

THE LIFE-BOAT

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Notes of the Quarter

THE happenings in the first six months suggest that 1961 may well, in terms of figures, be an outstanding and possibly a record year in the history of the service. During these six months the Institution's life-boats were launched on service no fewer than 357 times. This figure is 20 greater than the number of launches for the same period in 1959, which was the busiest year the life-boat service has ever known in time of peace. 151 people were rescued during the first half of the year.

It is, of course, no novelty for record figures to be established, for year by year the general trend is for more and more calls to be made on life-boats. In themselves the figures may appear to signify little. Translated into human terms they indicate that more and more often the men who man the boats receive calls to go out to the rescue of others, calls which they invariably meet, no matter what the conditions. Translated into terms of money these figures show clearly why it is that year after year the Institution's needs are greater. Five or six years ago the approximate annual cost of the service was three-quarters of a million pounds. Within a year or two this figure ceased to be valid, and already for some two years calculations have had to be based on the assumption that a million pounds a year at least is the sum which has to be raised.

NEW SECRETARY APPOINTED

THE new Secretary of the Institution is Mr. Stirling Whorlow, who has been a member of the Institution's staff for thirty-two years. For the past eight years he has filled the extremely responsible post of Assistant Secretary, a post which carried with it also the title and functions of Establishment Officer, and much of the internal administration of the service has been his province.

The detailed knowledge of the work of the Institution which he brings with him will be invaluable to the service as a whole, and to all those who have worked closely with him in the past the appointment is an extremely popular one. During the war Mr. Whorlow served in the 3rd County of London Yeomanry, taking part in the African, Sicilian and Italian campaigns of the Eighth Army, and was twice wounded. The appointment of a new Secretary was necessitated by the resignation because of ill-health of Lieut.-Colonel Charles Earle, D.S.O., O.B.E. Thus within a few months the Institution has been faced with the need to appoint both a new Secretary and a new Chief Inspector.

PREVIEW IN AID OF THE LIFE-BOAT SERVICE

H.R.H. PRINCESS MARINA, Duchess of Kent, has graciously consented to be present at a preview in aid of the Institution of the new American musical "Do Re Mi," which is now running successfully on Broadway. It is being presented in London at the Prince of Wales Theatre by Messrs. H. M. Tennent. Starring in "Do Re Mi" will be Max Bygraves, the Australian Maggie Fitzgibbon, Jan Winters, who appeared as Cinderella in the Jimmy Edwards pantomime at the Adelphi Theatre last Christmas, and Steve Arlen, a young singer who has compered shows in "Talk Of The Town" for more than two years. A leaflet which has been inserted in this number of *The Life-boat* gives details of the cost of tickets and contains an order form. As all the profits will go to the funds of the Institution, it is hoped that many of the Institution's supporters, particularly those who have some occasion to celebrate or feel they would like to entertain friends in a generous manner,

will take advantage of this agreeable method of supporting the life-boat service. At the time of going to press seats are still available at all prices, but what the position will be when this number of *The Life-boat* appears cannot of course be foretold.

CIGARETTES FOR LIFE-BOAT CREWS

As a result of a generous action on the part of Messrs. Gallaher Ltd., air-tight tins of Senior Service cigarettes will be placed on board all life-boats stationed in Great Britain and Northern Ireland for the use of crews who are out at sea over long periods. These boats have

been issued with two hundred cigarettes each, the use of which is expected to be confined to services of more than four hours in length. Small reserve stocks are also being held. A similar generous action on the part of Messrs. P. J. Carroll & Co. Ltd. has made it possible for a corresponding arrangement to be made for the benefit of life-boat crews in the Irish Republic.

Another act of generosity from which the Institution is now benefiting is that of the Nestlé Company, who are supplying free tins of condensed milk to life-boats fitted with facilities for making tea.

Birthday Honours

HONOURS bestowed on those associated with the life-boat service in the Birthday Honours for 1961 included:—

- Baronet. THE RIGHT HON. SIR ROLAND THOMAS NUGENT, D.L., J.P., president of the Cloughey branch.
- K.B. ALDERMAN R. G. C. KINAHAN, E.R.D., J.P., formerly Lord Mayor of Belfast and president of the Belfast branch.
- K.B.E. SIR LAWRENCE EDWARDS,

- O.B.E., D.L., J.P., chairman of the Tynemouth branch.
- C.B.E. MR. W. R. KNOX, M.B.E., M.M., J.P., Co. C., honorary secretary of the Portrush branch.
- O.B.E. MRS. M. M. BRICKHILL, chairman of the Wilmslow branch and a member of the Manchester branch executive committee.
- M.B.E. MRS. D. ADAMSON, J.P., a vice-president of the Hyde branch.

THE LIFE-BOAT FLEET

153 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 30th June, 1961 - - 83,104

Diesel Engines in Life-boats

BY COMMANDER (E.) R. A. GOULD, O.B.E., R.N.

Superintendent Engineer, Royal National Life-boat Institution

THE problem of finding the ideal method of providing a life-boat with mechanical power has occupied the minds of designers and engineers for more than a century. For many years experiments were made with steam. At the Great Exhibition of 1851 a model of a steam life-boat which was entered in the competition for the Duke of Northumberland's prize was shown.

Steam Life-boats

In 1886 the Committee of Management appointed a special committee to inquire into the practicability of using steam power in life-boats. The first order was placed in 1887 for a steam life-boat, although the method of propulsion was that of hydraulic ejection, in itself a forerunner of the Hotchkiss principle, later used by the Institution.

Steam life-boats had only a limited success, for many of the difficulties which they inevitably presented were found to be almost insurmountable. Writing in 1874, Richard Lewis, who was then Secretary of the Institution, pointed out very rightly that the heavy seas which a life-boat would often experience would prevent air from being drawn in for the fires; and as a result, engines would be disabled. Moreover, there would always be difficulty in finding men with sufficient skill to work these engines among the fishermen and long-shoremen who formed the bulk of the crews.

The Petrol Engine

It was in 1904 that an internal combustion engine was first installed in a life-boat. The experiment was not an immediate success, and it was not until 1910 that a boat fitted with a Blake motor made a passage of 538 miles in 11 days without any serious mechanical trouble. In the same year another boat, fitted with a Tylor engine, made a passage of 425 miles in 4 days without mechanical trouble, and from then onwards it became increasingly clear that the internal combustion engine provided

the ideal method of driving a life-boat.

The petrol engine, although initially cheaper to make than the diesel engine, has a much higher fuel consumption for the same horse-power. It had been found that buses fitted with diesel engines were able to travel twice as far as those fitted with petrol engines, with the same fuel consumption. Diesel fuel was also cheaper, and because it is less volatile and inflammable, the risk of fire was greatly reduced. In short, apart from the higher cost of the engines in the first instance, it was clear that the diesel engine would be in every way more suitable.

Introduction of the Diesel Engine

During the last half-century there have been many developments in the design of life-boat power units, but none has been more important than that of the use of diesel engines.

The first life-boat with a diesel engine was the Yarmouth boat, into which a single six-cylinder cell-type engine of the Ferry Engine Company's design was fitted in 1932. This boat gave good service, both at Yarmouth and while she was in reserve. The fitting of this engine gave an opportunity of comparing two boats at approximately the same time; the Yarmouth boat and the Portpatrick boat, which was fitted with CE.4 petrol engines of equal horse-power. The Yarmouth boat could continue at full speed for 118 miles, using $29\frac{1}{2}$ pints of fuel per hour. The Portpatrick boat could continue at full speed for only 57 miles, with a fuel consumption of $64\frac{1}{2}$ pints per hour. At a cruising speed of $7\frac{1}{2}$ knots, the difference in petrol consumption, and therefore radius of action, was even greater.

The single six cylinder cell-type diesel engine was followed by the development of handed and watertight four and six cylinder engines, and the Institution has now as many as 122 of these engines in service.

The Small High-Speed Diesel

Up to the recent war, most diesel engines for boats were modifications of the bus engine, ranging in horse-power from 40 to 60 and weighing close on a ton. For our smaller class of life-boat, it was clearly desirable to have a high-speed, lightweight type.

The only diesel in this class which would conform to our weight limitations was the Admiralty Coventry Kadenacy four cylinder supercharged two-stroke engine, developing 50 h.p. at 2,000 r.p.m. This was modified and made watertight and manufactured in a three-cylinder version to suit R.N.L.I. requirements, developing 20 h.p. at 1,600 r.p.m.

For those not conversant with the Kadenacy principle of aspiration, perhaps a brief description will not be out of place.

The essence of the principle developed by the Frenchman Kadenacy is that for a given swept volume much higher compression pressures and thus more power are obtainable. It works as follows:—

Products of combustion in the cylinder under pressure, having done most of their useful work, are suddenly released or exhausted. There follows a vacuum in the space previously occupied by the exhaust gas. If the inlet ports are made to open at the precise moment when the vacuum is created, the incoming air will rush in at increased speed, and if the ports remain open long enough a natural supercharging effect or build-up of pressure will result, with consequent increase in compression and thus of efficiency.

Perkins Engines

The first of the FKR.3 engines was fitted in the Rhyl life-boat in 1949. It has given good service ever since and there are now 24 life-boats fitted with these engines in operation.

The advent of the 37-ft. larger self-righting boats, with the need for greater horse-power, has necessitated the fitting of a Perkins P.4 43 h.p. engine, running at 2,000 r.p.m., instead of this Kadenacy engine. One boat at Scarborough is so fitted and has given excellent service, and two new boats recently built for Sheringham and Weston-super-Mare are similarly fitted.

Since this Perkins diesel engine is not fitted with hand starting, to provide an alternative method in event of the battery failing a Bryce Berger hydraulic starter has been incorporated.

This has for its operation the sudden displacement of a piston moving a rack coupled to the crankshaft. The hydraulic pressure necessary to operate this device is pumped into an accumulator by hand. In the Sheringham and Weston boats a power-operated pressure pump has been incorporated, as it is impossible manually to pump to any high pressure at sea to recharge the accumulator in the event of the engines failing to start with original pressure.

Commercial Engines: The Gardner Diesel

Late in 1950 the Committee of Management gave deep consideration to the possibility of fitting commercial engines into life-boats. The problem of cost, simplicity of maintenance and ready availability of spares influenced the decision which was eventually taken.

It had also become clear that it was extremely difficult to maintain engines in a completely watertight state, and that certain items deteriorated rapidly. It was apparent, too, that there would be advantages in adopting an engine in daily use in the commercial world which had survived the fierce tests of competition and which was made in a wide range of horse-power and cylinders, all with standard parts easily obtainable, and of proven long-running life and reliability.

In 1954 a new type of life-boat, fitted with two 4-L.W. Gardner diesel engines, was sent to Coverack. A boat of a similar type was later sent to Troon. Since then, all 42-, 47- and 52-ft. boats have been fitted with Gardner engines, which have proved themselves extremely satisfactory in all respects for life-boat work and conditions.

As in all matters connected with the construction and design of life-boats experiments continue, but there is now no room for doubt that the policy of fitting commercial diesel engines has been a momentous and outstanding success and will result in a marked financial saving in running and upkeep.

Royal Ceremony at Broughty Ferry

H.R.H. Princess Marina, Duchess of Kent, President of the Institution, named the new life-boat at a ceremony held at Broughty Ferry on Monday, May 15th, 1961. In her speech Princess Marina said:—

“I can assure you that I am especially glad to be here today for several reasons. First to pay my personal tribute to the gallant men who gave their lives in the disaster here at Broughty Ferry in 1959. Then to thank and to meet the men who so quickly and so unselfishly volunteered to take their places as officers and members of the crew, and finally to take part in this memorable occasion of naming your new life-boat.

“The life-boat service has changed and is changing in many ways, but there is one vital aspect of the service which remains constant and true. That is, of course, the courage and endurance of the men who man our life-boats. You here at Broughty Ferry must be particularly proud of the fact that immediately after the disaster more than

enough men came forward to serve as others had done before them.

“Scotland has indeed a splendid record of achievement and I know that the Broughty Ferry station will continue to uphold the best traditions of the life-boat service”.

Captain W. F. Keay, President of the Dundee branch, presided and a description of the new life-boat was given by Lieut.-Commander W. L. G. Dutton, Chief Inspector of Life-boats.

Earl Howe, Chairman of the Committee of Management of the Institution, handed the life-boat over to the branch and she was received by Mr. A. R. Young, honorary secretary of the branch.

The service of dedication was conducted by the Rev. Ronald S. Thomson, Minister of St. Stephen's Parish Church, Broughty Ferry, assisted by the Rev. Malcolm A. Ritchie, Minister of St. James's Parish Church.

Musical selections were given by the band of the Tay Division, R.N.R., and the singing was led by the W.R.N.R. of Tay Division.

Television Appeal

THE direct response to the first B.B.C. appeal by television on behalf of the Institution brought in a sum of £4,233 11s. 4d. Of this amount £3,496 11s. 8d. were contributed in response to the

appeal made by Mr. Wynford Vaughan Thomas to viewers in England, Wales and Northern Ireland. £736 19s. 8d. were contributed in answer to the Reverend James Wood's appeal to viewers in Scotland.

Photographic Competition

THE Institution is holding a competition for the best photograph of a life-boat, a life-boat station, or an actual rescue. The competition is open to members of life-boat crews, branch members and officials, and members of the Institution's staff, and the following prizes are offered:—

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

For the best black-and-white photograph - - - £10

The winning photographs will become

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

The closing date for entries is the 30th of March, 1962. Photographs should be sent to the Secretary of the Institution and envelopes marked “Photographic Competition”.

Prizes will be awarded only if in the opinion of the Institution the best entries reach the necessary standard.

Obituary

EDITH, LADY BIRD, O.B.E., died on the 1st June, 1961. She joined the Committee of the Central London Branch of the Ladies Life-boat Guild in 1933, was Deputy Chairman in 1948 and Chairman from 1957 to 1959.

She was appointed an Honorary Life Governor of the Institution in 1955.

THE RIGHT HON. THE LORD WINSTER, P.C., K.C.M.G., died on the 8th June, 1961, at the age of 76. He joined the Committee of Management of the Institution in 1932, and was elected a Vice-President in 1955.

He was at one time Minister of Civil Aviation, and Governor of Cyprus from 1946 to 1949. Before his elevation to the peerage he was Commander Reginald T. H. Fletcher, R.N. (Retd.), and had sat in the House of Commons, first as a Liberal and then as a Labour member.

He served in destroyers in the first

world war, and after the war was for three years at the Admiralty on the Naval General Staff as head of the Near-Eastern section of the Naval Intelligence Division. He was recognised as an authority on naval strategy, about which he wrote extensively.

ARTHUR FREDERICK EVANS died on the 24th May, 1961, at the age of 89. He was appointed Surveyor of Machinery of the Institution in 1914, a position which he held until his retirement in 1926. He was largely responsible for the development of the first type of watertight petrol engine used in life-boats.

The Institution also announces with deep regret the deaths of the following former coxswains:—

COXSWAIN JAMES ROACH, of Plymouth.
COXSWAIN EDDIE MADRON, of Penlee.

A Life-Boat Crew at Stockport

THIS year marks the twenty-fifth anniversary of the formation of the Stockport crew of life-boat auxiliaries. In 1936 three young men were asked to collect on Stockport life-boat day. The following year they were asked again and with a number of friends collected a second time. The feeling among the men was that better results could be obtained if they were organised and dressed for the part. Thus the "crew" was formed, and whenever they take part in an effort or function oilskins or jerseys are worn. Even in the early days the interest and enthusiasm of the "crew" went far beyond the local life-boat day. Members made a study of the Institution's history, some studied the design and construction of life-boats and others went in for model-making.

Annual Church Service

In 1938 they started an annual life-boat church service—an event which is still in the branch calendar each year. Help has been given by the "crew" at Accring-

ton, Altrincham, Ashton-under-Lyne, Bolton, Blackpool, Burnley, Manchester, Morecambe, Preston and Southport. Representatives were sent to the Blackpool naming ceremony, to Scarborough, to the boat show in London and to the depot at Boreham Wood.

Crew Reformed After War

When the war broke out in 1939 their activities were suspended, but Mr. W. L. Barber, a founder member, reformed the "crew" as soon as it ended. Today there are ten members who are all associated in some way with scouting. They take every opportunity of visiting stations and are prepared to help in many different ways—collecting, speaking, acting as stewards or showing films.

Unfortunately, no record was kept of money raised before the war by the team. Since 1955 they have collected over £900 and the excellent work done by this unique "crew" has been of real service to the North-West District and to the Institution as a whole.

Book Review

S.O.S. The Story of the Life-boat Service. By Cyril Jolly. (Cassell, 12s. 6d.)

Mr. Jolly has already written the life of Coxswain Henry Blogg, of Cromer. Here he tells the story of the life-boat service. His book is intended for children. But anyone might read it with pleasure. It is written with careful knowledge and with infectious admiration and enthusiasm. It touches, briefly and clearly, on the history and organisation of the service, on the construction of its boats, and its many technical developments, on its special difficulties in time of war, and its problems of finance. But the greater part is given to the men and

women of the service, and the families who have served it generation after generation. There are biographies of five of its most celebrated coxswains, and full and graphic accounts of six great services, and four life-boat disasters. There are 26 illustrations of men and boats, wrecks and rescues, and an excellent page on the honorary workers, on "the spirit of high endeavour" which, as he says, is to be found not only in its coxswains and crews, but in the honorary secretaries of its stations and the collectors of its many branches. Mr. Jolly has selected his material very well from the abundance of the Institution's records and has put a great deal into his 156 pages. C.V.

Medal for the Year's Best Paper

THE Constantine medal of the Manchester Association of Engineers has been awarded to Mr. R. A. Oakley, Surveyor of Life-boats, for the best paper to be presented to the Association dur-

ing the session 1959-60. Mr. Oakley read a paper on the design, construction and operation of the latest type of self-righting life-boat at a meeting on the 23rd of November, 1959.

U.S. Coast Guard Disaster

Five members of the United States Coast Guard lost their lives in an attempted rescue at the mouth of the Columbia River on the 12th of January, 1961, when three life-boats put out to the help of a crab boat. One of the life-boats, a 52-foot boat, managed to get a line aboard the crab boat, but the line broke and the life-boat capsized shortly afterwards. Five of her crew of six were

swept overboard. One managed to reach the crab boat, but this boat too capsized, and the crab boat's crew of two, as well as the five members of the Coast Guard, lost their lives.

Another of the life-boats also capsized, but her crew of three managed to reach the third life-boat. There was only one survivor from the 52-foot life-boat.

Portrait on the Cover

THE portrait on the cover is of Coxswain Henry West of Sheringham. He was appointed assistant motor mechanic in 1940, became second coxswain in 1947 and coxswain in 1951. Coxswain West was awarded the silver medal for gallantry for the rescue of 18 lives from the S.S. *Wimbledon* in 1956. A

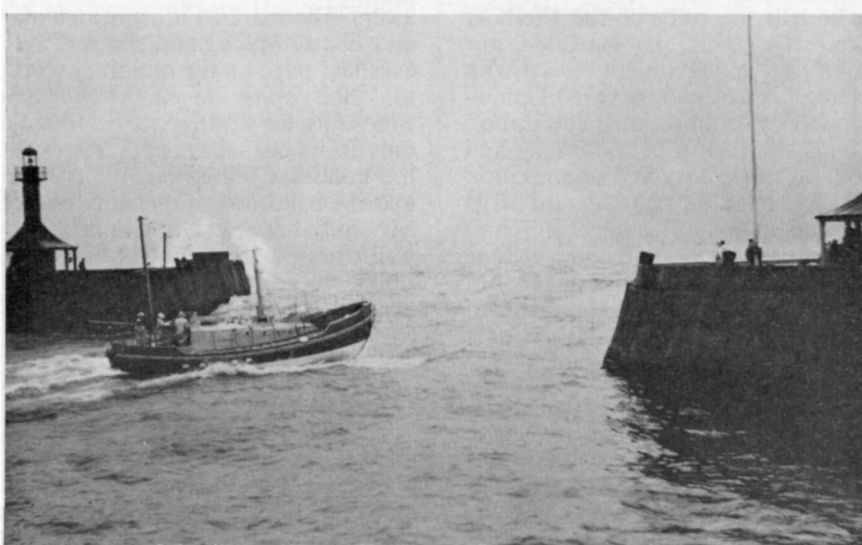
full account of this service appeared in the March 1957 number of the *Life-boat*. During the time that Coxswain West has been an officer of the life-boat Sheringham life-boats have launched on service 103 times and have rescued 74 lives. The photograph is reproduced by courtesy of the *Eastern Daily News*.

Christmas Cards and Calendars

THE Institution will again have a Christmas card and a pocket calendar for sale. The card will be a reproduction in colour of the picture on this page. It is a photograph of the 42' Aldeburgh life-boat *The Alfred and Patience*

can be printed in, if not fewer than twenty-five are ordered, at an added cost of 15/- for 25 up to 50, 17/6 for 51 to 100; 25/- for 101 to 200.

Supporters of the Institution living in the Irish Republic are asked to order



By courtesy of]

[Surgeon Lieut.-Commander R. R. A. Coles, R.N.

Gottwald. The photograph is reproduced by courtesy of Surgeon Lieut. Commander R. R. A. Coles, R.N., of Alverstoke, Hants.

The card will be of four pages, with the picture on page one, greetings on page three and the Institution's crest on page two. The price of the card, with the envelope, will be 9d. Name and address

Christmas cards from the Dublin office, 32 South Frederick Street, Dublin, C.2.

The pocket calendar will have on the front a photograph of Coxswain J. G. Souter of the Gourdon life-boat station. It can be obtained in dozens. The price is 2s. for the first dozen and 1s. 6d. for each additional dozen.

Two New Appointments

COLONEL J. T. Benn, O.B.E., has been appointed District Organising Secretary for the Midlands in place of Wing Commander E. J. Brooks, D.F.C., who recently resigned. Colonel Benn was commissioned from the Royal Military College, Sandhurst, to the Indian Army in January, 1936. He served as a regimental infantry officer until the partition of India in 1947, when he transferred to the Royal Artillery. He then served as regimental officer and on the staff until his retirement in 1961. He served in Burma and Java in the Second World War and also saw active service in North-

West Frontier operations before the war.

Lieut.-Commander M. Roden, R.N., has been appointed Northern District Inspector in place of Commander D. G. Wicksteed, R.N.R., who is the new Deputy Chief Inspector. Lieut.-Commander Roden served in the last war first as a midshipman, R.N.R., and then transferred to the Royal Navy on a short service commission. After the war he served as first lieutenant and in command of motor torpedo boats. In 1955 he transferred to the Royal Malayan Navy, in which he was the senior sea-going officer.

New Ways of Raising Money

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

* * * *

Mrs. Cudlipp of Reigate and Redhill supplied tea to a party of Whitsun travellers and instead of making a charge drew attention to the life-boat collecting box.

Miss Nora Balls, of Crewe Lodging, Bamburgh Castle, instead of taking a fee for lecturing, asks Women's Institutes to make a donation to the life-boat service.

* * * *

Mr. Mason of Brancaster lent his Belgian fairground organ to a local organisation on condition that ten per cent of the takings were given to the R.N.L.I.

* * * *

Mrs. Doggart of Selsey lets her Father Christmas outfit and set of skittles out on hire on behalf of the R.N.L.I.

Service of the Life-boats in April, May and June 75 Lives Rescued

APRIL

DURING April life-boats were launched on service 40 times and rescued 7 lives.

FIVE TAKEN OFF SPEED BOAT

Rhyl, Flintshire. At 10.15 on the night of the 1st April, 1961, the coastguard informed the honorary secretary that a speed boat with five persons aboard, which had left Rhyl that morning, had not returned. At 10.20 a report was received that the speed boat was last seen inside West Hoyle. At 10.47, when the life-boat *Anthony Robert Marshall* was launched, there was a light south-westerly breeze. It was one hour before high water. The life-boat carried out a search and, with the aid of her search-light and parachute flares, found the speed boat at 11.40. The life-boat took on board her crew of five and towed the boat to Rhyl, arriving at 1.10 in the morning.

ESCORT FOR NINE COBLES

Filey, Yorkshire. At 11.30 on the morning of the 4th April, 1961, in the absence of the honorary secretary, the motor mechanic informed the branch chairman that nine cobsles were still at sea and, in view of weather conditions, the life-boat *The Isa and Penryn Milsted* was launched ten minutes later. There

was a fresh south-easterly wind with a rough sea and it was one hour before low water. During the time the cobsles were being escorted into harbour the weather deteriorated considerably and the life-boat was not able to return to her station until three o'clock. She arrived at 3.20.

SEARCH FOR RAMSEY ISLAND BOATMEN

St. David's, Pembrokeshire. At 1.20 on the afternoon of the 4th April, 1961, the coastguard informed the honorary secretary that a fire had been observed on Ramsey Island. The honorary secretary took no immediate action because in the local code of signals the lighting of one fire is the signal for the recall of the island boat. If the services of the life-boat are required two fires are lit. About an hour later the honorary secretary observed that a white sheet had been placed near the island landing-stage and he decided to send the life-boat to investigate. At 2.45 the life-boat *Swn-y-Mor (Civil Service No. 6)* was launched with Dr. Middleton, the station's honorary medical adviser, on board and the boarding boat in tow. There was a fresh south-easterly wind with a rough sea. It was one hour before low water. On reaching the island the

second coxswain and Dr. Middleton went ashore in the boarding boat. There they learned that the island boat had capsized earlier and that three of the six men on board had been rescued by Martin Evans in a dinghy. After taking the three men on board, the life-boat made an unsuccessful, extensive search for the three who were missing. The life-boat towed the island boat to her station, arriving at 6.50.

FISHING COBLES ESCORTED TO SAFETY

Boulmer, Northumberland. At 2.20 on the afternoon of the 4th April, 1961, the honorary secretary noticed that three local fishing cobles appeared to be in difficulties. At 2.45, when the life-boat *Clarissa Langdon* was launched, there was a fresh south-easterly wind with a moderate sea and a flooding tide. She escorted the cobles to safety and returned to her station at 3.45.

HELP TO FISHING BOATS

Bridlington, Yorkshire. At 2.45 on the afternoon of the 4th April, 1961, the harbour master informed the honorary secretary that six local fishing boats were still at sea. At 3.15, when the life-boat *Tillie Morrison, Sheffield II* was launched with the second coxswain in command, the wind, which was from south-by-east, was of near gale force and the sea was very rough. It was raining heavily and visibility was poor. The tide was two hours ebb. By 5.15 the six fishing boats had been safely escorted to the harbour and the life-boat returned to her station.

DOCTOR TAKEN TO FOULA

Aith, Shetlands. At 4.55 on the afternoon of the 4th April, 1961, Dr. T. Hepburn informed the honorary secretary that a man was very ill on the Island of Foula and asked if the life-boat could be placed at his disposal as the island boat had broken down and the weather was much too rough to permit the use of a local boat. The request was supported by Dr. Black, Medical Officer for Health for the area. A strong south-south-easterly wind was blowing with a very rough sea. Snow and sleet

showers were frequent. At 6.10 the life-boat *John and Frances Macfarlane* was launched on an ebbing tide, with Dr. Hepburn on board. Foula was reached at 9.35 and after two or three attempts the life-boat succeeded in getting alongside the small pier to put the doctor ashore. At 10.40 the doctor and patient were embarked and the return journey to Aith began. The return passage was very rough with almost continuous snow showers, necessitating very careful seamanship. On reaching Aith the patient was transferred to a waiting ambulance and taken to hospital. The life-boat returned to her station at 4.5 on the morning of the next day.

MAN AND DAUGHTER CARRIED OUT TO SEA

Margate, Kent. At 5.34 on the afternoon of 6th April, 1961, the coastguard informed the honorary secretary that a small sailing dinghy was being carried out to sea east of Longnose buoy. A moderate south-west wind was blowing with a slight sea. At 5.40 the life-boat *Elizabeth Elson*, on temporary duty at the station, was launched on an ebbing tide. On reaching the dinghy, which had drifted to about three miles east of the Longnose buoy, the crew of the dinghy, a man and his daughter aged 14, were taken on board the life-boat. Cold and wet, they were wrapped in blankets and given warm drinks. The dinghy, a home-made canvas boat, was also taken on board. The life-boat arrived back at her station at 7.30.

INJURED MAN IN LIGHTHOUSE

Rosslare Harbour, Co. Wexford. At four o'clock on the afternoon of 14th April, 1961, the honorary secretary was informed that a man in the Tuskar Rock lighthouse had injured his eye and was in need of medical treatment. At 4.30, when the life-boat *Douglas Hyde* put to sea, there was a light westerly wind with a heavy swell. The tide was half flood. When the life-boat had been at sea for about half an hour the lighthouse keepers informed the honorary secretary that in view of the heavy swell it was not considered wise to take off the injured man. The life-boat returned to her

station at 5.25. At 10.45 the following morning the *Douglas Hyde* was launched again. There was a light south-south-easterly breeze and slight swell. On reaching the lighthouse the injured man was transferred to the life-boat. He was landed at Rosslare, the life-boat returning to her station at 1.10 in the afternoon.

ESCORT FOR FISHING BOAT

Dover, Kent. At 5.34 on the afternoon of 15th April, 1961, the coastguard informed the honorary secretary that the fishing boat *DR. 64* was in difficulties with engine failure close inshore at St. Margaret's Bay. At 5.53, when the life-boat *Southern Africa* was launched, there was a light southerly wind with a slight sea. It was one hour after low water. The life-boat reached the casualty at 6.19, by which time repairs had been effected. The life-boat escorted her to Dover harbour, arriving at 6.57.

TOW FOR BEAUMARIS FISHING BOAT

Porthdinllaen, Caernarvonshire. At 6.15 on the evening of 15th April, 1961, the coastguard informed the honorary secretary that the fishing boat *Ees Teyr* of Beaumaris had an engine failure and was in need of assistance three miles north of Trevor Point. At 6.30, when the life-boat *Charles Henry Ashley* was launched, there was a light north-easterly breeze with a slight sea. It was one hour after high water. At 7.30 the life-boat reached the spot where the *Ees Teyr* was anchored. The life-boat took her in tow to Porthdinllaen. The life-boat then returned to her station, arriving at 9.15.

DUTCH MOTOR VESSEL'S CREW LANDED

Port Erin, Isle of Man. At 5.30 on the morning of 19th April, 1961, the coastguard informed the honorary secretary that the Dutch motor vessel *Tuskar* of Groningen was being abandoned by her crew in a position 15 miles south-west of Chicken Rock. At six o'clock, when the life-boat *Matthew Simpson* was launched, there was a moderate south-easterly wind with a slight sea and the tide was half ebb. Shortly after the launch a message was received by the life-boat that the *Tuskar*

had sunk four miles west-south-west of Chicken Rock and that her crew had been picked up by the cable-laying ship *Ariel*. The life-boat met the *Ariel* one mile west of Port Erin and the *Tuskar's* crew and one member of the *Ariel's* crew were transferred to the life-boat. They were landed at Port Erin and the life-boat returned to her station at 8.40.

EXPLOSION IN MOTOR VESSEL

Great Yarmouth and Gorleston, Norfolk. At 4.4 on the afternoon of 21st April, 1961, the coastguard informed the honorary secretary that an explosion had occurred aboard the motor vessel *Frاندor* in a position four miles south-west-by-west of the Smith's Knoll light-vessel, and that her crew had taken to the boats. At 4.10, when the life-boat *Louise Stephens* was launched, there was a fresh south-south-easterly wind with a moderate sea. The tide was half ebb. On reaching the given position at 6.20 the life-boat found that the trawler *Ocean Dawn* had picked up the crew of the *Frاندor*. The crew of the *Frاندor* were transferred to the life-boat, their ship's boat taken in tow and their life-raft taken aboard. The men were landed at Great Yarmouth and the life-boat returned to her station, arriving at 8.40.

SEARCH FOR MISSING MEN

Bembridge, Isle of Wight. At 11.9 on the night of 21st April, 1961, the coastguard informed the honorary secretary that two men had been reported to have left Cowes pontoon in an 8-ft. pram dinghy for their ship in Cowes Roads, and there was anxiety for their safety. There was a south-westerly breeze with a slight sea. The tide was flooding. At 1.15 in the morning the life-boat *Jesse Lumb* was launched. At 4.58 a message was received that an air search was also being carried out. After seven hours the search for the missing men was abandoned, and at six o'clock news was received that the British ship *Chupra* had picked up the yacht *Coral Star* in distress and was towing her to the Nab Tower. As the *Chupra* wished to be relieved of the tow, the life-boat altered course to the Nab Tower. The *Coral Star* was taken in tow by the life-boat

and brought to Bembridge, arriving at nine o'clock.

DUTCH STEAMER RELIEVED OF TOW

Shoreham Harbour, Sussex. At 9.56 on the evening of 22nd April, 1961, the coastguard informed the honorary secretary that a message had been received from the Dutch steamer *Deo Gloria* that she had the disabled yacht *Aquilla* in tow with two occupants on board. The *Deo Gloria* was about twenty-five miles south-east of St. Catherine's and had asked to be met outside Shoreham harbour and relieved of the tow. There was a south-south-west breeze and the sea was choppy. At 11.32 the life-boat *Rosa Woodd and Phyllis Lunn* was launched on a flooding tide, and met the *Deo Gloria* at the appointed place. The tow was transferred to the life-boat by two of the crew. The *Aquilla* was then towed to a berth in Shoreham harbour and the life-boat arrived at her station at 2.32 on the following morning.

RUNNING FOR SHELTER

Barmouth, Merionethshire. At 1.7 on the afternoon of 25th April, 1961, the coastguard informed the honorary secretary that the local lobster fishing boat *May Blossom* had made several unsuccessful attempts to approach the bar against the strong south-easterly gale. At 1.20, when the life-boat *The Chieftain* was launched, there was a rough sea and it was two hours after low water. It was soon seen that the *May Blossom* was running for shelter at Mochras. The life-boat therefore stood by until the *May Blossom* reached safety and then returned to her station, arriving at 3.40.

ESCORT FOR FISHING VESSEL

Rhyl, Flintshire. At 5.5 on the afternoon of 25th April, 1961, a message was received at the life-boat house that the fishing vessel *Faith Star* of Fleetwood, with an engine defect, was dragging her anchor off the Point of Air. The message was passed to the coastguard and at 5.7 the life-boat *Anthony Robert Marshall* was launched. There was a strong south-easterly wind with a rough sea. It was two hours before high water. The life-boat reached the *Faith Star* at 6.45

and escorted her to Rhyl, arriving at 9.10.

A YACHT ON THE ROCKS

Margate, Kent. At 3.15 on the afternoon of 26th April, 1961, the coastguard informed the honorary secretary that the yacht *Dutchy* of Rotterdam was ashore on the rocks at Walpole Bay, with her engine broken down. It was then almost low tide and the life-boat could do nothing until after six o'clock, when the state of the tide would enable an approach to the *Dutchy* to be made. At 6.24, when the life-boat *Elizabeth Elson*, on temporary duty at the station, was launched, there was a moderate south-easterly wind with a moderate sea. The *Dutchy* was reached at 6.40, a line was put aboard the yacht and she was pulled clear of the rocks at seven o'clock. The life-boat towed the *Dutchy* to Ramsgate harbour and returned to her station, arriving at one o'clock the following morning. Because of adverse weather conditions she was not rehoused until the afternoon of the 28th April.

INJURED MAN TAKEN FROM TANKER

Berwick-upon-Tweed, Northumberland. At ten o'clock on the night of 26th April, 1961, the harbour master informed the honorary secretary that the tanker *Clydefield* of Newcastle, on passage for Canada, had a man aboard with an injured spine. At 10.40, when the life-boat *William and Mary Durham* was launched, with Dr. J. T. Sadler on board, there was a light south-easterly wind with a smooth sea. The tide was half flood. The life-boat met the tanker at 11.15 and Dr. Sadler went aboard. The doctor carried out treatment, and he and the patient were transferred to the lifeboat. An ambulance was waiting for the injured man when the life-boat reached her station at midnight.

FISHING VESSEL ESCORTED IN FOG

Cullercoats, Northumberland. At 6.30 on the evening of the 27th April, 1961, the life-boat *Isaac and Mary Bolton* was launched on exercise in a light north-easterly breeze with a slight sea and fog. Half-a-mile from the beach the seine-

net fishing vessel *Mizpah* was found heading towards rocks. The life-boat escorted her to the entrance to the river Tyne and then continued the exercise. She returned to her station at 8.15.

MAN TAKEN OFF NORWEGIAN TRAWLER

Barra Island, Outer Hebrides. At 9.50 on the evening of 27th April, 1961, the coastguard informed the honorary secretary that the Norwegian fishing boat *Reform*, with an injured man aboard, fifty miles north-north-west of Barra Head, had requested urgent medical aid. At 10.30, when the life-boat *The Rankin*, on temporary duty at the station, launched with a doctor on board, there was no wind and a calm sea. It was two hours before low water. The life-boat met the *Reform* 25 miles west-north-west of Barra Head. The patient was transferred to the life-boat and was landed on South Uist, where he was taken to hospital. The life-boat returned to her station, arriving at 11.30 the following morning.

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

- Hartlepool, Co. Durham.**—April 1st.
- Beaumaris, Anglesey.**—April 3rd.
- Barrow, Lancashire.**—April 5th.
- Humber, Yorkshire.**—April 9th.
- Dungeness, Kent.**—April 10th.
- Ramsgate, Kent.**—April 10th.
- Portpatrick, Wigtownshire.**—April 10th.
- St. Mary's, Scilly Islands.**—April 11th.
- Cromarty.**—April 11th.
- Aberdeen No. 1.**—April 12th.
- Barry Dock, Glamorganshire.**—April 16th.
- Dover, Kent.**—April 16th.
- Lytham - St. Anne's, Lancashire.**—April 17th.
- Port St. Mary, Isle of Man.**—April 18th.
- Southend-on-Sea, Essex.**—April 23rd.
- Dover, Kent.**—April 28th.
- Longhope, Orkneys.**—April 28th.
- Southend-on-Sea, Essex.**—April 29th.

Weston - super - Mare, Somerset.—April 30th.

Rhyl, Flintshire.—April 30th.

MAY

DURING May life-boats were launched on service 71 times and rescued 48 lives.

SEVEN RESCUED AND YACHT SAVED

Yarmouth, Isle of Wight. At 1.45 on the morning of the 2nd May, 1961, the coastguard informed the honorary secretary that flares had been seen one mile south-west of the Needles fairway buoy. At 2.10, when the life-boat *S.G.E.* put to sea, there was a strong south-westerly wind with a rough sea. It was one hour after high water and visibility was poor. The life-boat made a search and at four o'clock the tanker *Midhurst* reported she was standing by the yacht *Iyruna*, which had broken down with a crew of seven, about one mile east of Peveril Point. The life-boat made for the position, arriving twenty minutes later, and took the yacht in tow. At 7.30 the coxswain reported that a man in the yacht was in a diabetic coma, so a doctor from Totland put off in a pilot launch and treated him. The life-boat towed the yacht to Yarmouth, reaching her station at 9.30.

INJURED MAN LANDED

Humber, Yorkshire. At 9.20 on the morning of the 5th May, 1961, the Humber Conservancy told the coxswain that a man in the *Bull* lightvessel had been injured and asked if the life-boat would land him because the weather was too bad for the Conservancy boat to put out. Ten minutes later the life-boat *City of Bradford III* was launched at high water in a fresh westerly wind and a moderate sea. The life-boat reached the lightvessel at 9.45, took the man on board, and at 10.15 landed him at her station.

MAN RESCUED FROM FISHING BOAT

Barmouth, Merionethshire. At 3.35 on the afternoon of the 5th May, 1961, the coastguard informed the coxswain that the fishing boat *May Blossom* was in

difficulties four miles south-west of Barmouth, and at 3.45 the life-boat *The Chieftain* was launched. There was a light north-westerly wind, with a moderate sea, and it was two hours before low water. The life-boat found an exhausted man, the only person in the *May Blossom*, which had sunk, clinging to a life-buoy. She rescued him, wirelessly for a doctor and an ambulance to be ready at Barmouth, and landed the man at her station at 5.20.

LIFE-BOAT LANDS BOY WHO HAD FALLEN OVER CLIFF

Ramsey, Isle of Man. At 6.15 on the evening of the 5th May, 1961, the coastguard informed the honorary secretary that a boy had fallen over the cliff at Maughold Head and later asked for the life-boat. At 6.35 the life-boat *Frank and William Oates*, on temporary duty at the station, was launched with a small boat in tow. There was a moderate westerly wind and a slight sea. The tide was half ebb. The life-boat took the boy aboard and transferred him to a waiting ambulance at Ramsey at 9.15.

THREE PEOPLE RESCUED FROM YACHT

Arklow, Co. Wicklow. At 8.55 on the evening of the 6th May, 1961, the Civic Guard informed the honorary secretary that a yacht was burning flares about four miles north-east of the harbour. There was a south-by-west gale with a rough sea. It was showery with poor visibility and the tide was flooding. At 9.14 the life-boat *Inbhear Mor* was launched and on reaching the position found the motor cruiser *Falcon* in tow of the fishing vessel *Pride of Ulster*. One of the fishing vessel's crew had been put on board the *Falcon* to help the owner and his wife, but the weather had deteriorated. The life-boat rescued the three people and returned to her station at 10.45. The *Falcon* became a total wreck.

NAVAL WHALER TOWED IN

Weymouth, Dorset. At 3.8 on the afternoon of the 6th May, 1961, the coastguard informed the honorary secretary that a whaler from H.M.N.Z.S. *Taranaki*, with three men aboard, had

capsized in the middle of Portland harbour and was drifting towards the northern breakwater. At 3.15, when the life-boat *Frank Spiller Locke* put out, there was a strong south-south-westerly wind with a rough sea. It was two hours before low water. The life-boat reached the whaler at 3.30 and found that the men had already been picked up. The life-boat crew righted the whaler, baled her out and towed her to Portland, reaching their station again at 6.35.

TWO YACHTS TAKEN IN TOW

Walton and Frinton, Essex. At 8.55 on the evening of the 6th May, 1961, the coastguard informed the honorary secretary that red flares had been seen south-east of the coastguard look-out. At 9.20, when the life-boat *Edian Courtauld* put out, there was a strong south-westerly wind with a rough sea. It was one hour before low water. About 9.40 the steamer *Hydracrete* reported that the casualty was one mile south of the West sunk buoy. It was near this position that the yacht *Pegasus* was found, with a crew of four, aground with a 45 degree list. The life-boat was unable to get nearer to the yacht than 100 yards because of shallow water, so the coxswain decided to anchor until the tide had risen enough for him to come close in. At 1.41 the next morning the life-boat took the *Pegasus* in tow, pulled her clear and made for Harwich. Meanwhile the Trinity House cutter *Penlee*, which had also put to sea, was standing by the yacht *St. Barbara* about half-a-mile inside the Sunk lightvessel. The *Penlee* reported that she had to return to her station, so the life-boat altered course and took the *St. Barbara* in tow too at 5.30. The life-boat then made for Harwich with both yachts, arriving at 10.46. The life-boat reached her station again at 2.37 that afternoon.

TWO RESCUED AND DISMASTED YACHT SAVED

Redcar, Yorkshire. At 2.45 on the afternoon of the 7th May, 1961, the coastguard told the honorary secretary that a small sailing yacht, with a crew of two, off Marske appeared to have broken her top mast. There was a westerly gale with a rough sea, and the



By courtesy of]

[Scottish Daily Mail

DUNBAR LIFE-BOAT TOWS YACHT "ASKADEL"

(See page 129)



By courtesy of]

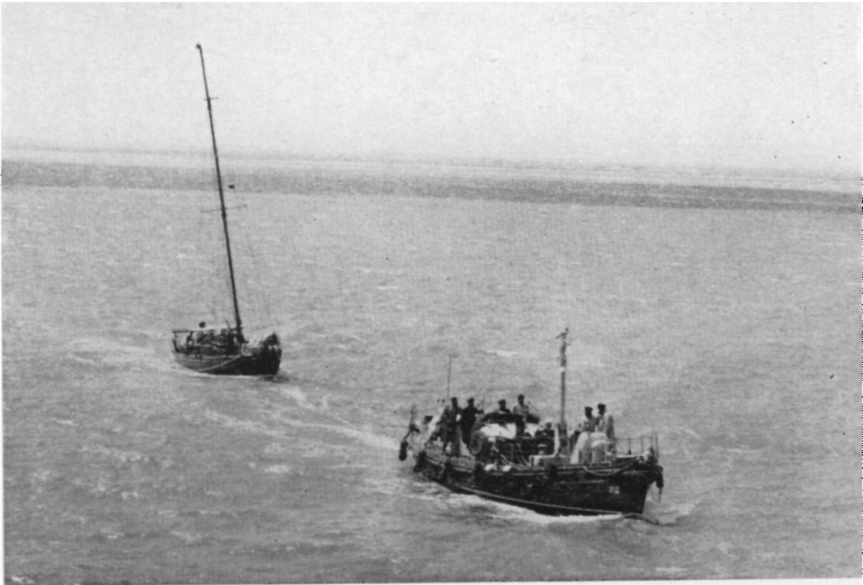
[George Outram and Co. Ltd.

NAMING CEREMONY AT BROUGHTY FERRY

(See page 101).



NEW BROUGHTY FERRY LIFE-BOAT



By courtesy of]

[Isle of Thanet Gazette

RAMSGATE LIFE-BOAT TOWS IN YACHT "ALLY SLOPER"

(See page 119).



By courtesy of]

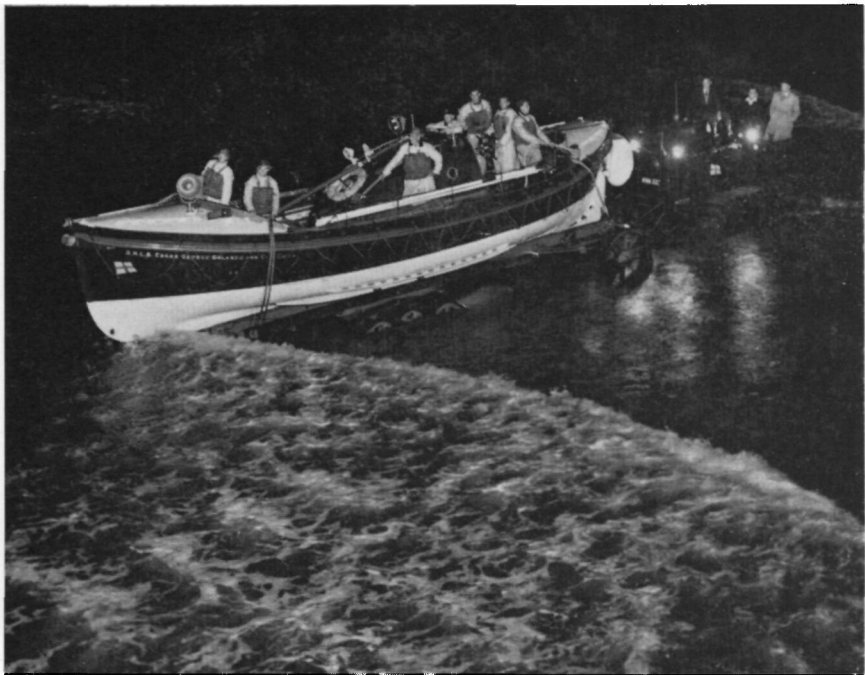
[Eastern Daily Press

LOWESTOFT LIFE-BOAT STANDS BY M.V. "AMELAND"

(See page 120).



LAUNCH BY HORSES AT PADSTOW FIFTY YEARS AGO



LAUNCH BY TRACTOR AT ST. IVES TODAY



STIRLING WHORLOW, ESQ.

The newly appointed Secretary of the Institution.



By courtesy of]

[Harold Rees, Fishguard

ANGLE LIFE-BOAT STANDS BY CARGO SHIP "ETROG"
(See page 129).



By courtesy of]

[Harold Rees, Fishguard

ANGLE LIFE-BOAT LANDS NINE PEOPLE FROM THE "ETROG"



By courtesy of]

[Eastern Daily Press

LAUNCH OF GREAT YARMOUTH AND GORLESTON LIFE-BOAT



By courtesy of]

[Stockport Express Ltd.

STOCKPORT CREW OF LIFE-BOAT AUXILIARIES

(See page 102).



By courtesy of]

[Eastern Daily Press

LIFE-BOAT—HELICOPTER EXERCISE OFF CROMER

tide was ebbing. At 2.55 the life-boat *City of Leeds* was launched and found the yacht *Till Then* with her mast broken and sails carried away. The life-boat towed the *Till Then* to Staithe's harbour and returned to her station at 6.30 that evening.

YACHT BEACHED BY LIFE-BOAT AND CREW RESCUED

New Brighton, Cheshire. At 5.10 on the evening of the 7th May, 1961, the police informed the honorary secretary that a yacht with a crew of three was in distress off Cressington Park. Twelve minutes later, when the life-boat *Norman B. Corlett* put out, there was a strong westerly wind with a choppy sea. It was high water. The life-boat found the yacht *Rondinella* broken down off Otterspool, took her in tow and made for Rock Ferry. She could not be berthed there because of shallow water. The life-boat beached her at New Brighton, reaching her station again at 7.36.

NAVAL VESSEL HANDS TOW OVER TO LIFE-BOAT

Ramsgate, Kent. At 9.1 on the morning of the 8th May, 1961, the coastguard informed the honorary secretary that a yacht, the *Ally Sloper*, with two men aboard, was in difficulties three miles east of the North Goodwin light-vessel. At 9.15, when the life-boat *Michael and Lily Davis* put out, there was a fresh south-westerly wind with a rough sea. The tide was half ebb. The survey ship H.M.S. *Enterprise* also went to the yacht's assistance and took her in tow. At 10.22 the tow was transferred to the life-boat, which took the *Ally Sloper* to Ramsgate, arriving at 12.30.

SICK MAN BROUGHT FROM ISLAND

Galway Bay, Co. Galway. At one o'clock on the afternoon of the 8th May, 1961, when the life-boat *Mabel Marion Thompson* put off in response to a call from the police at Louisburgh, Co. Mayo, there was a strong west-north-westerly wind blowing with a rough sea and ebbing tide. The message had stated that a man on the island of

Inishturk was seriously ill. As weather conditions were not suitable for a local boat to put out, the assistance of the life-boat had been requested. The life-boat embarked a doctor at Inishboffin at 7.30 and reached Inishturk at nine. The patient was taken by the life-boat to Cleggan, which was reached at 12.15 the next morning, and transferred to a waiting ambulance. The life-boat then returned to her station, arriving at 8.15.

HELP GIVEN TO CABIN CRUISER

Beaumaris, Anglesey. At 8.25 on the evening of the 11th May, 1961, the coastguard told the honorary secretary that a cabin cruiser, which had a crew of three, had broken down off Dinmore and had asked for help. At 8.50, when the life-boat *Field Marshal and Mrs. Smuts* was launched, there was a light wind with a calm sea. The life-boat reached the cabin cruiser *Helen* at 9.20 and put a line aboard. She towed her to the River Conway and returned to her station, arriving at 1.3 the following morning.

ANOTHER CABIN CRUISER IN NEED OF HELP

Troon, Ayrshire. At 11.10 on the night of the 12th May, 1961, the life-boat *Charlotte Elizabeth*, on temporary duty at the station, put to sea. The coxswain had seen a cabin cruiser, which had broken down, making distress signals and had reported to the honorary secretary. The weather was calm, the sea was smooth and it was two hours before high water. The life-boat found the *Iona Maid*, which had a crew of seven, towed her to Irvine harbour, and arrived back at her station at 12.55 early the next morning.

INJURED BOY LANDED

Bembridge, Isle of Wight. At 9.5 on the evening of the 13th May, 1961, the coastguard informed the honorary secretary that a boy had fallen over the cliffs at Horseshoe Bay and had been seriously injured. At 9.11, when the life-boat *Jesse Lumb* was launched with the boarding boat in tow, there was no wind. The sea was calm and the tide flooding. The life-boat found the boy and took

him to her station, where a doctor was waiting with an ambulance, arriving at 10.12.

YACHT TOWED INTO HARBOUR

Rhyl, Flintshire. At 10.52 on the night of the 14th May, 1961, a report was received from the Golden Sands holiday camp that a yacht had capsized half-a-mile off shore in Kinnel Bay. Three minutes later, when the life-boat *Anthony Robert Marshall* was launched, there was a moderate wind and sea and it was high water. The crew of two of the yacht *Onyx* had been picked up by another yacht. The life-boat righted the *Onyx*, towed her to Rhyl and reached her station at 1.15 that afternoon.

TOW FOR FISHING BOAT WITH ENGINE FAULT

North Sunderland, Northumberland. At eleven o'clock on the night of the 14th May, 1961, the honorary secretary was informed that the local fishing boat *Harvest Queen* had broken down and was in need of help. At 11.20, when the life-boat *Grace Darling* was launched, there was a light south-easterly wind with a slight sea. It was one hour after low water. The life-boat found the *Harvest Queen* three miles north-east of Seahouses, towed her to North Sunderland and reached her station again at 12.35 early the next morning.

DRIFTING FISHING BOAT TOWED INTO HARBOUR

Valentia, Co. Kerry. At 10.40 on the morning of the 15th May, 1961, Valentia radio informed the honorary secretary that the fishing boat *Ros Bui* of Dublin had broken down three miles north-west of Lemon Rock. At 11.3, when the life-boat *Peter and Sarah Blake*, on temporary duty at the station, put out, there was a light northerly wind with a slight sea. It was high water. The life-boat reached the boat at 12.40, put a line aboard and towed her to Portmagee, arriving at 2.30 that afternoon. The life-boat then returned to her station, arriving at 3.45.

FISHERMEN ADRIFT WAVE FOR HELP

Hartlepool, Co. Durham. At 12.10 on the afternoon of the 15th May, 1961,

the coastguard told the honorary secretary that a fishing vessel, with a crew of four, had broken down and was drifting two miles north of Heugh. The men were waving a red flag, so at 1.35 the life-boat *The Princess Royal* (Civil Service No. 7) was launched. There was a light northerly wind and a slight sea. It was one hour before low water. The life-boat found the fishing boat *Border Queen* of Berwick, towed her to Hartlepool, and returned to her station at 1.10.

FISHING BOAT BROKEN DOWN IN CHOPPY SEA

Hastings, Sussex. At 3.12 on the morning of the 16th May, 1961, the coastguard informed the honorary secretary that red flares had been observed between four and five miles south-east of Fairlight. At 3.35, when the life-boat *Lucy Lavers*, on temporary duty at the station, was launched, there was a moderate east-north-easterly wind and a choppy sea. The tide was half ebb. The life-boat found that the fishing boat *Dorothy Melinda* had broken down. She towed her to Hastings, arriving at 5.50.

GERMAN TIMBER SHIP ESCORTED

Lowestoft, Suffolk. At 3.25 on the morning of the 16th May, 1961, the coastguard informed the honorary secretary that the motor vessel *Ameland*, of Glückstadt, was aground on Holm Sand about three and a half miles east of Lowestoft. She was in no immediate danger, but at 4.18 the coastguard asked for the life-boat. There was a light north-easterly breeze with a slight sea, and it was nearly low water. At 4.37 the life-boat *Cecil and Lilian Phillpot*, on temporary duty at the station, put to sea. She found that the *Ameland*, which had a deck cargo of timber, was listing heavily. The life-boat stood by until she refloated on the flood tide and then escorted her into Lowestoft harbour, arriving at 7.37.

YACHT DISMASTED IN ROUGH SEA

St. Peter Port, Guernsey. At 4.30 on the afternoon of the 16th May, 1961, the signal station reported that the yacht *Overlord*, which had a crew of six, had been dismasted thirty miles west of

Hanoi lighthouse and that the tanker *Volvatella* had taken off her crew and was standing by her. At 5.15, when the life-boat *Euphrosyne Kendal* put out, there was a strong east-north-easterly wind with a rough sea and flooding tide. About 9.50 the life-boat reached the yacht, passed a line across and put two men aboard. Two of the crew of the *Overlord* were taken into the life-boat, which towed the yacht to St. Peter Port, arriving at 5.10 the following morning.

TOW FOR FISHING BOAT WITH ENGINE BREAKDOWN

Baltimore, Co. Cork. At 9.15 on the morning of the 17th May, 1961, when the life-boat *Sarah Tilson* was launched to go to the help of a drifting fishing boat, there was a light east-south-easterly wind with a choppy sea. The tide was ebbing and visibility was poor. The life-boat found that the fishing boat, which was eight miles west-north-west of Fastnet Rock, had broken down. She towed her to Baltimore, arriving at 2.20 that afternoon.

SICK MAN LANDED FROM GREEK STEAMER

Penlee, Cornwall. At 10.45 on the morning of the 17th May, 1961, the honorary secretary was informed that the s.s. *Olympos*, of Greece, had a sick man aboard and would be off Penlee about 12.45. She had requested medical help. At 11.30 the life-boat *Solomon Browne* was launched. There was a fresh easterly wind, with a moderate sea, and it was nearly low water. The life-boat made for Newlyn and embarked a doctor. She met the *Olympos* at one o'clock that afternoon. The life-boat took the sick man aboard and landed him at Newlyn at 2.15. The life-boat remained there because of bad weather and returned to her station later the same day.

LIFE-BOAT ON EXERCISE TAKES FISHING BOAT IN TOW

Blyth, Northumberland. At 7.15 on the evening of the 19th May, 1961, during an exercise launch of the life-boat *City of Bradford II*, on temporary duty at the station, it was noticed that

the fishing vessel *Venture* had broken down south-east of the gas buoy. It was raining, there was a northerly breeze with a moderate swell, and the tide was flooding. The life-boat towed the *Venture* to Blyth, arriving at 7.45.

TWO YACHTSMEN RESCUED AND YACHT SAVED

Walton and Frinton, Essex. At 1.42 on the afternoon of the 20th May, 1961, the coastguard informed the honorary secretary that a yacht between two and three miles off shore was burning a flare. At 2.3, when the life-boat *Edian Courtauld* put to sea with the second coxswain in command, there was a moderate north-north-westerly wind and a moderate sea. It was two hours after low water. The life-boat found the yacht *Tessa*, which had a crew of two, broken down and without her running rigging, which had carried away. Near by was the yacht *Tringa*, which had damaged her rudder in trying to help the *Tessa*. The life-boat took both yachts in tow and made for Harwich, where the *Tessa* was moored at 4.30. During the passage to Harwich the crew of the *Tringa* had repaired their rudder, so they put to sea again, and the life-boat returned to her station, arriving at 7.15 that evening.

SEARCH FOR CANOEISTS IN CHOPPY SEA

Walmer, Kent. At 3.18 on the afternoon of the 20th May, 1961, the coastguard informed the honorary secretary that he had seen from the cliff-top at St. Margaret's two canoeists capsize about a mile off shore in choppy seas. A converted life-boat rescued them but another canoe was seen to overturn further to the north, throwing its crew of two into the sea. The flood tide carried them rapidly northwards. At 3.24 the life-boat *Charles Dibdin*, (*Civil Service No. 32*) was launched in a strong northerly wind and a moderate sea. She found two empty canoes one mile off the North Foreland cliffs and later the two canoeists were seen on the rocks under the cliffs near the Royal Marine rifle range at Deal. The life-boat sent a radio message asking that the firing be stopped and for help to be sent from

the range. A party of Royal Marines arrived with stretchers and blankets and took the canoeists to Deal hospital. The life-boat returned to her station with the two canoes, arriving at 5.30.

CREW OF MOTOR CRUISER RESCUED

Clacton-on-Sea, Essex. At 6.31 on the evening of the 20th May, 1961, the coastguard informed the honorary secretary that an open boat with an out-board motor had broken down and was drifting about two miles off Jaywick. The crew appeared to be attempting to restart the engine and the coastguard kept the boat under observation. At 7.33 a further message was received that the boat had gone aground five miles south-east of Clacton pier. At 7.50 the life-boat *Sir Godfrey Baring* was launched in a light north-west wind, a slight sea and an ebbing tide. As the light was failing, the help of a helicopter was requested to assist in the search, but in the meantime the life-boat found the motor cruiser *Persaro II* near Heaps buoy. She took the crew of two on board and towed the cabin cruiser to Clacton, arriving at 12.15 early the next morning.

MAN FALLEN OVER CLIFF LANDED BY LIFE-BOAT

Portpatrick, Wigtownshire. At 4.38 on the afternoon of the 21st May, 1961, the coastguard informed the honorary secretary that a man had fallen over a cliff. Ten minutes later, when the life-boat *Jeanie* put to sea, with the boarding boat in tow and a doctor aboard, there was a light south-westerly wind with a slight sea. It was high water. The life-boat found the man unconscious at the foot of the cliffs two miles north of Portpatrick and took him to Portpatrick, where he was transferred to a waiting ambulance at 5.35.

BODY OF LIGHTHOUSE KEEPER RECOVERED

Stromness, Orkneys. At 12.22 on the afternoon of the 23rd May, 1961, the coastguard informed the honorary secretary that the body of a lighthouse keeper, who had been missing for over a week from Sule-Skerry, had been found south of Dunas Rock and that

help was needed. A moderate westerly gale was blowing with a rough sea, and the tide was flooding. At 1.20 the life-boat *Archibald and Alexander M. Paterson* was launched with the district officer of coastguard and the sergeant of police on board. She made for Sule-Skerry, entered a small gully there and moored. Two members of the life-boat's crew landed, accompanied by the coastguard officer, and, with the help of one of the lighthouse keepers, recovered the body of the missing keeper from the cliff south of Dunas Rock. The life-boat took the body to Stromness, arriving at midnight.

MOTOR LAUNCH SINKING OFF LIFE-BOAT SLIPWAY

Beaumaris, Anglesey. At 7.50 on the evening of the 23rd May, 1961, the life-boat motor mechanic told the honorary secretary that a motor launch close to the life-boat slipway appeared to be sinking and that her crew had asked for help. A light west-north-west wind was blowing with a slight sea. The motor mechanic and assistant motor mechanic at once put out in the life-boat boarding boat and found that the vessel was the *Vasa* with a crew of six. They landed the men, but at 8.13 the life-boat *Field Marshal and Mrs. Smuts* was launched to tow the *Vasa* out of the fairway. The life-boat beached her and arrived back at her station at ten o'clock.

TOW FOR YACHT WITH FOULED PROPELLER

St. Peter Port, Guernsey. At 4.34 on the afternoon of the 25th May, 1961, the honorary secretary was informed that a 25-foot yacht needed help about a mile east-north-east of Platte Fougère. There was a light easterly wind with a slight sea. At 4.55 the life-boat *Euphrosyne Kendal* put to sea at high water. Three miles east-north-east of Platte Fougère lighthouse she found the auxiliary ketch *Missel Thrush* with a rope round her propeller. Her crew had been unable to hoist her sails. One of the life-boat crew boarded her, a rope was passed across, and the life-boat towed her to St. Peter Port, arriving at 6.35 that evening.

FISHING BOAT REFLOATED

St. Ives, Cornwall. At 8.50 on the evening of the 25th May, 1961, the coastguard informed the coxswain that the fishing boat *White Heather* was aground three hundred yards south of St. Ives pier and that her crew of four were trying to refloat her. At 9.20, when the life-boat *Edgar, George, Orlando and Eva Child* was launched, there was a light north-north-easterly wind with a moderate sea. It was one hour and a half after low water. The life-boat found that the *White Heather* had fouled her propeller on her anchor cable: She pulled her clear, towed her to St. Ives and arrived back at her station at 12.45 early the next morning.

TANKER'S BOAT SAVED AND EIGHT RESCUED

Moelfre, Anglesey. At nine o'clock on the evening of the 25th May, 1961, the coastguard informed the honorary secretary that a boat from the tanker *North Monarch* of Monrovia had broken down a mile to the north-east. At 9.10, when the life-boat *Watkin Williams* was launched, there was a fresh north-easterly wind with a rough sea and it was high water. The life-boat found the boat with eight people aboard, towed her to the tanker and then made for Beaumaris because of the weather. She arrived at midnight and stayed there until the 27th. She returned to her station at 1.45 that afternoon.

MAN AND BOY RESCUED FROM LEAKING BOAT

Penlee, Cornwall. At 9.55 on the evening of the 25th May, 1961, the coastguard informed the honorary secretary that the fishing boat *Susan* was burning flares off Cudden Point. A fresh east-north-east wind was blowing with a choppy sea, and the tide was flooding. At 10.5 the life-boat *Solomon Browne* was launched. She found the *Susan* with a man and a boy on board about two hundred yards south-east of Cudden Point. Her engine had broken down and she was leaking badly. The life-boat rescued the two people, put two men aboard and towed the *Susan* to Newlyn, arriving at 12.20 early the next morning. The life-boat remained at Newlyn and

returned to her station at 4.30 that afternoon.

TOW OF YACHT TAKEN OVER FROM STEAMER

Port St. Mary, Isle of Man. At 12.40 early on the morning of the 26th May, 1961, the coastguard informed the honorary secretary that a message had been received from the motor vessel *Durham* that the yacht *Helma II*, which had a crew of two, had broken down and was in need of help about fourteen miles south of Port St. Mary. At 1.40 the life-boat *R. A. Colby Cubbin No. 2* put to sea. There was a moderate northerly wind with a slight sea, and it was two hours before low water. The life-boat found the yacht about three miles south of Langness in tow of the s.s. *Pointer*. She took over the tow and made for Port St. Mary, arriving at five o'clock.

PILOT OF CRASHED AIRCRAFT LANDED

Dover, Kent. At 10.55 on the morning of the 27th May, 1961, the coastguard informed the honorary secretary that an aircraft had crashed into the sea near the Varne lightvessel and that the pilot had been picked up by the lightvessel's crew. At 11.10, when the life-boat *Southern Africa* put out, there was a moderate northerly wind with a slight sea and it was one hour after high water. The life-boat reached the lightvessel at 12.47, took the pilot on board and landed him at Dover at 2.30 that afternoon.

TWO BOATS ESCORTED IN ROUGH SEA

North Sunderland, Northumberland. At 3.35 on the afternoon of the 27th May, 1961, the honorary secretary was informed that anxiety was felt for the safety of two local boats which had taken parties of visitors to the Farne Islands. At four o'clock, when the life-boat *Grace Darling* was launched, there was a fresh northerly wind with a rough sea. It was two hours after high water. The life-boat found the boats *Kindly Light* and *Mercury*, escorted them to North Sunderland, and returned to her station, arriving at 4.55.

MAN AND ROWING BOAT LANDED FROM STEAMER

Port St. Mary, Isle of Man. At 5.55 on the evening of the 27th May, 1961, the coastguard informed the honorary secretary that the steamer *Clan McIver* had picked up a rowing boat with one man on board and had asked if the life-boat would take him ashore. A moderate northerly wind was blowing with a slight sea and the tide was flooding. At 6.15 the life-boat *R. A. Colby Cubbin No. 2* put to sea. She met the *Clan McIver* about six miles south of Port St. Mary. The man was taken aboard, and with the rowing boat in tow the life-boat returned to her station, arriving at 8.30.

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

Swanage, Dorset.—May 2nd.
Lowestoft, Suffolk.—May 2nd.
Margate, Kent.—May 5th.
Bembridge, Isle of Wight.—May 6th.
Arklow, Co. Wicklow.—May 6th.
Broughton Ferry, Angus.—May 6th.
Clacton-on-Sea, Essex.—May 6th.

SEARCH FOR MAN LOST FROM WEATHER SHIP

Troon, Ayrshire. At 3.10 on the morning of the 6th May, 1961, the meteorological office at Prestwick airport informed the honorary secretary that the weather ship *Weather Adviser*, on passage to the Clyde, had reported a man overboard between Holy Isle and Cumbrae. The Kildonan coastguard was telephoned, but no further news could be obtained. A moderate southerly wind was blowing with a choppy sea, but the weather was deteriorating. The wind increased in force and the sea became very rough. At 3.50 the life-boat *Charlotte Elizabeth*, on temporary duty at the station, put to sea on a flooding tide. Soon after the life-boat had left for Holy Isle news was received that the man had fallen overboard six miles south of Cumbrae light, and the coastguard redirected the life-boat. On reaching the position she found that

the *Weather Adviser* had launched two of her own boats and that the ferry *Glen Bauciox*, a coaster, a cable ship and the *Royal Ulsterman* were searching. Two U.S.A.F. amphibious aircraft from Prestwick joined in the search together with a helicopter from Leuchars. Visibility became very poor, weather conditions worsened to gale force, and the aircraft and helicopter returned to their bases. The life-boat searched for five hours but did not find the man, and returned to her station, arriving at 11.30.

The Mumbles, Glamorganshire.—May 7th.

Ramsgate, Kent.—May 10th.

Walton and Frinton, Essex.—May 10th.

Selsey, Sussex.—May 11th.

Humber, Yorkshire.—May 12th.

Dungeness, Kent.—May 13th.

Cromer No. 1, Norfolk.—May 14th.

Hastings, Sussex.—May 15th.

Galway Bay, Co. Galway.—May 16th.

Kirkcudbright.—May 21st.

Weston-super-Mare, Somerset.—May 22nd.

Clacton-on-Sea, Essex.—May 22nd.

Lowestoft, Suffolk.—May 23rd.

Bembridge, Isle of Wight.—May 24th.

Stornoway, Isle of Lewis.—May 25th.

Barra Island, Outer Hebrides.—May 25th.

Redcar, Yorkshire.—May 26th.

Selsey, Sussex.—May 26th.

Shoreham Harbour, Sussex.—May 27th.

Selsey, Sussex.—May 27th.

Newhaven, Sussex.—May 27th.

Shoreham Harbour, Sussex.—May 28th.

Stronsay, Orkneys.—May 28th.

Donaghadee, Co. Down.—May 28th.

JUNE

DURING June life-boats were launched on service 82 times and rescued 20 lives.

CATAMARAN TOWED TO HARBOUR

Troon, Ayrshire. At 7.55 on the evening of the 2nd June, 1961, during an exercise launch of the life-boat *James and Barbara Aitken* it was noticed that a catamaran had lost its sails and was

in difficulties, with a crew of two, three-quarters of a mile north of Troon. At the time there were light westerly airs with a slight sea. It was two hours before low water. The life-boat towed the catamaran into Troon harbour and returned to her station at 8.40.

BODY LANDED AFTER CLIFF ACCIDENT

Holyhead, Anglesey. At 10.30 on the morning of the 3rd June, 1961, the coastguard informed the honorary secretary that a man had fallen down a cliff at South Stack. There was a northerly breeze with a choppy sea. Ten minutes later the life-boat *St. Cybi (Civil Service No. 9)* was launched on an ebb tide with the life-boat boarding boat in tow. On reaching the position the second coxswain, the bowman and another member of the crew took the boarding boat inshore. The body was seen to be some way up the cliff face and the three men climbed up with the life-boat's stretcher. With the help of a coastguard who had been lowered 260 feet down they strapped the body into the stretcher and transferred it to the life-boat, which returned to her station, arriving at 12.48.

ANOTHER CLIFF ACCIDENT

Howth, Co. Dublin. At 5.5 on the evening of the 3rd June, 1961, the coxswain was informed that someone had fallen over the cliffs at the Nose of Howth. Ten minutes later the life-boat *R.P.L.* put to sea with her boarding boat in tow. There was a light south-westerly breeze with a smooth sea, and it was two hours after high water. When the life-boat reached the position the boarding boat was sent inshore and the body of a man was found. It was transferred to the life-boat and landed at Howth at six o'clock.

TOW FOR MOTOR BOAT WITH ENGINE FAILURE

Anstruther, Fifeshire. At 7.44 on the evening of the 3rd June, 1961, the coastguard told the honorary secretary that a motor boat which had a crew of three had broken down near the North Carr lightvessel, and at 8.5 the life-boat

James and Ruby Jackson was launched. It was one hour after high water; there was a moderate west-south-westerly wind and a slight sea. The life-boat reached the *Skylark* at 9.10 and towed her into Anstruther, returning to her station at 10.35. Because of bad weather she was not rehoused until the following morning.

TWO DOCTORS TAKEN TO ISLAND

Troon, Ayrshire. At 11.50 on the morning of the 4th June, 1961, a message was received from the resident doctor at Lamlash, Arran, asking if the life-boat would take two doctors from Troon to Lamlash to perform an operation, as there were no sailings from the mainland on a Sunday. There was a light westerly wind, and the sea was smooth. The tide was flooding. At 3.30 in the afternoon the life-boat *James and Barbara Aitken* put to sea with two doctors on board. She reached Lamlash at 5.17, and then made for Brodick to await the doctors' return. At 8.20 that evening the doctors were re-embarked, and the life-boat returned to Troon, arriving at 10.10.

LIFE-BOAT AND HELICOPTER STAND BY BOATS

Shoreham Harbour, Sussex. At 5.46 on the evening of the 8th June, 1961, the coastguard informed the honorary secretary that a small sailing boat had capsized a mile off Lancing, and that four people had been in the water for about twenty minutes. There was a light west-south-westerly breeze with a slight sea and a flood tide. At 5.50 the life-boat *Rosa Woodd* and *Phyllis Lunn* was launched. She found that the sailing boat was being towed by a rowing boat and that the four people were safe. The life-boat stood by with a helicopter until the boats reached the shore and then returned to her station, arriving at 7.30.

POLISH AND GERMAN VESSELS IN COLLISION

Dover, Kent. At 12.32 early on the morning of the 9th June, 1961, the coastguard informed the honorary secretary that the Polish motor vessel *Nowa Huta* and the German vessel *Ingrid*

Leonhardt had been in collision ten miles east-by-south of Dover east pier light. There was a light westerly wind with a slight sea and an ebb tide. At 1.5 the life-boat *Southern Africa* was launched. She stood by the *Nowa Huta* until the arrival of French tugs. The life-boat returned to her station at 7.30.

TOW FOR A YACHT ON A LEE SHORE

Great Yarmouth and Gorleston, Norfolk. At 11.43 on the night of the 10th June, 1961, the coastguard informed the honorary secretary that a yacht without lights was drifting on the strong ebb tide. There was a strong south-south-easterly wind with a moderate sea. Five minutes later the life-boat *Louise Stephens* was launched. She sighted the yacht *Aline II* near the power station outfall. The yacht had two people on board and was in a very dangerous position on a lee shore. She was completely out of control and would have gone ashore within a few minutes. The life-boat towed her to Gorleston and returned to her station at 12.17 early on the 11th.

TOW FOR FISHING BOAT WITH ENGINE FAILURE

Barrow, Lancashire. At 1.15 on the morning of the 11th June, 1961, the coastguard told the honorary secretary that a fishing boat with two men aboard was overdue and that anxiety was felt for their safety. At two o'clock, when the life-boat *Herbert Leigh* was launched, there was a slight north-north-easterly breeze with a calm sea and an ebbing tide. Ten minutes later the fishing boat *Miranda* was found one mile south of the life-boat station. Her engine had broken down. The life-boat towed her to Barrow and returned to her station at 3.30.

YACHTS OVERTAKEN BY BAD WEATHER

Margate, Kent. At 12.36 on the afternoon of the 11th June, 1961, the coastguard informed the honorary secretary that a yacht had capsized off Birchington and that a motor boat had gone to her help. The Margate Yacht Club had been holding a race, but the moderate south-westerly wind suddenly veered

to the north-west, increasing in force, and was accompanied by heavy rain squalls. About a dozen yachts had been caught in the sudden change of weather and all were trying to reach harbour on an ebbing tide. Several capsized and the club's safety boat was missing. At 12.50 the life-boat *North Foreland (Civil Service No. 11)* was launched. On reaching a position between Margate and Westgate the coxswain sighted a pleasure boat giving help to one yacht. The life-boat went to the help of other boats in difficulties and assisted the yacht *Navette* into Margate harbour, returning to her station at 1.45.

YACHT TOWED TO HARBOUR IN ROUGH SEA

Selsey, Sussex. At 1.15 on the afternoon of the 11th June, 1961, the coastguard told the honorary secretary that a yacht had been dismasted close to the Owers lightvessel. There was a fresh south-westerly wind with a rough sea, and the tide was ebbing. At 1.22 the life-boat *Canadian Pacific* was launched. On reaching a position three miles west-south-west of the Owers lightvessel she found the yacht *Alcina*, which had a crew of five, dismasted. The life-boat towed the *Alcina* to Portsmouth and returned to her station at 8.15 that evening.

OUTBOARD MOTOR BOAT TOWED ASHORE

Ramsgate, Kent. At 4.55 on the afternoon of the 11th June, 1961, the coastguard informed the honorary secretary that a small boat with an outboard motor had broken down near the Brake buoy. Her crew of three were trying to row to the shore but were making no headway. There was a moderate south-westerly wind, a slight sea and an ebbing tide. The life-boat *Michael and Lily Davis* put to sea at 5.12 and found that the boat belonged to the Royal Marines at Deal. She towed her to Deal and then returned to her station, arriving at 7.19.

LIFE-BOAT STANDS BY GROUNDED YACHT

Barmouth, Merionethshire. At 3.45 on the afternoon of the 12th June, 1961,

the coastguard informed the honorary secretary that a 35-foot yacht was aground a mile off Dyffryn on St. Patrick's Causeway. There was a north-easterly wind and moderate sea with rain squalls and poor visibility. At 3.55 the life-boat *The Chieftain* was launched at low water. She found the yacht *Silver Minx* of Pwllheli, and stood by until the yacht refloated. She then escorted her to harbour. The life-boat returned to her station at 6.30 that evening.

FOOD GIVEN TO FISHERMEN AND BOAT TAKEN IN TOW

Barrow, Lancashire. At 4.40 on the afternoon of the 13th June, 1961, the coastguard informed the honorary secretary that a half-decked fishing boat had anchored near the Bar buoy and that a man was waving a flag. There was a light north-north-westerly wind with a smooth sea and an ebb tide. At 4.55 the life-boat *Herbert Leigh* was launched. She found the fishing boat *Sheen* with a crew of three near the Bar buoy with her engine broken down. The men had tried to sail their boat, but had been unable to reach Barrow against the wind. They had no food, so the life-boat crew gave them soup, cocoa and biscuits and towed their boat to Barrow, arriving at 7.10 that evening.

CANOEIST RESCUED AND CANOE SAVED

Walmer, Kent. At 6.17 on the evening of the 13th June, 1961, the coastguard told the honorary secretary that a Royal Marine canoeist had capsized off Deal. There was a moderate north-north-westerly wind with a choppy sea and an ebb tide. Seven minutes later the life-boat *Charles Dibdin* (*Civil Service No. 32*) was launched. She found the man near Deal Bank buoy, rescued him and took his canoe to Walmer, arriving at 6.46.

ESCORT FOR SIX FISHING BOATS

North Sunderland, Northumberland. On the morning of the 14th June, 1961, there was a heavy swell, which was growing steadily worse. Six local fishing boats were at sea, and it was decided that the life-boat should be launched to escort them safely in as soon as the

water was deep enough in the harbour. A moderate south-easterly wind was blowing. At 12.45 the life-boat *Grace Darling* was launched on a flooding tide. The fishing boats were met a mile east of North Sunderland and escorted safely to harbour. The life-boat returned to her station at 2.30.

FOUR SOLDIERS RESCUED FROM CLIFFS

Dover, Kent. About one o'clock on the afternoon of the 16th June, 1961, news was received that four soldiers had been cut off by the tide near the South Foreland lighthouse. There was a light south-westerly breeze with a slight sea. At 1.14 the life-boat *Southern Africa*, with a small boat in tow, put to sea around high water. The small boat, with the second coxswain of the life-boat in charge, went inshore and rescued the four soldiers, who had found refuge on the cliffs. They were taken to the life-boat, which was lying off shore, and landed at Dover harbour. The life-boat returned to her station at 1.56.

SICK CHILD TAKEN OFF GREEK VESSEL

Penlee, Cornwall. At 2.45 on the afternoon of the 16th June, 1961, a message was received that there was a sick child aboard the Greek motor vessel *Doriefs*, who ought to be brought ashore. The vessel was making for Penzance. The weather was fine, there was a light south-westerly wind, and the sea was smooth. At 4.30 the life-boat *Solomon Browne* was launched on a flooding tide. She made for Newlyn to embark the port medical officer, and after leaving Newlyn at 4.45 she met the *Doriefs* three miles south of Penzance. A sick child was taken off and landed at Newlyn. The life-boat returned to her station at 6.30.

CONVERTED SHIP'S BOAT ESCORTED TO DOCK

New Brighton, Cheshire. At 7.30 on the evening of the 16th June, 1961, the coastguard informed the honorary secretary that a boat was in difficulties near the Q16 buoy in the Queen's Channel. A strong westerly wind was blowing with a moderate sea. The

weather was squally. At 7.45 the life-boat *Norman B. Corlett* put to sea around low water. On reaching the position the life-boat found the converted ship's boat *Shandra* on the land side of the revetment. Because of the shallowness of the water the life-boat was unable to cross to her and had to make a long detour via Q6 buoy. When the life-boat reached the original position again it was found that the *Shandra*, with the turn of the tide, had managed to cross the revetment. The life-boat then regained the main channel and eventually reached the *Shandra* and escorted her to the entrance of Wallasey outer dock. The life-boat returned to her station at 12.20 early the next morning.

ALL-NIGHT SEARCH FOR BOY IN BOAT

Skegness, Lincolnshire. At five o'clock on the afternoon of the 17th June, 1961, the coastguard informed the honorary secretary that the 12-foot boat *Bluebelle*, which was fitted with an outboard motor, had been last seen at two o'clock heading northwards and that she had enough fuel to last only an hour. There was a strong westerly wind with a rough sea, and the tide was flooding. At 5.30 the life-boat *The Cuttle* put out. She was joined in the search until dusk by a helicopter. After a fruitless search the life-boat returned to her station at five o'clock in the morning. At 4.5 on the afternoon of the 18th June a further message was received from the coastguard that the motor boat, with a boy on board, had been picked up by the Swedish vessel *Stallaria* five miles south-south-west of the Dowsing light-vessel and that the boy appeared to have suffered no ill effects. At 4.50 the life-boat put out with a doctor on board. She met the *Stallaria* at the Inner Dowsing light-vessel. The boy and his boat were taken on board the life-boat and brought to Skegness, where the boy was met by his parents. The life-boat returned to her station at 7.30.

DINGHY FOUND AFTER LONG SEARCH

Llandudno, Caernarvonshire. At 6.50 on the evening of the 17th June, 1961,

the coastguard informed the honorary secretary that an eleven-foot dinghy, with a doctor and his son on board, was adrift about a mile and a half north-east of Rhos pier. There was a strong south-westerly wind and a rough sea with an ebb tide. At 7.20 the life-boat *Annie Ronald and Isabella Forrest* was launched. She searched over a wide area in rapidly worsening weather conditions. Visibility was poor and the wind at times reached gale force. A message was received that a minesweeper had left Bangor to help in the search, together with a coastal gunboat from Holyhead. The search was carried on until darkness fell, when visibility was down to fifty yards. After consultation with the coastguard it was decided to call off the search until daylight. The life-boat reached Llandudno Bay at 11.45 and resumed the search at three o'clock in the morning. While she was searching a message was received that H.M.S. *Belton* had picked up the dinghy and the two people on board. At 4.20 the life-boat went alongside H.M.S. *Belton* and took off the two survivors. With the dinghy in tow she returned to Rhos jetty, where the two people were landed. The life-boat finally reached her station at 6.20.

TOW FOR YACHT WITH MAINSAIL LOST

Dunbar, East Lothian. On the 18th June, 1961, at 8.40 in the morning messages were received from the coastguard that a yacht in the Forth needed help but had been lost to view from the shore. Various messages were received, but all were rather vague. At ten o'clock a small yacht was seen off the Bass Rock and the coastguards were asked to keep a close watch. A strong westerly wind was blowing with a moderate sea. It was squally, and the tide was ebbing. At 10.30 the life-boat *Margaret* put to sea. She found the yacht *Maida* about three miles out to sea and four miles north of Dunbar. The *Maida* had lost her mainsail and was having difficulty with her engine. The life-boat took the *Maida*, which had a crew of three, in tow and brought her into the harbour. She then returned to her station, arriving at noon.

TOW FOR CONVERTED SHIP'S BOAT

Teessmouth, Yorkshire. At 11.20 on the morning of the 18th June, 1961, the coastguard informed the honorary secretary that a flare had been seen off Redcar. A fresh south-westerly wind was blowing with a moderate sea. At 12.5 the life-boat *The Sarah Jane and James Season* was launched on an ebbing tide. On reaching the position given the life-boat found the converted ship's boat *Samartha* with her engine broken down. Just before the life-boat arrived a large coble had come close alongside the *Samartha*, and her crew of four had been able to jump on board the coble. The life-boat put one of her crew on board the abandoned *Samartha* and towed her to Paddy's Hole, escorting the coble at the same time. The life-boat returned to her station at 2.15 that afternoon.

YACHTS CAPSIZE DURING RACE

Fleetwood, Lancashire. At 11.30 on the morning of the 18th June, 1961, the life-boat was launched for her usual exercise to coincide with the dinghy races organised by the Blackpool and Fleetwood Yacht Club, which were to be held in the estuary. It was two hours after low water and a fresh to strong north-west wind was blowing. It was squally, and the sea was rough. One race was out to sea, and the life-boat followed the race in order to be able to give immediate help to any casualties. A number of the yachts capsized, and the life-boat was busily engaged in towing capsized boats to the shore and picking up crews from the water. The life-boat finally reached her station at three o'clock that afternoon.

TOW FOR YACHT IN GALE

Dunbar, East Lothian. At 1.30 on the afternoon of the 18th June, 1961, the coastguard informed the honorary secretary that a yacht had been seen trying to make harbour. A westerly gale was blowing with a rough sea. At 1.50 the life-boat *Margaret* put out at low water. Four miles east of Dunbar she found the yacht *Askadel* with her engine damaged. The life-boat towed the *Askadel*, which had a crew of three, to harbour and

then returned to her station, arriving at three o'clock.

TOW FOR FISHING BOAT WITH ENGINE BREAKDOWN

Dungeness, Kent. At 2.20 on the afternoon of the 18th June, 1961, the coastguard informed the honorary secretary that a small fishing boat was in difficulties a mile and a half north-east of the life-boat station. A moderate south-west wind was blowing with a slight sea. It was high water. At 2.30 the life-boat *Mabel E. Holland* was launched. On reaching the position given the life-boat found the small fishing boat *Little Dick* of Dungeness with her engine broken down. She took the *Little Dick*, which had a crew of two, in tow and brought her back to shore. The life-boat then returned to her station, arriving at 3.15.

THREE MEN RESCUED FROM ROWING BOAT

Cullercoats, Northumberland. At 1.47 on the afternoon of the 24th June, 1961, the coastguard informed the honorary secretary that a small pulling boat was in difficulties half-a-mile east of the south pier light. There was a moderate westerly breeze. The weather was fine. At 1.52 the life-boat *Isaac and Mary Bolton* was launched at high water. She found the boat and picked up three men, who were exhausted. With the rowing boat in tow she then made for the oil wharf, South Shields, where the three men were landed. The life-boat returned to her station at 3.31.

WOMEN AND CHILDREN TAKEN OFF ISRAELI SHIP

Angle, Pembrokeshire. At eight o'clock on the morning of the 25th June, 1961, the coastguard informed the honorary secretary that a cargo ship was on fire five miles off St. Anne's Head. The weather was foggy with a light south-westerly wind and a heavy swell. At 8.30 on the ebb tide the life-boat *John R. Webb*, on temporary duty at the station, was launched. She found the cargo ship *Etrog* of Haifa in tow of a tug and went alongside. The coxswain was asked to take off the women and children. Two men, three women, three

young children and a baby were transferred to the life-boat and landed at Milford docks. The life-boat then turned to the *Etrog* and stood by until four o'clock, when no further help was needed. She reached her station at 5.30. The *Etrog* was finally beached in Dale Roads.

TWO SEAMEN TAKEN OFF VESSELS

Penlee, Cornwall. At three o'clock on the afternoon of the 25th June, 1961, the honorary secretary received a message that the life-boat would be needed to meet the motor vessel *La Colina* of London off the Wolf Rock lighthouse and take off a badly injured seaman. There was a light north-westerly breeze with a smooth sea. It was low water when the life-boat *Solomon Browne* was launched at eleven o'clock at night to embark a doctor and an ambulance crew at Newlyn. The life-boat met the motor vessel at the point agreed, and the doctor went on board her. The seaman, who had dislocated his shoulder, was then transferred to the life-boat. Meanwhile a further message had been received from Land's End radio that the Swedish steamer *Mergus* was approaching Wolf Rock, and that one of her crew suffering from a poisoned arm needed medical attention. After leaving the *La Colina* the life-boat closed the *Mergus*. Within half an hour the sick man was transferred, and the life-boat made for Newlyn, where the two patients were landed and removed to hospital. The life-boat then returned to her station, arriving at 4.20.

SICK KEEPER LANDED FROM LIGHTHOUSE

North Sunderland, Northumberland. About 10.30 on the morning of the 28th June, 1961, the local Trinity House representative informed the life-boat motor mechanic that a man was seriously ill in the Longstone lighthouse and needed to be brought ashore. A moderate westerly wind was blowing with a slight sea. At 10.45 the life-boat *Grace Darling* was launched on a flooding tide. The life-boat reached the lighthouse, safely embarked the sick man and landed him at North Sunderland harbour. The life-boat then returned to her station, arriving at 12.30.

EXPECTANT MOTHERS TAKEN OFF ISLAND

Arranmore, Co. Donegal. At two o'clock on the afternoon of the 28th June, 1961, the honorary secretary received an urgent message from the doctor at Gaveedore that the resident nurse on Tory Island had fallen while trying to reach an expectant mother on the island and had broken her arm. The doctor wanted the nurse and the patient to be transferred immediately by life-boat to the mainland. There was a fresh south-westerly wind and a rough sea with a flood tide, and because of the weather a local boat could not be used. At 2.30 the life-boat *W. M. Tilson* put out. When she reached Tory the nurse and two expectant mothers were taken on board. They were brought to the mainland, and the life-boat then returned to her station, arriving at eleven o'clock.

CABIN CRUISER TOWED IN

Aldeburgh, Suffolk. At 5.10 on the afternoon of the 28th June, 1961, the coastguard told the honorary secretary that a small cabin cruiser appeared to be in difficulty a mile east of Thorpe-ness. A moderate south-westerly wind was blowing with a slight sea. At 5.33 the life-boat *Alfred and Patience Gottwald* was launched at low water. On reaching the position given the life-boat found the motor cabin cruiser *De Santelle* with her engine broken down. She took the cabin cruiser in tow and brought her to Aldeburgh, reaching her station at 11.30.

TWO LIFE-BOATS AND HELICOPTER OUT TO FRENCH TRAWLER

Sennen Cove, Cornwall; and St. Mary's, Scilly Islands. At 8.12 on the evening of the 28th June, 1961, the coastguard informed the Sennen Cove honorary secretary that the Southern Rescue Coordination Centre at Plymouth had asked if the life-boat could put to sea to stand by while a helicopter flew a doctor to a French trawler, which was east-south-east of the Scilly Isles and had a sick man aboard. The tide was ebbing, and there was a very light south-westerly wind with a smooth sea. At 8.28 the life-boat *Susan Ashley* was

launched. The helicopter met the trawler, and the sick man was taken off. When the helicopter was back over the land the life-boat returned to her station, arriving at 12.15, but because of the tide she had to remain off shore for several hours before rehousing. Meanwhile the St. Mary's life-boat had also been alerted and had been launched at 8.29. She met the French trawler about seven miles south of St. Mary's. The life-boat circled the trawler until the sick man was hoisted into the helicopter. This was done from a float on to which the doctor had been lowered. The life-boat then put the doctor aboard the trawler. The helicopter returned to Land's End with the sick man, and the doctor returned to Newlyn in the trawler. The St. Mary's life-boat *Guy and Clare Hunter* reached her station at 10.50.

MAN IN SKIFF RESCUED BY FRENCH CRABBER

St. Ives, Cornwall. At ten o'clock on the night of the 28th June, 1961, the coastguard informed the honorary secretary that the skiff *Our John*, with one man on board, had been reported drifting westward on the ebb tide. There were light variable airs and a smooth sea. At 10.23 the life-boat *Edgar George Orlando and Eva Child* put out. A French crabber weighed anchor and followed astern of the life-boat, helping to search for the skiff. When the life-boat was inshore of the crabber the skiff was seen in the light of flares dropped from aircraft. The French crabber reached the skiff first, rescued the man on board and took the skiff in tow. The life-boat and the crabber then returned to St. Ives Bay, where the man was transferred to the life-boat and landed. The life-boat returned to her station at 12.30.

LIFE-BOAT STANDS BY CABIN CRUISER TWICE

Campbeltown, Argyllshire. At 6.35 on the evening of the 29th June, 1961, the honorary secretary received a message that a boat appeared to be aground on Arranman's Barrel Reef. This was confirmed by the coastguard. There was a gentle south-south-westerly

breeze and a slight sea. When the life-boat *Lady Jane and Martha Ryland*, on temporary duty at the station, was launched at 7.22, it was low water. The life-boat found the cabin cruiser *Flamingo*, with four people on board, aground. She was unable to come closer than twenty-five yards from the *Flamingo* and offered to fire a line across her and stand by until the cabin cruiser refloated. All offers of help were refused, but the life-boat remained standing by the *Flamingo* until she refloated and was able to proceed under her own power. The life-boat then returned to her station with the *Flamingo* following astern. On entering Cambeltown Loch the life-boat returned to the *Flamingo*, which had stopped a mile off Davaar light, and again stood by while a damaged fuel pipe was repaired. The life-boat then escorted the *Flamingo* into harbour and returned to her station at 11.40.

CABIN CRUISER TAKEN IN TOW

Exmouth, Devon. At 8.15 on the evening of the 30th June, 1961, the life-boat *George and Mary Strachan*, while returning from Plymouth to her station after survey, came up with the cabin cruiser *Gladina* of Torquay two miles south of Berry Head. There was a moderate north-westerly wind and a slight sea, and it was flood tide. As the *Gladina's* engines had broken down, a tow rope was passed, and the life-boat towed her to within half a mile of Torquay harbour. By this time those on board the cabin cruiser had managed to start her engines. The tow was therefore slipped, and the life-boat made for her station, arriving at 10.30.

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

New Brighton, Cheshire.—June 1st.
Great Yarmouth and Gorleston, Norfolk.—June 1st.

Margate, Kent.—June 4th.

Walton and Frinton, Essex.—June 5th

Bembridge, Isle of Wight.—June 7th.

Swanage, Dorset.—June 7th.

Anstruther, Fifeshire.—June 8th.

Islay, Hebrides.—June 10th.

Walton and Frinton, Essex.—June 10th.
 Portrush, Co. Antrim.—June 10th.
 Holyhead, Anglesey.—June 11th.
 Portrush, Co. Antrim.—June 11th.
 St. David's, Pembrokeshire.—June 12th.
 St. Peter Port, Guernsey.—June 13th.
 Dun Laoghaire, Co. Dublin.—June 14th.
 Hastings, Sussex.—June 14th.
 Lytham-St. Anne's, Lancashire.—June 14th.
 Stornoway, Outer Hebrides.—June 14th.
 Swanage, Dorset.—June 15th.
 Newquay, Cardiganshire.—June 16th.
 Padstow No. 1, Cornwall.—June 16th.
 Anstruther, Fifeshire.—June 18th.
 New Brighton, Cheshire.—June 17th.
 Skegness, Lincolnshire.—June 17th.
 Salcombe, Devon.—June 17th.
 The Mumbles, Glamorganshire.—June 21st.
 Mallaig, Invernesshire.—June 21st.
 Rosslare Harbour, Co. Wexford.—June 16th.
 Rhyl, Flintshire.—June 17th.
 Walton and Frinton, Essex.—June 18th.
 Seaham, Co. Durham.—June 18th.
 Troon, Ayrshire.—June 20th.
 Great Yarmouth and Gorleston, Norfolk.—June 22nd.
 Stornoway, Hebrides—June 24th.

Margate, Kent.—June 25th.
 Weston - super - Mare, Somerset.—June 26th.
 Clacton-on-Sea, Essex.—June 25th.
 Tenby, Pembrokeshire.—June 26th.
 Stronsay, Orkneys.—June 27th.
 Aith, Shetlands.—June 27th.
 Barrow, Lancashire.—June 29th.
 Padstow No. 1, Cornwall.—June 30th.

An account of a service carried out by the Selsey life-boat in March, 1961, was received too late for inclusion in the June, 1961, number of the *Life-boat*:

Selsey, Sussex. At 4.8 on the afternoon of 26th March, 1961, the coast-guard informed the honorary secretary that four people were stranded on a derelict Mulberry harbour about three-quarters of a mile off Pagham. At 4.14, when the life-boat *Canadian Pacific* was launched, there was a moderate to fresh west-south-westerly wind with a moderate sea. The tide was two hours flood. When the life-boat reached the position given at five o'clock four members of a swimming club were found who strongly denied that they needed help. Nevertheless they were taken aboard the life-boat and were landed at Pagham at 5.20. The life-boat then returned to her station, arriving at six o'clock.

Notice

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

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

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