it was two hours before low water. As the casualty, which was making water, had been beached to await the tide, the life-boat stood by in the harbour until midnight and then made for the vessel on the flood tide. She stood by her until the *Calvijn* was towed by a tug into Amble at three o'clock the following morning. The life-boat finally returned to her station at 3.15.

#### NAVAL TANKER AGROUND IN FOG

**Dungeness, Kent.** At 3.57 on the morning of the 17th of February, 1961, the coastguard informed the honorary secre-

tary that a vessel was ashore at Dungeness and making water. When the life-boat *Mabel E. Holland* was launched at 4.25 there was fog with light south-easterly airs and a smooth sea. It was an hour and a half before low water. The life-boat found the small Admiralty tanker *C.632*, and her captain asked the coxswain to stand by. At ten o'clock, with the aid of the life-boat, the tanker was refloated. She proceeded to Dover escorted by H.M.S. *Watchful*, and the life-boat returned to her station at 10.15.

#### SEARCH IN FOG FOR SWEDISH TANKER'S BOAT

**Southend-on-Sea, Essex.** At three o'clock on the morning of the 18th of February, 1961, the coastguard informed the honorary secretary that a small boat from the Swedish tanker *Sira* of Väster-vik, with a crew of four, had not returned to her ship and was feared lost in the fog. At four o'clock, when the life-boat *Greater London II* (Civil Service No. 30) was launched there were light south-westerly airs with a smooth sea and dense fog. It was two hours after high water. The life-boat searched for about three quarters of an hour, and then as visibility worsened returned to her station at 4.48 with the object of resuming the search when there was enough visibility to offer some chance of success. She was launched again at 10.20 and after an extensive search found the missing boat off Sheerness. The boat had been aground on Deadman's Island with her engine out of order. The coxswain towed the boat to the tanker and then returned to her station, arriving at 4.50.

#### DOCTOR TAKEN TO DUTCH MOTOR VESSEL

**Penlee, Cornwall.** At 5.30 on the evening of the 18th of February, 1961, the honorary secretary was informed that there was a call for medical help from the motor vessel *Leersum* of Amsterdam, which would be off Penlee Point at 9.30. When the life-boat *Solomon Browne* was launched at 9.10 there was a light south-westerly wind with a slight sea. It was an hour and a half after high water. The life-boat embarked a doctor and ambulance crew at Newlyn and made for the rendezvous. At 9.45 the doctor boarded



*By courtesy of]*

*[Cees van der Meulen*

**DEN HELDER, NETHERLANDS, LIFE-BOAT AT SEA**

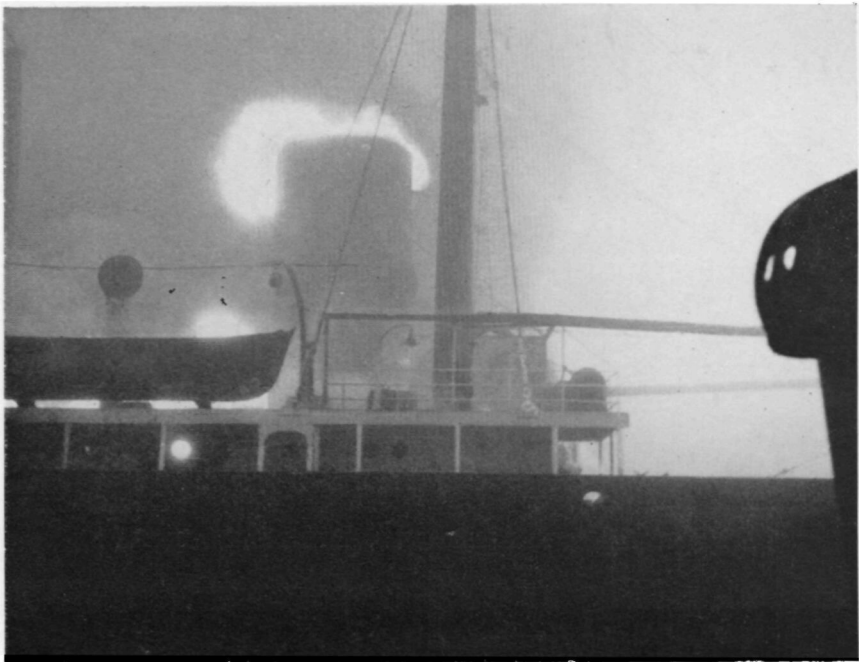


*By courtesy of]*

*[" Daily Mirror "*

**LOWESTOFT LIFE-BOAT ALONGSIDE THE " GUDVEIG "**

(see page 75)



*By courtesy of]*

*[C. A. Peacock*

**M.V. " GUDVEIG " ABLAZE**





*By courtesy of]*

*[C. A. Peacock*

**GREAT YARMOUTH AND GORLESTON LIFE-BOAT  
RESCUES MAN FROM YACHT**

(see page 79)



*By courtesy of]*

*[C. A. Peacock*

**MAN IS HAULED ABOARD LIFE-BOAT**



*By courtesy of]*

*[Sport and General*

**H.R.H. THE DUCHESS OF KENT PRESENTS A SILVER MEDAL**

The recipient is Coxswain SAMUEL CUNNINGHAM, of Portrush  
(see page 52)



*By courtesy of]*

*[Sport and General*

**SILVER MEDAL PRESENTED TO MR. CHARLES HENDERSON  
OF BISHOP'S STORTFORD**

(see page 52)



*By courtesy of]*

*[Lambert Weston*

**DOVER LIFE-BOAT "SOUTHERN AFRICA"**



*By courtesy of]*

*[Lambert Weston*

**DOVER LIFE-BOAT AT SEA**



*By courtesy of]*

*[H. G. Pickford and Son*

**ABERYSTWYTH LIFE-BOAT PUTS TO SEA**



*By courtesy of]*

*[H. G. Pickford and Son*

**LAUNCH OF ABERYSTWYTH LIFE-BOAT**



*By courtesy of]*

*[Thomas Tobin*

**HELVICK HEAD LIFE-BOAT SAVES TRAWLER "SAINTE CATHERINE"**  
(see page 62)



*By courtesy of]*

*[Newcastle Chronicle and Journal*

**SUNDERLAND LIFE-BOAT RESCUES CREW OF FISHING VESSEL**  
(see page 81)



*By courtesy of]*

*[John Leng and Co. Ltd*

**BROUGHTY FERRY LIFE-BOAT WITH THE NEW AITH LIFE-BOAT**



*By courtesy of]*

*[W. J. Byrne*

**CULLERCOATS LIFE-BOAT RESCUES TWO**  
(see page 62)

the ship. He treated an injured man and then returned, with the patient, to the life-boat, which landed them at Newlyn at 10.47. The life-boat was rehousing the next morning.

#### RESCUE AFTER SPEEDBOAT CAPSIZES

**Walmer, Kent.** At 3.15 on the afternoon of the 19th of February, 1961, the coastguard informed the honorary secretary that a speedboat had capsized opposite Deal coastguard station about half a mile off shore. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched five minutes later in a light south-westerly wind and a slight sea. It was two hours after high water. When the life-boat reached the scene the speedboat's occupants had already been picked up by the motor boat *Heidi*, but a rope had fouled the *Heidi*'s propeller and she was drifting. The two rescued men were transferred to the life-boat and landed. The life-boat then returned and took the speedboat on board and the motor boat in tow. The life-boat returned to her station at 4.45.

#### LIFE-BOAT TAKES INJURED MAN OFF LIGHTVESSEL

**Humber, Yorkshire.** At 10.30 on the morning of the 20th of February, 1961, the coxswain superintendent was asked by the Trinity House depot at Great Yarmouth to land an injured man from the Humber lightvessel. When the life-boat *City of Bradford III* was launched at 10.45, an hour and a half after high water, there was a gentle south-westerly wind and a moderate sea. Visibility was poor. The life-boat reached the lightvessel at 11.55. She embarked the injured man and took him to Grimsby, where he was landed at 2.55. The life-boat then returned to her station, arriving at five o'clock.

#### YACHT TOWED AFTER WOMAN TAKEN OFF

**St. Helier, Jersey.** At 3.57 on the afternoon of the 23rd of February, 1961, the honorary secretary was informed that the yacht *Bel Espoir* with two people on board was ashore on the rocks off Green Island. At 4.14, when the life-boat *Elizabeth Rippon* put out, visibility was poor. There was a light breeze with

a smooth sea and it was two hours before low water. The life-boat found the yacht at 4.45. A woman had been taken off the yacht and landed by a rubber dinghy belonging to the Fire Service. As the life-boat was unable to get alongside the yacht, the rubber dinghy was used to put two men on board to secure a tow rope. The life-boat then towed the yacht to St. Helier and reached her station at 5.30.

#### THREE LIFE-BOATS TO AID OF NORWEGIAN VESSEL

**Caister, and Great Yarmouth and Gorleston, Norfolk; and Lowestoft, Suffolk.** At 4.59 on the morning of the 24th of February, 1961, the coastguard informed the honorary secretary of the Gorleston station that the motor vessel *Gudveig* of Oslo, with a cargo of phosphate, was on fire one mile east of the North-East Cross Sand buoy. There was a light south-westerly wind and a slight sea with dense fog. It was two hours after high water. At 5.12 the life-boat *Louise Stephens* put out, and using her direction-finding equipment and assisted by the motor vessel *London Brook* found the casualty, which was some twelve miles from Gorleston, at seven o'clock. As the master did not wish to abandon ship, he asked the coxswain to stand by to take the remainder of the crew off if the fire grew worse. On being asked what further help had been requested, the master said a Dutch tug was on the way.

The life-boat now stood off the *Gudveig*, and shortly afterwards two of the motor vessel's header tanks blew up. Later the life-boat went alongside and took off some of the crew's personal effects, but again those on board declined to leave their ship, although the fire had a firm hold amidships and was spreading fast.

At 5.40 the Lowestoft life-boat *Michael Stephens* was launched, and after embarking a fire service officer and crew with their equipment made for the *Gudveig*. The s.s. *London Brook*, which had earlier assisted Gorleston life-boat, gave the coxswain a bearing of the casualty and guided him to it by radar. When the Lowestoft life-boat reached the scene at 8.30 she went alongside and

transferred the fire-fighting personnel and equipment.

Earlier, one officer and twenty-seven members of the *Gudveig's* crew had left in a ship's boat for the m.v. *Tennyson*, but there was doubt whether they had reached her safely in the fog. The Gorleston life-boat was asked to find out what had happened and, if possible, take the men off the *Tennyson* and land them at Great Yarmouth. She was also asked to embark further fire-fighting equipment and provisions and return as soon as possible to the *Gudveig*. A rendezvous was made with the m.v. *Tennyson* at the Cross Sands lightvessel, where the twenty-eight men from the *Gudveig* were transferred to the life-boat, which landed them at Gorleston. The life-boat then took on board the additional fire-fighting equipment and twelve firemen and made for the *Gudveig*.

The Caister life-boat *Jose Neville* was launched at eleven o'clock with forty gallons of petrol on board for replenishing the fire pumps which were already in use. After transferring this fuel, she embarked the wireless operator of the *Gudveig*. She landed him and took on board the chief officer of the *Gudveig*, who had earlier been landed at Great Yarmouth. She took him back to his ship.

About 4.30 in the afternoon, both Lowestoft and Caister life-boats left the scene of the casualty, and on the return passage to their respective stations they carried out a search for a small white boat fitted with an outboard engine. This boat, which was reported missing, had earlier made for the *Gudveig* with a press photographer on board. The search was called off about 5.15, when it was learnt that a passing ship had found the boat with a crew of two.

The Caister life-boat returned to her station at 6.30, and the Lowestoft life-boat reached hers at 7.43. The Gorleston life-boat continued to stand by the *Gudveig* until six o'clock, when the coxswain transferred her master and remaining officers and crew to the Dutch tug *Gele Zee*, which had reached the scene about one o'clock. She then took off the firemen and their equipment and returned to her station, arriving at 7.50. The tug took the *Gudveig* in tow to Immingham.

#### SURGEON AND ASSISTANTS TAKEN TO ISLAND

**Valentia, Co. Kerry.** At 8.30 on the morning of the 26th of February, 1961, the honorary secretary was asked by the local medical officer if the life-boat would take the county surgeon and his assistants from Cahirciveen to Valentia Island as a patient on the island needed an emergency amputation. Because of the weather no other suitable boat was available. At 9.30, when the life-boat *Peter and Sarah Blake*, on temporary duty at the station, put out, there was a south-westerly gale with a corresponding sea and the tide was flooding. The life-boat embarked the medical party and landed them at Valentia at eleven o'clock. She stood by at Valentia quay until 4.15, when the surgeon and his assistants were embarked again. The life-boat took them back to Cahirciveen and reached her station at five o'clock.

#### TWO PATIENTS BROUGHT FROM ISLAND

**St. Peter Port, Guernsey.** At one o'clock on the afternoon of the 26th of February, 1961, the honorary secretary received a telephone message from the Island Commission of St. John Ambulance that the ambulance launch was under repair and two patients on the Island of Sark needed hospital treatment in Guernsey. As no other suitable boat was available and the weather was bad the services of the life-boat were requested. A strong southerly wind was blowing with a high sea when the life-boat *Euphrosyne Kendal* was launched at 2.30, shortly before high water. The two patients were embarked and brought to St. Peter Port, where they were taken to hospital. The life-boat returned to her station at 4.40.

#### THREE RESCUED FROM BOAT IN NEAR GALE

**Rhyl, Flintshire.** At 1.15 on the afternoon of the 26th of February, 1961, the coastguard informed the honorary secretary that a small boat with three anglers on board was in difficulties about half a mile off the entrance to Rhyl harbour. The men were waving oars with rags attached. Five minutes later, when the life-boat *Anthony Robert*



*Marshall* was launched, there was a near gale from the south-south-east and a very rough sea. It was two hours before low water. The life-boat reached the boat at 2.5 and found she had taken a great deal of water on board. Her three occupants were taken aboard the life-boat, which had to come alongside twice before this could be done. The life-boat landed them at Rhyl and reached her station at 3.30.

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

**Workington, Cumberland.**—February 3rd.

**Aldeburgh, Suffolk.**—February 6th.

**Lowestoft, Suffolk.**—February 6th.

**Teesmouth, Yorkshire.**—February 6th.

**Beaumaris, Anglesey.**—February 8th.

**Workington, Cumberland.**—February 8th.

**Gt. Yarmouth and Gorleston, Norfolk.** February 9th.

**Stornoway, Outer Hebrides.**—February 10th.

**Plymouth, Devon.**—February 11th.

**Amble, Northumberland.**—February 11th.

**Dungeness, Kent.**—February 16th.

**Appledore, Devon.**—February 16th.

**St. Helier, Jersey.**—February 16th.

**Humber, Yorkshire.**—February 17th.

**Dover, Kent.**—February 17th.

**Lytham-St. Anne's, Lancashire.**—February 18th.

**Cromer No. 1, Norfolk.**—February 18th.

**Southend-on-Sea, Essex.**—February 18th.

**Cromarty, Cromartyshire.**—February 19th.

**Bembridge, Isle of Wight.**—February 19th.

**Peel, Isle of Man.**—February 20th.

**Ramsey, Isle of Man.**—February 20th.

**Ramsgate, Kent.**—February 20th.

**Poole, Dorset.**—February 26th.

**Exmouth, Devon.**—February 28th.

### MARCH

DURING March life-boats were launched on service 50 times and rescued 31 lives.

### ESCORT FOR NINE FISHING VESSELS

**Filey, Yorkshire.** At 12.40 on the afternoon of the 2nd of March, 1961, when weather conditions were bad, the coastguard and the honorary secretary discussed the desirability of launching the life-boat, as nine fishing vessels were still at sea. At 12.51 the maroons were fired, and at one o'clock the life-boat *The Isa and Penryn Milsted* was launched. There was a strong westerly wind causing a rough sea; the tide was half flood. The vessels were safely escorted to Filey, and the life-boat returned to her station at 6.15.

### TOW FOR FISHING BOAT IN GALE

**Fenit, Co. Kerry.** At 1.10 on the afternoon of the 3rd of March, 1961, the honorary secretary was informed that a small fishing boat was in danger of being driven on to the rocks in upper Tralee Bay. The wind was of gale force from the south-west and the sea rough. It was high water when the life-boat *Hilton Briggs* was launched at 1.30. On reaching the position given she found the fishing boat *Rose* with two men on board. They were taken off, and the life-boat towed the *Rose* to Fenit. She then returned to her station, arriving at 3.30.

### TOW FOR MOTOR VESSEL FOUND DRIFTING

**Troon, Ayrshire.** At 3.30 on the morning of the 4th of March, 1961, the coastguard informed the honorary secretary that flares had been sighted six to seven miles north-east of Kildonan Point. At 4.10, when the life-boat *Charlotte Elizabeth*, on temporary duty at the station, put out, there was a moderate south-south-westerly wind with a rough sea and the tide was half ebb. The life-boat came up with the motor vessel *Lascar* of Glasgow, which had engine-trouble and had drifted to within a hundred yards of the bar at the entrance to Irvine harbour. The life-boat towed the vessel to Troon and reached her station at eight o'clock.

### SICK MAN TAKEN OFF COLLIER

**Cromer, Norfolk.** At 1.55 early on the morning of the 8th March, 1961, the coastguard informed the honorary secretary that the collier *Corstar* was making for Cromer with a sick man aboard

and that a doctor was needed. There was a light west-south-westerly wind, and the sea was smooth. At 2.37 the No. 1 life-boat *Henry Blogg* was launched on an ebbing tide, with a doctor on board. She met the *Corstar* about a mile and a half north-east of Cromer and transferred the doctor. A few minutes later the doctor and the sick man were taken on board the life-boat. They were landed at Cromer, where an ambulance was waiting, and the sick man was taken to hospital. The life-boat returned to her station 3.30.

#### FIVE RESCUED FROM FISHING VESSEL AGROUND

**Wick, Caithness-shire.** At five o'clock on the morning of the 8th of March, 1961, the coastguard informed the honorary secretary that the motor fishing vessel *Loyal Friend* was ashore on the Skerries. At 5.20, when the life-boat *City of Edinburgh* was launched, there was a moderate south-westerly wind with a choppy sea and the tide was half ebb. At 6.8 the coxswain was informed that the casualty was aground on the Little Skerries. The life-boat reached the position given at 6.50 and was joined five minutes later by the motor vessel *Wooton*. Shallow water prevented the life-boat from closing the *Loyal Friend*, and the *Wooton* launched a dinghy with the object of passing a line from the fishing vessel to the life-boat. Unfortunately the dinghy struck the bottom and lost her propeller. The coxswain then manoeuvred the life-boat as close as possible to the casualty and a line was fired across her. By this means her crew of five in a life raft were towed clear of the rocks and taken on board the life-boat. The dinghy was then towed back to the *Wooton* and the life-boat returned to her station, arriving at 9.45.

#### FRENCH TRAWLER AGROUND IN FOG

**St. Mary's, Scilly Islands.** At 10.55 on the night of the 9th of March, 1961, the coxswain told the honorary secretary that a small vessel was firing flares at the south-east end of Gugh Island. At 11.10, when the life-boat *Guy and Clare Hunter* was launched, there was a light south-easterly breeze with a corresponding sea. The tide was half ebb, and there

were fog patches. The French trawler *Petit Jean Yves* was found aground at 11.42. Her master and crew of four eventually agreed to leave the vessel, and the life-boat returned to her station with the five men aboard at 12.10 early on the 10th of March. At seven o'clock in the morning the life-boat put out again with a dinghy in tow. She took the crew out to the French trawler and put them on board again. A tow rope was passed to the life-boat, and after waiting about an hour on the flood tide the trawler was refloated by the life-boat with the help of her own engines. The life-boat escorted her into St. Mary's roads and returned to her station at 9.30.

#### FISHING VESSEL TOWED TO HARBOUR

**Dunmore East, Co. Waterford.** At 6.20 on the evening of the 10th of March, 1961, the civic guard at Tramore informed the honorary secretary that the crew of the motor fishing vessel *Provide* were burning distress signals about eight and a half miles west of Dunmore East. At 6.35 the life-boat *Annie Blanche Smith* put out in a fresh westerly wind with a moderate sea. She reached the fishing vessel at 7.45 and found she had engine trouble and was drifting. A line was passed, and the life-boat towed the *Provide* to Dunmore East, returning to her station at 9.45.

#### STEAMER ESCORTED AFTER FIRE

**The Mumbles, Glamorganshire.** At 3.55 early on the morning of the 11th of March, 1961, the coastguard informed the honorary secretary that the s.s. *Martaban*, whose position was eight miles south-by-west of Mumbles Head, had a fire in one of her holds but did not need help immediately. At 5.36, when the life-boat *William Gammon—Manchester and District XXX* was launched, there was a fresh west-south-westerly wind with a corresponding sea and an ebb tide. The life-boat reached the *Martaban*, who was then anchored two miles south-west of Mumbles Head, at 5.55. She stood by until 8.5 and then escorted the steamer to Swansea docks, which were reached at 9.45. The life-boat then returned to her station.

**DRIFTING DINGHY TAKEN IN TOW**

**Llandudno, Caernarvonshire.** At five o'clock on the afternoon of the 11th of March, 1961, the honorary secretary received a message that a dinghy had been sighted about two miles east-north-east of the pier. It was not clear whether anyone was on board as the dinghy was now out of sight. A strong west-south-westerly wind was blowing with a moderate sea. At 5.17 the life-boat *Annie Ronald and Isabella Forrest* was launched at high water. On reaching a position two miles out, the coxswain altered course and proceeded due north to allow for the ebb which had now set in. The dinghy was soon sighted and taken in tow. No one was found on board her. It was learnt later that the dinghy had been in tow of another vessel but had broken adrift and could not be retrieved at the time because of the weather. The life-boat returned to her station at 6.32.

**MAN RESCUED AFTER YACHT CAPSIZES**

**Great Yarmouth and Gorleston, Norfolk.** At 11.48 on the morning of the 12th of March, 1961, the coastguard informed the honorary secretary that a small yacht had capsized half-a-mile east of Britannia pier at Great Yarmouth. A moderate west-south-westerly wind was blowing with a choppy sea. At 11.54 the life-boat *Louise Stephens* was launched at low water. It was thought that two men were on board the yacht and the services of a helicopter were requested so that the area of search could be extended. On reaching the capsized yacht, the life-boat rescued the only man on board and it was learnt that there was no one else missing. The helicopter then reached the scene and the pilot was told that no further help was needed. The rescued man was suffering from shock and cold and could not have held on to the capsized yacht much longer. He was landed and taken to hospital. The life-boat recovered the yacht and brought it to harbour. She finally reached her station at 12.50.

**FISHING BOAT TOWED AFTER ENGINE FAILURE**

**Hastings, Sussex.** At 3.38 on the afternoon of the 14th of March, 1961, the coastguard informed the honorary

secretary that an unknown vessel had broken down about three miles east of Rye Harbour. When the lifeboat *M.T.C.* was launched at 3.58 it was low water. There was a light westerly wind and there were fog patches. When the life-boat reached the position given, the vessel in distress was found to be the fishing boat *Alethea Anne*, which had dragged her anchor after her engine had failed. The life-boat towed the *Alethea Anne*, which had a crew of two, back to Rye Harbour and returned to her station at 8.45.

**LIBERIAN TANKER REFLOATED**

**Troon, Ayrshire.** At seven o'clock on the morning of the 15th of March, 1961, the harbour master at Ardrossan informed the honorary secretary that the Liberian tanker *Sol* of Monrovia was aground one mile south of Ardrossan. He asked whether the life-boat could pass a tow rope from the grounded vessel to the tug *Seaway*. At 7.55, when the life-boat *Charlotte Elizabeth*, on temporary duty at the station, put out, there was a fresh south-south-westerly wind with a moderate sea and the tide was half flood. The life-boat reached the casualty at 9.6 and helped to pass a line to her from the tug. The life-boat stood by until the tanker was refloated at 10.25. She then returned to her station, arriving at 11.20.

**SICK MAN FROM LIGHTVESSEL LANDED**

**Tenby, Pembrokeshire.** At 10.40 on the morning of the 16th of March, 1961, the Trinity House depot informed the honorary secretary that a doctor was needed on board the Helwick lightvessel. The weather was fair. There was no wind and the sea was smooth. At 10.58 at low water the life-boat *Henry Comber Brown* was launched with a doctor on board. When she reached the lightvessel the sick man was found to be suffering from a duodenal ulcer. He was taken on board the life-boat, landed at Tenby and taken to hospital at Swansea. The life-boat reached her station at 3.10.

**FISHING BOAT TOWED CLEAR**

**St. Helier, Jersey.** At 2.10 on the afternoon of the 16th of March, 1961, the coastguard informed the honorary sec-

retary that the fishing boat *Sea Belle* of Jersey had engine trouble one mile south of Maison Rocks. The weather was fine, with no wind, and the sea was smooth. At 2.40 the life-boat *Elizabeth Rippon* was launched on the flood tide. The *Sea Belle* was found at anchor with a defective clutch, which could not be repaired. The life-boat towed her clear and returned to her station at 6.55.

#### RESCUED MEN TRANSFERRED FROM PILOT CUTTER

**Yarmouth, Isle of Wight.** At 1.55 on the afternoon of the 18th of March, 1961, the coastguard passed on to the honorary secretary a report from the Lymington police that a small boat, the *Santa Anna*, had capsized off Hurst Castle. Efforts were also being made to contact a pilot cutter launch, which was lying off the Needles and might be able to help. A fresh north-west wind was blowing with a choppy sea. As the pilot cutter did not appear to be moving, the life-boat *S.G.E.* was launched on an ebbing tide. Shortly afterwards news was received that the pilot cutter was now under way and making for the position given. The pilot cutter picked up two men just before the life-boat arrived. They were very cold and exhausted and were transferred to the life-boat. An attempt to tow the *Santa Anna* was unsuccessful, and she was abandoned. The life-boat returned to her station at 4.50.

#### TOWS FOR TWO BOATS WITH ENGINE TROUBLE

**Ramsgate, Kent.** At 1.44 on the afternoon of the 19th of March, 1961, the coastguard informed the honorary secretary that a small boat with three men on board was unable to reach the harbour. Her engine had broken down and she had drifted two miles east of the pierhead. A moderate north-north-westerly wind was blowing with a choppy sea. At 1.55 the life-boat *Michael and Lily Davis* was launched at low water. Soon afterwards a message was passed to the life-boat that another boat with engine trouble was in difficulties off the west pier. Both boats were taken in tow by the life-boat and brought back to Ramsgate harbour. The life-boat returned to her station at 2.25.

#### LAUNCH TAKEN IN TOW AFTER SEARCH

**Torbay, Devon.** At 2.10 on the morning of the 20th of March, 1961, the coastguard informed the honorary secretary that a 30-feet ex R.A.F. launch with two men on board was overdue on a passage from Portland to Torquay and that he had arranged for an air search at first light. At five o'clock the honorary secretary decided to launch the life-boat *Princess Alexandra of Kent*. When she put out at 5.20 there was a light north-northeasterly breeze with a choppy sea and it was just after low water. The coxswain, appreciating that the launch would have drifted seawards if her engine had failed, set a course for Berry Head. Two hours later Beer coastguard reported a vessel resembling the launch five to six miles off Beer Head, and the coxswain altered course accordingly. Shortly after the position had been amended a Shackleton aircraft, taking part in the search, dropped a flare to indicate the whereabouts of the casualty. At 8.25 the life-boat went alongside the launch and found that she had engine trouble and that her crew had effected temporary repairs. The life-boat escorted the launch on her way to Torquay, but during the passage the engine again failed and the launch was taken in tow for the final seven miles. The life-boat returned to her station at 1.40.

#### SICK CHILD TAKEN OFF ISLAND

**Galway Bay, Co. Galway.** At noon on the 21st of March, 1961, the honorary secretary was informed that a child on the middle island needed medical attention urgently and that no other boat was available. At one o'clock, when the life-boat *Mabel Marion Thompson* put out, there was a light north-easterly wind with a calm sea and it was low water. The child was brought to Rossaveel, where an ambulance was waiting, and was then taken to hospital. The life-boat returned to her station at 6.30.

#### INJURED MAN TAKEN OFF TRAWLER

**Stornoway, Outer Hebrides.** At 9.50 on the evening of the 25th of March, 1961, the coastguard informed the honorary secretary that the trawler *Aldershot* had an injured man aboard, who needed medical assistance, and that she was ex-

pected to be off the Butt of Lewis at one o'clock in the morning. At 10.35 the life-boat *The James and Margaret Boyd* put out with a doctor on board. There was a westerly wind of near gale force with a rough sea, and the tide was flooding. At two o'clock the life-boat met the *Aldershot* four miles south-east of the Butt of Lewis, and the doctor was put on board. After the patient had been treated the trawler and life-boat made for Stornoway, and off the entrance to the harbour a member of the life-boat's crew was put aboard the trawler to act as pilot. The injured man was taken to hospital, and the life-boat returned to her station at 6.45.

#### SICK MAN TAKEN OFF STEAMER

**Bembridge, Isle of Wight.** At 8.36 on the morning of the 26th of March, 1961, the coastguard informed the honorary secretary that the s.s. *Alchymist* of London, which had a sick man aboard, would be off Bembridge in about one hour and had asked for the help of the life-boat to take the man to hospital. At 8.56, when the life-boat *Jesse Lumb* was launched, there was a light south-westerly wind and a slight sea. It was one hour after high water. At 9.35 the life-boat met the *Alchymist*. The seaman was transferred and landed, the life-boat reaching her station at 10.55. The seaman was taken to hospital by ambulance.

#### FISHING VESSEL TOWED IN GALE

**Hartlepool, Co. Durham.** At 1.30 on the afternoon of the 26th of March, 1961, the coastguard informed the honorary secretary that the motor fishing vessel *Embrace* of Hartlepool had fouled her propeller two miles north of the Heugh and was drifting seawards. At 1.50 the life-boat *The Princess Royal* (Civil Service No. 7) was launched. There was a north-westerly gale with a rough sea and it was one hour after high water. On reaching the fishing vessel at 2.20 the life-boat found the coaster *David M.* standing by her. The life-boat passed a line to the *Embrace* and towed her to Hartlepool, returning to her station at 3.40.

#### TOW OF BOAT TAKEN OVER FROM STEAMER

**Ramsey, Isle of Man.** At 1.42 on the

afternoon of the 26th of March, 1961, the coastguard informed the honorary secretary that the s.s. *Colebrook* had the sailing boat *Dolores* in tow and her master had asked to be relieved of the tow off Ramsey. At 2.10, when the life-boat *Frank and William Oates*, on temporary duty at the station, was launched, it was low water and there was a strong west-north-westerly wind with a corresponding sea. The life-boat met the *Colebrook* three miles south-east of Maughold Head and took over the tow. She towed the *Dolores* to Ramsey harbour and returned to her station at 5.15.

#### CREW OF THREE RESCUED FROM FISHING VESSEL

**Sunderland, Co. Durham.** At 3.2 on the afternoon of the 26th of March, 1961, the coastguard informed the honorary secretary that the motor fishing vessel *Linga* was in difficulties one mile east of Souter Point. At 3.25 the life-boat *Edward and Isabella Irwin* was launched. There was a west-north-westerly wind with a moderate sea, and it was two hours after high water. The life-boat reached the *Linga* at four o'clock and took her in tow, but when half a mile south of South Shields the fishing vessel sank. Her crew of three were taken aboard the life-boat and landed at North Shields. The life-boat then returned to her station, arriving at seven o'clock.

#### TWO BOATS ESCORTED TO SHORE

**Walmer, Kent.** At five o'clock on the afternoon of the 26th of March, 1961, the coastguard informed the honorary secretary that the motor boat *Teddy Bear*, which was two miles east of the Goodwin Fork buoy, had engine trouble and her crew were trying to row ashore against wind and tide. At 5.13 the life-boat *Charles Dibdin* (Civil Service No. 32) was launched. There was a moderate south-westerly wind and sea and it was two and a half hours before high water. The life-boat reached the motor boat at 5.27 and found that the motor boat's owner had gone to her help in another boat. The life-boat escorted both boats to Walmer and returned to her station at 5.45.

**MAN TAKEN OFF YACHT AGROUND**

**Great Yarmouth and Gorleston, Norfolk.** At 8.46 on the evening of the 26th of March, 1961, the coastguard informed the honorary secretary that the yacht *Hustler*, with one man on board, was out of control on Breydon Water. At 8.50 when the life-boat *Louise Stephens* was launched, there was a gentle north-west-by-westerly wind with a corresponding sea. The tide was half ebb. The life-boat had some difficulty in finding the *Hustler*. She finally did so at 9.55. The yacht was aground, and the man was taken on board the life-boat and landed at Gorleston. The life-boat then returned to her station, arriving at 11.19.

**SIX FISHING BOATS ESCORTED TO HARBOUR**

**Whitby, Yorkshire.** At ten o'clock on the morning of the 27th of March, 1961, the honorary secretary noticed that six local fishing boats were still at sea. At 10.10, when the life-boat *Mary Ann Hepworth* was launched, there was a fresh north-westerly wind with a moderate sea. The tide was half ebb, and there was a very heavy swell breaking on the bar. The boats were escorted into harbour safely, and the life-boat returned to her station at 2.15.

**FIREMEN AND PUMP TAKEN TO FISHING BOAT**

**North Sunderland, Northumberland.** At 7.15 on the evening of the 27th of March, 1961, the coastguard informed the honorary secretary of a radio message received from a local fishing boat stating that she had struck a submerged object and was making water. There was a moderate west-north-westerly wind and a corresponding sea. At eight o'clock the reserve life-boat *Howard D*, on temporary duty at the station, was launched at low water. She met the fishing boat, the *Sovereign*, off Beadnell Point, and escorted her to a position about a mile north-east of North Sunderland. The life-boat returned to harbour and took on board a fire pump and two firemen. She then made for the *Sovereign*, and with the use of the pumps it was found possible to keep her afloat until there was enough water in the harbour for her to enter. The life-boat completed this

service at 11.40 and remained overnight at moorings in the harbour.

**LIFE-BOAT STANDS BY AT HARBOUR ENTRANCE**

**North Sunderland, Northumberland.** At nine o'clock on the morning of the 28th of March, 1961, the honorary secretary noticed three local fishing vessels sheltering in the lee of the Farne Islands. There was a moderate west-north-westerly wind and a corresponding sea. At ten o'clock the reserve life-boat *Howard D*, on temporary duty at the station, left the harbour where she had remained overnight after her service the evening before. The tide was flooding, and there was a dangerous cross sea at the harbour entrance. The life-boat stood by at the entrance until the fishing boats had entered safely.

**ESCORT FOR NORWEGIAN CARGO VESSEL**

**Lytham-St. Anne's, Lancashire.** At 8.55 on the evening of the 28th of March, 1961, the coastguard passed on to the honorary secretary a report from the Preston pilot cutter that the Norwegian cargo vessel *Christian* was aground on Salters Bank and pounding heavily. There was a strong westerly wind at the time with a moderate sea. At 9.21 the life-boat *Sarah Townsend Porritt* was launched around high water. She proceeded down river, remaining in radio contact with the pilot cutter. Before the two boats reached her the *Christian* refloated on the rising tide. She continued under her own power to Preston and was escorted by the life-boat as far as Lytham. The life-boat returned to her station at eleven o'clock.

**TOW FOR DISMASTED YACHT**

**Minehead, Somerset.** At 10.40 on the morning of the 30th of March, 1961, the coxswain told the honorary secretary that he had seen a yacht dismasted about three-quarters of a mile north of Minehead. A moderate west-south-westerly wind was blowing with a rough sea. The tide was ebbing. At 10.55 the life-boat *B.H.M.H.* was launched. She reached the yacht *Lundy Lady*, which was on her maiden passage, and found her badly disabled and out

of control, with gear lying alongside and a foul propeller. At the request of her owner, the life-boat towed the *Lundy Lady* to Porlock Weir. On arrival attempts were made to free her propeller, but they were unsuccessful. The life-boat anchored until there was enough water to allow the yacht to be towed into the dock at Porlock Weir. The life-boat returned to her station at 8.45.

### THREE OF LIFE-BOAT'S CREW JUMP ABOARD KETCH

**Walmer, Kent.** At 2.16 on the afternoon of the 31st of March, 1961, the coastguard informed the honorary secretary that a motor boat had the ketch *Gratitude*, of 70 tons, in tow and that the two boats were drifting towards the Goodwin Sands. At 2.47, when the life-boat *Charles Dibdin* (*Civil Service No. 32*) was launched, there was a moderate south-south-westerly wind with a choppy sea. The tide was half ebb. The life-boat reached the scene at 3.21 and found that the tow rope from the motor boat to the ketch had carried away. Three of the life-boat's crew jumped aboard the *Gratitude* and made fast another line. The ketch was then successfully towed to Dover by the motor boat with the life-boat escorting them. The life-boat returned to her station at 8.1.

### LAUNCH TO CAPSIZED SAILING DINGHY

**Shoreham Harbour, Sussex.** At 4.12 on the afternoon of the 31st of March, 1961, the coastguard informed the honorary secretary that a sailing dinghy had capsized about a mile and a half off Chandlers Corner, Lancing, and that her crew were in the water. At 4.35 the life-boat *Rosa Woodd and Phyllis Lunn* was launched. There was a gentle west-south-westerly wind with a slight sea. It was two hours before low water. When the life-boat reached the scene the dinghy was being righted by another vessel. She stood by until both vessels reached the shore and then returned to her station, arriving at 7.40.

### TOW FOR FISHING BOAT WITH ENGINE TROUBLE

**Hastings, Sussex.** At 7.12 on the even-

ing of the 31st of March, 1961, the coastguard informed the honorary secretary that the fishing boat *Linda* with a crew of two was having engine trouble two and a half miles south-east of Fairlight. At 7.38, when the life-boat *Lucy Lavers*, on temporary duty at the station, was launched, there was a moderate westerly wind with a choppy sea. The tide was half flood. The life-boat reached the *Linda* at 8.55 and took her in tow to Hastings. She returned to her station at eleven o'clock.

### ESCORT FOR FISHING BOAT IN TOW

**Exmouth, Devon.** At 7.55 on the evening of the 31st of March, 1961, the coastguard informed the honorary secretary that red flares had been seen south of Orcombe Point. At 8.20 the life-boat *George and Sarah Strachan* put out. There was a moderate west-north-westerly wind with a corresponding sea. It was one hour after high water. The local pilot cutter at this time was on her way to a tanker, and after putting the pilot on board she too went to investigate the flares. When the life-boat reached the scene she found the motor fishing boat *Madam Moon* being towed by the pilot cutter. She escorted both vessels to harbour and reached her station at 8.5.

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

- Bridlington, Yorkshire.** March 2nd.
- Portpatrick, Wigtownshire.** March 4th.
- Portpatrick, Wigtownshire.** March 5th.
- Donaghadee, Co. Down.** March 5th.
- Southend-on-Sea, Essex.** March 5th.
- Longhope, Orkneys.** March 8th.
- Dover, Kent.** March 8th.
- Lerwick, Shetlands.** March 10th.
- Dover, Kent.** March 14th.
- Eyemouth, Berwickshire.** March 19th
- Teesmouth, Yorkshire.** March 21st.
- Great Yarmouth and Gorleston, Norfolk.** March 21st.
- Margate, Kent.** March 27th.
- Weston-super-Mare, Somerset.** March 30th.
- Swanage, Dorset.** March 31st.

# THE LIFE-BOAT

[JUNE, 1961

## RECEIPTS AND PAYMENTS ACCOUNT

	PAYMENTS		
1959			
£	<b>LIFE-BOATS:—</b>	£	£
	New life-boats for the following stations : On account—		
	Aith, Aldeburgh, Broughty Ferry, Buckie, Dunbar, Islay, Lizard-Cadgwith, Newhaven, Penlee, Port Patrick, Sheringham, Teesmouth, Walmer, Weston-super-Mare, Whitehills, materials for future building and improvements and alterations to existing fleet .. .. .	197,541	
156,764	Upkeep of Cowes office and store .. .. .	334	
304	Upkeep of and repairs to life-boats .. .. .	42,558	
44,343	Rentals and maintenance of radio equipment and loud hailers and radio licences .. .. .	17,618	
17,104	Consulting naval architect .. .. .	65	
—	£		
	Salaries of superintendent engineer, surveyor of life-boats, inspectors of machinery, assistant surveyors of life-boats and machinery, draughtsmen and clerical staff .. .. .	49,901	
48,640	Travelling expenses .. .. .	15,348	
15,415	Pensions under the pension scheme .. .. .	3,667	
3,241	Contribution to 1938 pension scheme .. .. .	3,934	
3,813			
71,109		72,850	
2,977	<i>Less</i> estimated amount chargeable to life-boat carriages and tractors .. .. .	3,256	
68,132			69,594
286,647			327,710
	<b>LIFE-BOAT CARRIAGES AND TRACTORS:—</b>		
16,215	New carriages .. .. .	14,125	
477	Repairs to carriages .. .. .	277	
14,879	New tractors .. .. .	17,840	
650	Repairs to tractors .. .. .	1,830	
2,977	Estimated proportion of life-boats expenses as above .. .. .	3,256	
35,198			37,328
	<b>LIFE-BOAT HOUSES AND SLIPWAYS:—</b>		
88,756	New construction and adaptation .. .. .	49,921	
27,033	Repairs and maintenance .. .. .	18,006	
115,789			67,927
53,628	<b>LIFE-BOAT STORES .. .. .</b>		55,673
	<b>LIFE-BOAT DEPOT:—</b>		
—	New construction .. .. .	3,167	
13,925	Rates, insurance, equipment and repairs .. .. .	12,538	
54,721	Salaries of superintendent of depot, assistant and clerical staff and wages of manual workers .. .. .	53,983	
2,364	Pensions and gratuities under the pension schemes .. .. .	2,439	
1,187	Contribution to 1938 pension scheme .. .. .	1,280	
270	Provision for additional liability, 1909 pension scheme .. .. .	302	
72,467			73,709
	<b>LIFE-BOAT STATIONS:—</b>		
29,873	Conveyance of life-boats, carriages, tractors and stores; work to moorings; telephones, postages, etc. .. .. .	35,166	
6,925	Insurance under national insurance acts and against claims at common law .. .. .	6,663	
256	Salaries of assistant secretaries, etc., of stations .. .. .	230	
37,054			42,059
£600,783	Carried forward .. .. .		£604,406



FOR THE YEAR ENDED 31st DECEMBER, 1960.

1959 £	RECEIPTS.				£	£
SUBSCRIPTIONS, DONATIONS, ETC.:—						
9,459	General subscriptions to headquarters	..	..	9,884		
6,182	„ „ through station branches	..	..	7,911		
26,862	„ „ through financial branches	..	..	27,587		
28,903	„ donations to headquarters	..	..	25,835		
71,040	„ „ through station branches	..	..	73,009		
217,573	„ „ through financial branches	..	..	253,737		
	Contributions from harbour authorities towards					
1,800	upkeep of life-boat stations	..	..	1,800		
265	Contribution boxes to headquarters	..	..	281		
21,484	„ „ through station branches	..	..	24,156		
7,692	„ „ through financial branches	..	..	9,309		
391,260						433,509
£391,260	Carried forward	..	..	..	..	£433,509

## RECEIPTS AND PAYMENTS ACCOUNT

		PAYMENTS.			
				£	£
1959		Brought forward .. .. .			604,406
	£				
600,783					
<b>COXSWAINS, MOTOR MECHANICS AND CREWS:—</b>					
		Cost of wreck services, including rewards to life-boat crews and others, special rewards and recognitions, medals and vellums .. .. .		14,334	
15,939		Grants to men injured in the life-boat service .. .. .		1,207	
1,037		Fees of coxswains, bowmen and signalmen, wages of motor mechanics, etc. .. .. .		139,405	
132,312		Life-boat crews and launchers for exercises .. .. .		10,278	
10,340		Annuities and gratuities under the regulations to coxswains, bowmen, signalmen, part time and assistant motor mechanics .. .. .		5,022	
4,545		Pensions and grants to relatives of deceased life-boatmen and others .. .. .		13,122	
11,290		Pensions and gratuities under the pension scheme to ex-permanent crews of life-boats .. .. .		3,630	
3,956					
179,419					186,998
<b>LIFE-BOAT INSPECTORS:—</b>					
		Salaries of chief inspector, deputy chief inspector, inspectors and clerical staff .. .. .		19,838	
19,602		Travelling expenses .. .. .		5,268	
4,615		Pensions under the pension scheme .. .. .		2,141	
2,296		Contribution to 1938 pension scheme .. .. .		2,011	
1,899		Provision for additional liability, 1909 pension scheme .. .. .		98	
—					
28,412					29,356
<b>RATES AND REPAIRS OF MECHANICS' COTTAGES, ETC. .. .. .</b>					
4,601					6,436
<b>ADMINISTRATION:—</b>					
		Salaries of secretary, assistant secretary, personal assistant to secretary, accountant, internal auditor, and clerical staff .. .. .		44,258	
43,875		Rent, depreciation, rates, lighting, heating, insurance, etc., of the Institution's headquarters .. .. .		3,686	
3,773		Insurance under national insurance acts and against claims at common law .. .. .		5,525	
5,792		Telephone operator, commissionaires and nightwatchman .. .. .		2,849	
2,221		Telephones, postages and parcels .. .. .		2,938	
3,247		Travelling expenses of committee of management .. .. .		907	
725		Pensions under the pension scheme .. .. .		916	
403		Contribution to 1938 pension scheme .. .. .		3,672	
3,542		Provision for additional liability, 1909 pension scheme .. .. .		1,301	
—					
63,578				66,052	
31,789		Less estimated amount chargeable to raising of funds and publicity .. .. .		33,026	
31,789					33,026
7,077		Stationery, office expenses, printing and books .. .. .		8,175	
630		Auditors' fee .. .. .		630	
1,764		Law expenses .. .. .		1,106	
2,545		Repairs and improvements to Institution's headquarters .. .. .		821	
43,805					43,758
<b>GRANTS IN CONNEXION WITH CERTAIN LEGACIES .. .. .</b>					
687					767
815		<b>CONFERENCE OF LIFE-BOAT SOCIETIES .. .. .</b>			59
£858,522		Carried forward .. .. .			£871,780

THE YEAR ENDED 31st DECEMBER, 1960—continued

		RECEIPTS.			
1959	£			£	£
391,260		Brought forward .. .. .			433,509
<b>INCOME FROM INVESTMENTS:—</b>					
79,066		Dividends and interest on investments (less £3,141 tax) .. .. .		77,037	
<i>Less:—</i>					
555		Interest on certain trust funds transferred to Special Purposes Fund .. .. .	561		
Interest on certain endowment funds transferred:					
659		(a) to general subscriptions, etc. ..	659		
2,477		(b) to General Endowment Fund ..	2,597		
3,691				3,817	
75,375				73,220	
3,795		Income tax recovered on dividends .. .. .		2,527	
79,170					75,747
<b>SUNDRY RECEIPTS:—</b>					
8,394		Sale of old stores .. .. .		1,751	
956		Rentals of freehold and leasehold premises .. .. .		1,312	
9,350					3,063
479,780		Total ordinary receipts .. .. .			512,319
479,780		Carried forward .. .. .			512,319

## RECEIPTS AND PAYMENTS ACCOUNT

		PAYMENTS.	
1959		£	£
858,522	Brought forward .. ..		871,780
<b>RAISING OF FUNDS AND PUBLICITY:—</b>			
9,365	Salaries of publicity secretary, assistant and clerical staff and wages of manual workers .. ..	9,468	
28,090	Salaries of district organizing secretaries and clerical staff .. ..	30,219	
5,875	Travelling expenses .. ..	8,343	
265	Annual general meeting .. ..	291	
14,852	Advertising and appeals .. ..	13,046	
31,963	Stationery, printing, books, films, badges, collecting boxes, postages .. ..	46,166	
5,683	Printing and binding the year book and life-boat journal .. ..	6,113	
9,553	Salaries and commissions of assistant secretaries, etc., of branches .. ..	9,752	
2,205	Pensions under the pension scheme .. ..	2,101	
2,913	Contribution to 1938 pension scheme .. ..	3,481	
—	Provision for additional liability, 1909 pension scheme .. ..	1,458	
31,789	Estimated proportion of administration expenses as above .. ..	33,026	
142,553			163,464
1,001,075	Total payments .. ..		1,035,244
3,764	Transfer to General Endowment Fund being the amount of the year's receipts of gifts and legacies for Endowment purposes .. ..		1,070
25,198	Transfer to Special Purposes and Maintenance Fund (see contra) .. ..		—
28,165	Transfer to Reserve for Replacement of Life-boats being the excess of the estimated average annual cost falling to be met from general purposes receipts over the payment on account of new life-boats in the year not met from special gifts, etc. .. .. arrived at as follows:		48,153
100,000	Estimated average annual cost of replacements falling to be met from general purposes receipts .. ..	100,000	
156,764	Deduct payments on account of new life-boats in the year .. ..	197,541	
84,929	Less amount met from gifts and legacies for special purposes .. ..	145,694	
71,835		51,847	
28,165	Transfer to Reserve .. ..	£48,153	
£1,058,202			£1,084,467

FOR THE YEAR ENDED 31st DECEMBER, 1960—continued

1959 £	RECEIPTS.	£	£
479,780	Brought forward .. ..		512,319
328,478	<b>LEGACIES FOR GENERAL PURPOSES</b> .. ..		322,503
808,258	Total receipts for general purposes .. ..		834,822
	<b>GIFTS AND LEGACIES FOR SPECIAL PURPOSES</b> (The capital to be applied in accordance with the directions of the respective donors).		
20,827	Civil Service Life-boat Fund .. ..	22,526	
81,175	Special gifts .. ..	75,033	
59,298	Legacies .. ..	90,178	
161,300			187,737
	<b>GIFTS AND LEGACIES FOR ENDOWMENT PURPOSES</b> (The income therefrom to be applied in accordance with the directions of the respective donors).		
64	Gifts .. ..	576	
3,700	Legacies .. ..	494	
3,764			1,070
973,322	Total receipts .. ..		1,023,629
	Transfer from Special Purposes and Maintenance Fund being the excess of payments in the year met from special gifts, etc. over the year's receipts for special purposes arrived at as follows:		11,453
136,102	Payments in year met from gifts and legacies for special purposes (of which £145,694 relates to new life-boats and £53,496 to other items) ..	199,190	
161,300	Less receipts in year of gifts and legacies for special purposes .. ..	187,737	
Dr. (25,198)	Transfer from Special Purposes, etc. Fund (1959 Dr. see contra)	11,453	
84,880	Transfer from General Purposes Fund .. ..		49,385
<u>1,058,202</u>			<u>£1,084,467</u>

NOTE:—This account includes the receipts and payments of the headquarters of the Institution for the year to 31st December, 1960, and of the branches for the year to 30th September, 1960.

Dr.

	<b>GENERAL ENDOWMENT FUND,</b>	
	The income to be applied for the purposes of the Institution	
1959		£
—	DUTY ON LEGACY RECEIVED PRIOR TO 1960 .. .. .	824
258,461	BALANCE AT 31ST DECEMBER, 1960 .. .. .	261,304
<u>£258,461</u>		<u>£262,128</u>
<b>SPECIAL PURPOSES AND MAINTENANCE FUND,</b>		
The capital to be applied for the purposes of the Institution		
—	TRANSFER TO RECEIPTS AND PAYMENTS ACCOUNT .. .. .	11,453
311,346	BALANCE AT 31ST DECEMBER, 1960 .. .. .	300,454
<u>£311,346</u>		<u>£311,907</u>
<b>RESERVE FOR REPLACEMENT OF LIFE-BOATS,</b>		
1,026,723	BALANCE AT 31ST DECEMBER, 1960 .. .. .	1,074,876
<u>£1,026,723</u>		<u>£1,074,876</u>
<b>GENERAL PURPOSES FUND,</b>		
—	LOSS ON SALE OF INVESTMENTS AND FREEHOLD PREMISES .. .. .	7,098
17,525	<i>Transfer to General Endowment Fund being unexpended interest on certain funds</i> .. .. .	—
84,880	TRANSFER TO RECEIPTS AND PAYMENTS ACCOUNT .. .. .	49,385
592,231	BALANCE AT 31ST DECEMBER, 1960 .. .. .	535,748
<u>£694,636</u>		<u>£592,231</u>



## STATEMENT OF FUNDS AND RELATIVE

1959 £		£
258,461	GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective donors) .. .. .	261,304
311,346	SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective donors) .. .. .	300,454
1,026,723	RESERVE FOR REPLACEMENT OF LIFE-BOATS .. .. . The estimated cost of replacing the entire fleet exceeds £5,000,000 and the estimated liability for replacements at present contemplated exceeds £800,000, part of which will be met by special gifts and legacies.	1,074,876
592,231	GENERAL PURPOSES FUND .. .. . Of this fund £135,731 relates to freehold and leasehold properties necessary to the Institution's work. The balance of £400,017 is available for the general purposes of the Institution and is intended to cover ordinary liabilities as they arise, including certain pensions, insurance risks in respect of the life-boat fleet and crews not otherwise covered, and replacements other than life-boats. Replacements at present contemplated include new construction and adaptation of life-boat houses £80,000 and provision of new carriages and tractors £120,000.	535,748
<u>£2,188,761</u>		<u>£2,172,382</u>

(Signed) HOWE,  
*Chairman.*

(Signed) CHARLES EARLE,  
*Secretary.*

We have examined the above statement, also the Receipts and Payments Account and correct and in accordance therewith. We have also verified the investments

3 Frederick's Place,  
Old Jewry, London, E.C.2.  
21st February, 1961.



## ASSETS, 31st DECEMBER, 1960

1959 £		£	£
	INVESTMENTS at quinquennial valuation on 31st Dec., 1956, or cost if acquired since :—		
	Representing GENERAL ENDOWMENT FUND:—		
	Income only available:—		
258,461	British government securities .. .. .		261,304
Market value £275,939)	(Market value at 31st Dec. 1960 £248,929)		
	Representing other funds:—		
1,468,917	British government securities .. .. .	1,370,611	
30,806	<i>Dominion government securities</i> .. .. .	26,250	
124,981	British corporation and public board stocks .. .. .	122,301	
42,874	Mortgages, debentures and preference shares .. .. .	40,865	
24,902	Ordinary stocks and shares .. .. .	73,050	
1,692,480	(Market value at 31st Dec., 1960, £1,605,155)		1,633,077
Market value 1,767,904)			
1,950,941	TOTAL INVESTMENTS (Market value at 31st Dec., 1960, £1,854,084)		1,894,381
Market value 2,043,843)			
	FREEHOLD PREMISES (At cost):—		
96,604	Including life-boat depot at Boreham Wood .. .. .		98,578
	LEASEHOLD PREMISES—(At cost <i>less</i> amounts written off):—		
36,597	Including 42/44 Grosvenor Gardens .. .. .		37,153
	BRANCH ACCOUNTS:—		
126,333	Balances in hands of branches, 30th Sept., 1960 .. .. .	148,157	
69,770	<i>Less</i> balance of remittances between headquarters and branches, October to December, 1960 .. .. .	91,456	
56,563			56,701
48,056	BANK BALANCES .. .. .		85,569
2,188,761			£2,172,382

the accounts of the funds with the books and vouchers and find the same to be  
and inspected the deeds of the properties belonging to the Institution.

(Signed) PRICE WATERHOUSE & CO.,  
Auditors.

## New Members of the Committee of Management

SIR Charles Baring, Bt., Colonel F. F. B. St. George, C.V.O., and Mr. Norman E. Wates have joined the Committee of Management of the Institution.

Sir Charles Baring is the son of Sir Godfrey Baring who served on the Committee for forty-five years and was Chairman from 1923 to 1956. Sir Charles, who was educated at Eton, served with the Coldstream Guards in both wars and in the last war was attached to a special-duty squadron of the Royal Air Force supplying partisan groups in Yugoslavia and Italy. After the war he was appointed Inspector, Probation Branch, Home Office. He is a J.P. and Deputy Chairman of the Isle of Wight County Council, Chairman of the Visiting Committee, H.M. Prison, Winchester, and a member of the Advisory Board, H.M. Prison, Parkhurst.

Colonel St. George served in The Life

Guards from 1927 to 1936 and later from 1945 to 1950. He saw wartime service first with the Royal Wiltshire Yeomanry and later with the First Household Cavalry Regiment. He is a member of the Royal Yacht Squadron. His home is at Tetbury, Gloucestershire.

Mr. Wates is the Chairman of Wates Limited, building and civil engineering contractors and an underwriting member of Lloyd's. In the last war, he served on the War Office committee which designed the Mulberry harbour. He is a keen yachtsman, and his yacht *Fedallah* won the Britannia Cup in 1960.

Commander H. F. P. Grenfell, D.S.C., R.N., Commander Oscar Henderson, C.V.O., D.S.O., R.N., and Mr. M. Arnet Robinson have been elected vice-presidents of the Institution. All three were co-opted to the Committee of Management in 1948.

## Obituary

THOMAS ORRELL GRAY, O.B.E., J.P.

Mr. Thomas Orrell Gray, O.B.E., J.P., who had been a member of the Committee of Management since 1935, died on the 7th May, 1961. He had served on the Finance, General Purposes, and Establishment Committees of the Institution, became Vice-Chairman of the Finance Committee in 1939 and Chairman of the Establishment Committee in 1947. He was appointed Deputy Treasurer of the Institution in 1947, and was elected a Vice-President in 1952.

Mr. Gray was honorary treasurer of the Birmingham Branch and Manager of the Birmingham Branch of the Westminster Bank Limited for many years until his retirement in 1943.

SIR ARTHUR REED

Sir Arthur Reed, who was Member of Parliament for Exeter from 1931 to 1945, died on the 15th of January, 1961, at the age of 79. He joined the Committee of Management in 1936. He served on the Finance and General Purposes Committees and was president of the Exeter branch. Under the terms of his will the Institution benefited substantially.

COMMANDER S. W. F. BENNETTS,  
D.S.O., D.S.C., R.N.

Commander S. W. F. Bennetts, D.S.O., D.S.C., R.N., Chief Inspector of life-boats, died suddenly of a heart attack at his home in Rottingdean on 1st of April, 1961. He joined the Institution as District Inspector (General) in 1949 and in 1951 was appointed Deputy Chief Inspector. In 1958, on the retirement of Commander T. G. Michelmores, O.B.E., R.D., R.N.R., he was appointed Chief Inspector.

Commander Bennetts was educated at Osborne and Dartmouth. Apart from two months' service in H.M.S. *Revenge* he was in command of submarines and destroyers from 1933 to 1944. In 1943, while serving in the Mediterranean in command of H.M.S. *Bicester*, he was awarded the D.S.O., and in the same year he was awarded the D.S.C. He was also mentioned in despatches for services in the landings in North Africa in 1942. From 1944 to 1948 he served at the Admiralty in the Department of Naval Equipment.

COXSWAIN JOSEPH MERCER

Coxswain Joseph Mercer of Walmer died on the 5th of January, 1961, at the

age of 80. He was coxswain from 1935 to 1945, having previously served for eight years as second coxswain. He was award-

ed the bronze medal for gallantry for the rescue of thirteen men from H.M. anti-submarine boat *No. 35* in January 1944.

## Awards to Honorary Workers

### Honorary Life-Governors

The following have been appointed honorary life-governors of the Institution and presented with a copy of the vote inscribed on vellum and signed by H.R.H. the Duchess of Kent as President of the Institution.

MRS. O. M. LLOYD, in recognition of the valuable help which she has given to the life-boat service as an officer of the Conway and district branch since 1933 and having been associated with the service in Conway and Anglesey for 40 years.

ALDERMAN LADY E. M. ROBINSON, J.P., in recognition of the valuable help which she has given to the life-boat service as honorary secretary of the executive committee of the Manchester and district branch and also as president and chairman of the Stretford branch since 1931.

### Thanks of the Institution on Vellum

The Thanks of the Institution inscribed on vellum have been accorded to the following honorary secretaries of life-boat stations on their retirement:

MISS M. C. BURTON, Beaumaris.  
CAPTAIN ALEXANDER FINLAYSON, M.B.E.,  
D.S.C., Stornoway.  
MR. EDGAR LAW, Blackpool.

### Barometer

The barometer with an inscription has been awarded to:

MR. D. THOMPSON, Cloughey.

### Binoculars

The binocular glass with an inscription has been awarded to the following honorary secretaries of life-boat stations:

MR. D. BANCROFT, Tenby.  
MR. J. S. KERMODE, J.P., F.B.A.A., Douglas.  
MR. J. L. MCNAUGHTON, LL.B., Buckie.  
LIEUT.-COLONEL C. W. NEVILL, Ferryside.  
MR. T. W. A. SWALLOW, North Sunderland.  
MR. J. TYRRELL, M.I.N.A., Arklow.

### Bar to the Gold Badge

The bar to the gold badge has been awarded to:

MR. R. D. BRAY, Honorary Secretary and Treasurer, Bognor Regis Branch.

### Gold Badge

The gold badge has been awarded to:

MR. B. H. BROWN, Chairman, Cullercoats Branch.  
MRS. R. S. CARMAN, Llanelly Branch.  
MRS. J. L. COALES, Honorary Secretary, Newport Pagnell Branch.  
CAPTAIN J. H. EVANS, Honorary Secretary, Cardigan Branch.  
MRS. H. S. FORD, Honorary Secretary, Margate Guild.

MRS. J. W. GIBSON, President, Hale Branch.  
MRS. P. HAMLEY-ROWAN, Honorary Secretary, East Sheen and Barnes Branch.

MRS. J. HARTLEY, Chairman, Earby Guild.  
MRS. NINIAN HILL, Vice-President, Edinburgh Guild.

MRS. K. L. KENNETH, Honorary Secretary Ardrishaig Branch.

MR. A. O. KERNICK, Honorary Secretary Sennen Cove Branch.

MRS. G. P. LLOYD, Honorary Secretary Leominster Branch.

MRS. R. MACGILL, Honorary Secretary, Littleborough Branch.

MRS. M. MACKINNON, Vice-President, Saltcoats Guild.

MRS. GILBERT MANSELL, Central London Branch.

MRS. G. F. NEWMAN, Heston and Isleworth Branch.

CAPTAIN G. B. PIGGOTT, D.L., J.P., Honorary Secretary, Barmouth Branch

MR. C. J. QUINTON, M.B.E., Honorary Treasurer, Civil Service Life-boat Fund.

MRS. G. SAYERS, Chairman, Epsom and District Branch.

MR. E. SELBY DAVIDSON, Honorary Secretary, Tynemouth Branch.

MR. W. SMITH, Chairman, Buckie Branch

MRS. G. TAYLOR, President, Altrincham Bowdon and District Guild.

MR. R. R. WILTON, Honorary Secretary, Padstow Branch.

### Silver Badge

The silver badge has been awarded to:  
MRS. G. R. ADDIE, Mottram and Broadbottom.

MR. J. D. ADDISON, Grange-over-Sands.

MISS R. B. ADDLESHAW, Sidmouth.

MISS A. K. ALLINSON, Windsor.

MRS. G. ASHTON, J.P., Dunstable.

MRS. A. BANKS, Campbeltown.

MISS C. A. BARRETT, Cheltenham.

MRS. H. BEAUMONT, Meltham.

MR. TOM F. BEVAN, Lynmouth.

MRS. E. F. M. BOND, Preston.

MRS. E. H. BRAITHWAITE, Plymouth Appeals Committee.

MRS. B. M. I. BURGE, K.I.H., Camberley.

MRS. W. E. BURRELL, Camborne.

MR. V. M. G. DE VIC CAREY, M.A., B. en. D., St. Peter Port.

MISS ANNE S. CROSS, Beaumaris.

MISS GLADYS M. CROSS, Beaumaris.

MRS. C. C. DAVIS, Brechin.

MISS E. DOBIE, Dunoon.

MRS. D. DUNCAN, Brechin.

MR. J. WOODRUFFE EAGLE, Walton and Frinton.

MRS. G. FAVIELL, Godalming.

MRS. J. R. GARSIDE, Golcar.

MISS E. D. GILBERT, Bath.

MRS. J. S. GODDARD, Mottram and Broad-bottom.  
 MR. W. GRAHAM, Girvan.  
 MR. A. J. GREENSLADE, The Lizard.  
 MISS N. GULLINE, Garlieston.  
 MRS. E. L. HAYLETT, Caister.  
 MR. DOUGLAS HILL, Nottingham.  
 MRS. E. HODSON, Haslingden.  
 CAPTAIN E. H. HOPKINSON, O.B.E., R.N. (Retd.), Walmer.  
 MISS J. A. JAMES, Paignton.  
 CAPTAIN J. H. JENN, Clovelly.  
 MRS. P. JOHNSON, Mansfield.  
 MISS B. C. JONES, Seaford.  
 MR. R. KEARON, Arklow.  
 MRS. E. KNOX, Portrush.  
 MRS. E. LAWTON, Mottram and Broad-bottom.  
 MR. A. H. LINDSAY, Alloa.  
 MRS. E. C. LISTER, Plymouth Appeals Committee.  
 LIEUT.-COLONEL W. LOGAN, Hythe and Dymchurch.  
 MR. W. F. G. LORD, B.L., Edinburgh.  
 MISS I. D. MACKENZIE, Eastbourne.  
 MRS. A. E. N. MACLEOD, Leven.  
 MRS. J. MACPHERSON, Oban.  
 MRS. M. MAIN, Oban.  
 MRS. J. S. MAUGHAN, Wimbledon and District.

MRS. D. M'GONIGLE, Stockton.  
 MRS. H. MILLER, Inverness.  
 MR. G. MINAHAN, Limerick.  
 MISS E. M. MOBERLY, Bideford (Appledore).  
 MR. G. MODIN, Bexhill-on-Sea.  
 MRS. D. M. MOIR, Dover.  
 MRS. W. L. NIXON, St. Helens.  
 MRS. E. PILKINGTON, Barnoldswick.  
 MR. W. C. PRETHERO, Barry Dock.  
 MR. G. RABSON, New Romney.  
 MR. A. S. ROOKE, North Mayo.  
 MR. J. S. SARGEANT, Boston.  
 MRS. K. SANDERS, Burnham (Bucks).  
 MISS G. O. SAUNDERS, Blyth.  
 MR. G. SCAMELL, Walton and Frinton.  
 MR. A. J. SCHERMULY, Walmer.  
 MISS M. E. SIMPSON, Wooler (Berwick-upon-Tweed).  
 MISS M. K. SLOCOMBE, Eastbourne.  
 COMMANDER D. V. SUTTON, R.D., R.N.R., Great Yarmouth and Gorleston.  
 MRS. A. SWAN, Forest Row.  
 MR. L. THORNE, The Lizard.  
 MR. N. TRUMBLE, Basildon.  
 MISS M. TUNN, St. Albans.  
 MRS. A. E. TURNER, New Romney and Romney Marsh.  
 MR. A. E. TURNER, New Romney and Romney Marsh.  
 MRS. A. WESTCOTT-PITT, Dunmore East.

## There's no use talking- taste MACKINLAY'S



*Independently  
 blended and bottled  
 through the ages  
 by five generations  
 of the Mackinlay  
 family*



# MACKINLAY'S

SCOTCH WHISKY Est. 1815