

THE LIFE-BOAT

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Notes of the Quarter

SOME astounding figures have been recorded of the services of life-boats in 1961. The month of August this year was, for instance, by far the busiest month the service has ever known since it was founded 137 years ago. During the month life-boats were called out on service 181 times. The previous highest figure recorded for any one month was in August, 1956, when there were 146 launches. By the end of August this year the number of services by life-boats had already exceeded the average annual figure during the years of the last world war. At the time of going to press reports are pouring in of services during the gales in the autumn of this year, and it is clear that the record for the whole year will be one of remarkable achievement and endeavour.

NAVIGATIONAL AIDS

The Institution has decided to fit echo sounders as navigational aids in all new life-boats and to equip some older life-boats with echo sounders where they are clearly needed. Experiments designed to test the practical value of echo sounders in life-boats have been carried out over the past four years, seven different types of instruments having been experimented with.

All those life-boats which at present have an older type of R/T transmitter-receiver are to be fitted with the more powerful Curlew type. One consequence of this will be to increase substantially

the number of boats which can operate direction-finding equipment on both the distress frequency and on the navigational beacons around our coast.

USE OF MORPHIA

The Institution has obtained permission from the Home Office under the Dangerous Drugs Regulations for coxswains and motor mechanics to be in possession of morphia, and for certified first-aiders who are crew members to administer morphia at sea to the injured. This permission is at present confined to those parts of the United Kingdom in which regulations issued by the Home Office are applicable, and for the time being, therefore, Scotland, Ireland and the Isle of Man are excluded.

INTERNATIONAL LIFE-BOAT CONFERENCE

Edinburgh has been chosen as the site of the ninth international life-boat conference, which will be held from the 3rd to the 6th June, 1963. These conferences have taken place at intervals of four years, with interruptions because of the last war, since 1924, when the first international life-boat conference was held in London. The site of the eighth international conference was Bremen. Invitations have been issued to 26 overseas life-boat societies to attend.

THE LIFE-BOAT FLEET

152 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 30th September, 1961 - 83,317

Four Vellums Awarded to Crew Members

AT 1.25 on the afternoon of the 15th August, 1961, the Cromer coastguard received a message from the coastguard look-out at Cley that a motor yacht was burning a smoke distress flare some four to five miles north-east-by-east of the look-out.

The flare was also seen by David West, the coxswain's son, who informed his father, Coxswain Henry West. The coxswain telephoned both Cromer coastguard and the honorary secretary, Brigadier A. L. Kent Lemon. The maroons were fired at 1.35.

A strong breeze was blowing from the north-west with squalls. There was a short steep sea, the weather was cloudy, and visibility was moderate. It was two and a half hours before low water and the tide was setting to the westward.

Converted Ship's Boat

At 1.43 the Sheringham life-boat *The Manchester Unity of Odd Fellows*, which is one of the 37-foot Oakley type, was launched. She made for the position given and an hour later found the 35-foot converted ship's boat *Lucy* lying with the wind on her port beam and with her engine out of action. The boat was making water and her crew had a small sail set in an attempt to keep her steady. There were two men, one woman and a boy on board.

Coxswain West advised the crew of the *Lucy* to lower the sail and try to put the boat before the wind. He then ran in on her port side and successfully put one man on board. This was Bowman A. Scotter. He then made a second run in, and this time two other members of the crew succeeded in boarding the *Lucy*. They were Second Coxswain H. J. West and Signalman E. Wink.

Woman Unconscious

The second coxswain reported that the woman on board was unconscious and in a state of collapse, but because the *Lucy* was making water fast through her stern tube the two men in her crew could not leave the pump or bucket to attend to her. Coxswain West therefore decided to go alongside a third

time and take the woman off. Using his engines, he held the life-boat alongside for about four seconds, during which time the woman was lifted aboard the life-boat. The coxswain then came in a third time and took off the owner of the *Lucy* and the young boy. On his fifth run in the life-boat crew passed a securing rope, but this immediately parted.

Coxswain West was now becoming seriously concerned for the safety of the men still on board the *Lucy*, for she nearly capsized twice because of the short, steep sea and the amount of free surface water aboard her. He therefore went alongside a sixth time and took off the fourth member of the crew. The three members of the life-boat crew who were still on board the casualty did not have time to jump, but the two boats were washed together and all three men managed to scramble aboard the life-boat. Bowman Scotter was in danger of being crushed between the two boats, but he managed to pull himself away just in time.

Ambulance Waiting

The life-boat then made for Sheringham. A message was sent asking for an ambulance and a doctor to be waiting, and the woman was wrapped in blankets. She had recovered consciousness and was given hot cocoa to drink, and the life-boat crew succeeded in preventing her from becoming unconscious again.

The life-boat was beached at 5.30. She was later re-launched, as Coxswain West thought the *Lucy* might be a danger to shipping, but it was found that the *Lucy* had drifted clear and she was allowed to go ashore at Salthouse.

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain Henry West, Second Coxswain R. H. West, Bowman H. Scotter and Signalman E. Wink.

Vellum service certificates have been issued to the other members of the crew: Mechanic E. C. Craske, Assistant Mechanic J. H. Bishop, and crew members G. High, D. Little, B. Middleton, J. West.

Four Attempts to go Alongside Yawl

ON the morning of the 1st June, 1961, Mr. E. R. Copeman, the honorary secretary of the Teesmouth branch, was travelling with his wife on the coast road towards Redcar when his wife noticed a yacht close inshore in broken water. Mr. Copeman made contact with the coastguard to discover whether the Redcar life-boat had been launched. When he learnt that it had not been and had obtained further information, he alerted the Teesmouth crew.

At 10.21 the Teesmouth life-boat *Sarah Jane and James Season*, which is one of the 47-foot Watson type, was launched. A near gale was blowing from the north-west and the sea was very rough. The sky was overcast, and visibility, which was in general limited to about a mile and a half, was reduced near the shore by heavy spindrift. It was about half an hour before low water.

The life-boat encountered very heavy seas on crossing the bar and the radio-telephone receiver was put out of action. The motor mechanic, Colin Coates, traced a loose connection in the set and carried out effective repairs in most difficult conditions.

Yawl in Distress

The vessel in distress was a 20-ton yawl, *Sybil Kathleen*, which had been on passage from Hamble to Norway with a crew of three, when she had been dismasted about 120 miles north-east of the Tyne. Using her auxiliary engine, her skipper had aimed to make a land-fall off the Tyne, but he had no charts of the area and did not know where he was when he saw land near Staithes. The vessel altered course to the north-west, and Redcar was soon seen. The skipper then made for Redcar, not being aware of the dangers offshore.

The coastguard fired maroons to warn the yacht off. The yacht then made to the east-south-east towards Skinningrove Bay. She entered the bay, where there is no harbour, and the crew then let both anchors go in the hope of riding out the storm. Fuel was short and the yawl had not enough power to make headway into the wind.

Vessels Thrown Apart

Coxswain John Stonehouse reached the conclusion that the yawl was unlikely to have entered Skinningrove Bay, which is fully exposed to the north-west, and the life-boat searched for some time before the yawl was seen. He then worked his way in through the heavily broken water of the bay and found the yawl dragging both her anchors. Heavy seas were breaking over both the life-boat and the yawl as he tried to go alongside. His first attempt was unsuccessful as the seas threw the two vessels apart.

The coxswain then made a second run in and an attempt was made to pass a line, but the life-boat could not come close enough. He then decided that the only hope of rescuing the yawl's crew was to tow her clear. Oil was therefore laid to windward and Coxswain Stonehouse made a third attempt. This time he turned within a hundred yards of the beach, but once again the life-boat could not come close enough to the yawl.

There was little room in which to manoeuvre, and the life-boat was now in broken water close to the weather shore. The depth of water below the life-boat was only about nine feet. Nevertheless Coxswain Stonehouse now made his fourth attempt. He dropped back stern first on to the casualty, and this time a line was successfully passed. The yawl's crew then passed a nylon line to the life-boat, and when this was secured both the yawl's anchors were slipped, and the life-boat towed the yawl clear of the broken water. The yawl was towed by the life-boat to the lee of Hartlepool, as it was considered unsafe to enter Teesmouth with the yawl in tow. The life-boat finally reached her station at 2.34.

Bronze Medal Awarded

For this service the bronze medal for gallantry has been awarded to Coxswain John Stonehouse. The thanks of the Institution inscribed on vellum have been accorded to Mechanic Colin Coates. Medal service certificates have been issued to the other members of the

crew:—Second Coxswain Z. Catchpole; Bowman R. Stonehouse; Assistant Motor Mechanic C. Porter; Signaller

H. Hurst; Crew Member A. Ascough; Crew Member A. Embleton. Extra monetary rewards were also paid.

Award to Thirteen-year-old Boy

ABOUT 5.30 on the afternoon of the 18th July, 1961, a girl who was swimming was seen to be in difficulties near the slipway which is used for launching the Appledore boarding boat. There was a slight, variable breeze and a calm sea. It was two hours after low water, and in the stream about fifty feet off shore the tide was running at about three knots.

Richard Sidney Bowden, aged thirteen, the nephew of the second coxswain, was playing in a 9-foot dinghy with two children aged six and three. He heard the girl's cries for help and saw that she was out of her depth and in difficulties on the edge of the main flood stream some thirty to forty feet

off shore. He set off at once with the two small children still in the dinghy.

In about a minute the girl was carried into the full force of the flood stream and disappeared below the water. Rowing strongly, Richard Bowden stemmed the tide and came down on the girl stern first. He told the two small children to sit still on the bottom boards and shouted to the girl to hang on to the transom and not attempt to board the dinghy because she might capsize it. With the girl hanging on he succeeded in bringing the dinghy back.

For this service an engraved wristlet watch has been awarded to Richard Bowden.

Duke of Edinburgh Opens New Life-Boat Station

THE new life-boat station at the Lizard-Cadgwith was formally opened by H.R.H. the Duke of Edinburgh, who is himself a member of the Committee of Management of the Institution, on the 7th July, 1961. His Royal Highness also named the new life-boat *The Duke of Cornwall* (Civil Service No. 33).

A large crowd assembled in fine weather to watch the ceremony, and they were highly entertained when the Duke said of the life-boat: "I feel a certain parental interest in her. It is the second time I have had a hand in launching the Duke of Cornwall."

The chair was taken by Mr. A. J. Greenslade, chairman of the Lizard-Cadgwith branch, and the Chief Inspector of Lifeboats, Lieut-Commander W. L. G. Dutton, described the new boat, which is one of the new 52-foot Barnett class. Sir Eric Seal, chairman of the Civil Service Life-boat Fund, then presented the boat to the Institution.

As its name implies, this is the thirty-third life-boat which the Civil Service Life-boat Fund has provided.

In accepting the boat and handing her over to the branch, Earl Howe, Chairman of the Committee of Management, pointed out that the new life-boat station had been built at a cost of more than £90,000.

The Bishop of Truro conducted the service of dedication, assisted by the Rev. E. H. Hodges, Rector of Landewednack, the Rev. J. C. Salisbury, Rector of Grade with Ruan Minor, and the Rev. Stanley Davis, Methodist Minister of Helston Circuit.

Proposing a vote of thanks, Admiral E. L. S. King, vice-chairman of the branch committee, extended a cordial invitation to the Duke of Cornwall to make a trip in the life-boat at some time in the future.

After naming the new life-boat, the Duke of Edinburgh went afloat in her and took the wheel.

Search and Rescue at Sea

BY COMMANDER J. H. Lewty, O.B.E., R.N., *Chief Inspector of Coastguard*

ALONG the top of the first page of the official instructions to H.M. Coastguard the following words are written : "The swift emergencies of the sea call for prompt response".

It is just that which has led to the development over a long period of years of the present organisation of search and rescue at sea. In a sense the organisation has, of necessity, developed of itself. It is based on the co-operation of a number of separate bodies, some governmental and some voluntary. The number of these bodies has grown with the years and as new life-saving devices have been evolved. These are, to name only a few, the coast radio stations, the masters of vessels, the R.N.L.I., the Royal Navy, the Royal Air Force, Lloyd's, H.M. Coastguard.

Co-operation Between Services

Each of these organisations or individuals, depending on circumstances, may be in a position to play a vital part, perhaps on their own, but more usually in conjunction with one or more of the others. Who is likely to be involved in a rescue service will, of course, depend not only on the immediate circumstances of the casualty but on its geographical position.

Because of its disposition around the coast of the country, H.M. Coastguard is often in the best position to initiate search and rescue measures. For this reason it is looked upon as the organisation responsible for keeping other authorities engaged in a rescue operation in touch with events as they occur or are reported.

H.M. Coastguard is primarily a life-saving organisation. It keeps watch at danger points around the coasts of Great Britain. The service is organised on the basis of the maintenance of an extensive visual watch, particularly in bad and thick weather, and the basic type of coastguard station is one at which watch is only set in such weather. In fine weather, at these stations, the coast is scanned at dawn and dusk, and

at intervals during the day, and watch is set at once on the approach of bad weather or if local circumstances require it for any special reason.

Constant Watch Stations

There are, however, a number of constant watch stations where watch is kept in all weather by day and night. This is the case at all district headquarters stations, and at points where there is a large volume of coastal and fishing traffic and the navigational hazards are such that immediate life-saving action will be necessary if a casualty occurs, even in fine weather.

In addition, there are some constant night watch stations, since it is necessary to keep watch at night, even in fine weather, at a number of stations over and above those keeping constant watch.

Although many casualties are first brought to notice by the coastguard look-outs, an increasing proportion make their plight known by sending out a wireless distress message. This is picked up by the nearest coast radio station, of which there are twelve round the coasts of the United Kingdom, quickly re-broadcast to other ships, and passed on by telephone to the nearest Coastguard district headquarters station, known as the Coastguard liaison station. There the position of the casualty is plotted on a chart, and if this shows that the vessel lies outside the area controlled by the liaison station, the appropriate district headquarters are given the distress message by telephone together with any other information known. On the receipt of this information, it is the duty of this station to take the necessary life-saving action.

Life-Saving Apparatus Companies

If a vessel becomes stranded on the coast, the Coastguard may be forewarned by seeing the vessel drifting towards the coast, or they may see distress signals made from the vessel, or her plight may be reported to them

by a coast radio station which has received a distress message from her. The Coastguard at once inform the local life-boat station and assemble the appropriate life-saving apparatus company and send it as quickly as possible to the scene of the casualty. These companies are formed of local volunteers, and under the Coastguard locate the wreck and operate the life-saving equipment. In these circumstances it is unlikely that it will be necessary for any other authority to be called.

Aircraft Assistance

If, on the other hand, a ship catches fire, perhaps fifty miles from the coast, and sends out a distress call, other ships picking up the call will at once go to her assistance. The coast radio station which receives the distress call will re-broadcast it to shipping on the distress frequencies, and also inform the Coastguard, the appropriate naval commander-in-chief, and Lloyd's.

The Coastguard will tell the appropriate life-boat station, and if it seems likely that the ship will be abandoned will ask the R.A.F. rescue co-ordination centre to send aircraft assistance. The naval commander-in-chief will decide whether he can assist by sending or diverting naval vessels. Tug companies, on being told of the casualty by Lloyd's, may decide to send salvage tugs.

The coast radio station keeps the Coastguard informed of all signals and messages received from the casualty and other vessels taking part in the operation.

The very fact that so many of the authorities mentioned earlier may easily have a vital part to play makes it clear that an efficient liaison must be kept up between as many of them as necessary in the special circumstances of each case. A ready and sympathetic understanding of the problems of others is essential.

What Can in Fact Happen

It is a strange fact but experience has shown that the more local the incident the greater is the need for understanding and co-operation between separate

bodies. The following is an example of what can in fact happen when someone is in danger at sea :

A volunteer-in-charge of a coast-guard auxiliary station is rung up by the police and told that a dinghy has capsized off a certain café, and that men are reported clinging to the keel. Police have asked for a helicopter. The volunteer-in-charge rushes to his lookout. He does not know if the helicopter has taken off. He rings the nearest coastguard launching station and asks for the help of the life-boat. The honorary secretary is told, and if he decides the life-boat should be launched the maroons are fired.

Meanwhile all the volunteer-in-charge can see is a crowd on the beach near the café. He rings the police for further news. He rings a motor boat hirer, but get no answer.

The coastguard district headquarters ring and ask for information, as they have heard about the incident from the launching station. Later the volunteer-in-charge sees the life-boat and a helicopter approaching and searching. Messages are exchanged between life-boat and helicopter on very high frequency radio-telephone. The life-boat is seen to turn away and the helicopter goes off.

Room for Irritation

The telephone then rings again and the police say that a local motor boat effected the rescue just before the arrival of life-boat and helicopter.

There is a quite a lot of room for irritation to creep in here if the participants have no knowledge or appreciation of the others' problems and difficulties. But the rescue has been effected, and that is what really matters. All the organisations concerned were ready to give whatever help was needed, but the saving of life at sea is not the monopoly of any one of them. The purpose of the system which has been developed is to ensure that the different organisations co-operate to the best of their ability and that each plays its part in the work of rescue to which it is most suited.

Centenaries of Three Life-boat Stations

THREE life-boat stations, those at Campbeltown, Llandudno and Selsey, all celebrated this year the hundredth anniversary of their foundation.

The Campbeltown station was founded in the first instance largely because of a report received from Lloyd's agent on the desirability of a life-boat station at that point on the coast, the cost of the first life-boat being borne by Lady Murray of Edinburgh. By the time the station celebrated its centenary Campbeltown life-boats had been launched on service 184 times and had rescued 374 lives. Among recent outstanding services was one which took place in 1946, when no fewer than 54 men and women were rescued from the United States steamer *Byron Dainton*, which went ashore off the Mull of Kintyre. The service lasted seventeen hours, and the coxswain, Duncan Newlands, was awarded a clasp to his bronze medal. His first bronze medal had been earned as a member of the crew during a wartime service when the Campbeltown life-boat rescued 44 people from the vessel *Mobeka*.

Coxswain A Copper Miner

A station was established at Llandudno when two ladies named Miss Browne, of Liverpool, left the money for a new life-boat in memory of their sister. The first coxswain, Hugh Jones, was a copper-miner, and when the life-boat was called out his daughter regularly ran to the top of the shaft half-way up the Great Orme. She then rapped with a stone according to a pre-arranged system of signals and the coxswain rushed up and made for the life-boat. In the present century a medal was awarded to Coxswain John Owen for the rescue of two people from a schooner in a north-westerly gale which caused such a heavy sea that the life-boat, after carrying out the service, had to put into Colwyn Bay for shelter. At the time of the centenary celebration Llandudno life-boats had been launched on service 170 times and had rescued 160 lives.

When a life-boat station was established at Selsey in 1861 the journal of the Institution commented:—

"Selsey being only a poor fishing village, a branch of the Institution has been formed at Chichester to aid in supporting this establishment."

Service's Busiest Day

The Selsey life-boat crew played an outstanding part on the busiest day the life-boat service has known in its history. This was the 29th July, 1956, and Coxswain Douglas Grant was awarded the silver medal for gallantry for the rescue of 18 people from three yachts. Six years earlier the Maud Smith award for the bravest act of life-saving by a member of a life-boat crew during the year was voted to W. Arnell, who jumped overboard from the life-boat and rescued a man who was trying to swim ashore from an overturned boat in a choppy sea. When the station celebrated its centenary, Selsey life-boats had been launched on service 299 times and had rescued 242 lives.

The Campbeltown centenary celebration took place on the 18th July, 1961, when Provost A. P. McGrory took the chair. The Rev. J. R. H. Cormack conducted a service of thanksgiving, and Lord Saltoun presented the centenary vellum to the branch, Mr. A. G. MacKelvie, chairman of the branch, accepting it and handing it to the Provost of Campbeltown for safe keeping. Other speakers were Bailie David W. Gibson and Mr. A. G. MacKelvie.

Deputy Chairman Presents Vellum

At Llandudno on the 5th July, 1961, the Venerable Archdeacon Gwynfryn Richards, Vicar of Holy Trinity Church, Llandudno, conducted a service of thanksgiving, assisted by the Rev. D. Glanville Rees, Minister of the English Presbyterian Church, Llandudno. The Chairman of the Llandudno Urban District Council, Councillor T. E. White, was in the chair. Captain the Hon. V. M. Wyndham-Quin, Deputy Chairman of the Committee of Management, presented the centenary vellum, Mr. Thomas Taylor, honorary secretary of the branch, accepting it and handing it to Coxswain Gordon Bellamy for safe

keeping. A vote of thanks was proposed by Councillor Harold Neville, chairman of the branch.

Selsey celebrated its centenary on the 5th August, 1961. The Rev. E. Gearey, chairman of the branch, was in the chair, and the Reverend Canon G. H. Handisyde, Rector of Selsey, conducted a service of thanksgiving, assisted by the Rev. W. H. Bourne, Minister of the

Selsey Methodist Church. Mr. C. G. Freke, a member of the Committee of Management, presented the centenary vellum, and the Duke of Norfolk, president of the branch, accepted it on behalf of the branch and handed it to Coxswain Len Lawrence for safe keeping. A vote of thanks was proposed by Mr. A. G. Daggart, a member of the branch committee.

Four New Scottish Life-boats Named

DURING the month of August, 1961, no fewer than four new life-boats were named in Scotland. The ceremonies took place at Aith on the 2nd August, at Whitehills on the 12th August, at Portpatrick on the 16th August, and at Buckie on the 26th August.

The life-boat at Aith, which is the most northerly of all the Institution's stations, is one of the 52-foot Barnett type. The other three are all of the 47-foot Watson type.

The new Aith life-boat was given to the Institution by Mr. and Mrs. John Macfarlane, and Mrs. Macfarlane formally named the boat *John and Frances Macfarlane*. Captain Donald Cross, president of the Aith branch, was in the chair, and after Commander D. G. Wicksteed, Deputy Chief Inspector, had described the boat, Brigadier J. W. H. Gow, a member of the Committee of Management and chairman of the Glasgow branch, handed her over to the branch. Mr. Robert Fraser, the branch honorary secretary, accepted her. Dr. J. A. Hunter, chairman of the branch, proposed a vote of thanks. The Interim Moderator for Sandsting and Aithsting, the Rev. Gordon Holroyd, then dedicated the life-boat.

The Whitehills life-boat was provided out of a legacy from the late Mr. Harry Wycherley of Rochdale, a gift from Miss Jane W. Robb of Banchory, and the general funds of the Institution. The Duchess of Fife named the life-boat *Helen Wycherley*. The Rev. Alexander W. Greig, chairman of the branch was in the chair, and after the newly-appointed Northern District Inspector,

Lieut.-Commander M. Roden, had described the boat, Earl Howe, Chairman of the Committee of Management, handed her over to the branch. Mr. George Watson, joint honorary secretary of the branch, accepted her. Votes of thanks were proposed by Mrs. Stewart Turner, president of the local ladies' life-boat guild, and Mr. D. F. Ferguson, the other joint honorary secretary of the branch. The service of dedication was performed by the Rev. Mr. Greig.

Anonymous Donor

The Lady Jean Fforde, daughter of the late Duke of Montrose, who was for many years the Institution's Treasurer, named the new Portpatrick life-boat *The Jeanie*. The money for this boat was provided by an anonymous donor in Scotland. Mr. J. P. Tully, chairman of the Portpatrick branch, took the chair, and after the Northern District Inspector had described the boat, Earl Howe handed her over to the branch. Mr. A. A. McGregor, the branch honorary secretary, accepted her. After a vote of thanks proposed by Captain D. Orr-Ewing, the Rev. Robert H. Richmond, Minister of Portpatrick parish church, dedicated the life-boat, the Rev. D. F. Wrench, Priest in Charge of the episcopal churches of St. John's, Stranraer, and St. Ninian's, Portpatrick, blessing her.

The cost of the new Buckie boat was defrayed from legacies left by Miss Laura Moncur of Colinton, Edinburgh, and Miss Jessie Bridie Mavor of Skelmorlie, and the general funds of the Institution. Lady Saltoun named the

life-boat *Laura Moncur*. Mr. William Smith, chairman of the branch, was in the chair, and after a description of the boat had been given by the Northern District Inspector Lord Saltoun, a Vice-President of the Institution and Convener of the Scottish Life-boat Council, handed the boat over to the branch, the

boat being accepted by Dr. P. Reid, the branch's vice-chairman. Votes of thanks were proposed by the Provosts of Buckie and Findochty, Provost J. F. Cameron and Provost John H. Mackenzie, and the Rev. J. D. Henderson of north parish church, Buckie, dedicated the boat.

New Appointments

Mr. D. H. ROFF has been appointed Assistant Secretary of the Institution in succession to Mr. Stirling Whorlow.

Mr. Roff, who was born in 1902, joined the Institution in 1919. He worked for a number of years in the Chief Inspector's department at a time when the large mechanisation programme was carried out after the first world war. This enabled him to gain first-hand experience of work on the coast. After serving as principal clerk in the works and stores department, and later in the general and committee department, he was appointed Internal Auditor, a post which he has held for the past nine years. During the last war he served in the Auxiliary Fire Service.

Commander H. B. Acworth, O.B.E., R.N., has been appointed District Inspector (General).

Commander Acworth, details of whose earlier career were given in the March 1956 number of the *Life-boat* on page 195, joined the Institution as Eastern District Inspector in December, 1955. He was later appointed Irish District Inspector.

Commander Acworth is succeeded as Irish District Inspector by Lieut. D. B. CAIRNS, R.N.R., who is 32 years of age. After serving as a cadet in the Fleet Auxiliary, Lieut. Cairns joined the service of Royal Mail Lines Limited. He later held the post of Assistant Navigation Inspector for the Thames Conservancy Board.

Portrait on the Cover

The portrait on the cover is of Coxswain Henry Walker, of Holy Island, Northumberland, who has just retired from the service. He was appointed coxswain at the beginning of 1945 and previously served for

some eighteen months as bowman. He first joined the crew in 1918. During his period of service Holy Island life-boats were launched on service 101 times and rescued 132 lives.

Life-boat Crew at Buckingham Palace

H.M. the Queen invested each of the five members of the crew of the Moelfre life-boat who took part in the rescue from the coaster *Hindlea* on the 27th October, 1959, with the silver medal for gallantry in saving life at sea at Buckingham Palace on the 13th July, 1961. The five members of the crew were Coxswain

Richard Evans, Motor Mechanic Evan Owens, Acting Second Coxswain Hugh Owen, Acting Assistant Mechanic Donald Francis and member of the crew Hugh Jones. A full account of the service appeared in the March, 1960 number of the *Life-boat*, on page 380.

Service of the Life-boats in July, August and September 160 Lives Rescued

JULY

DURING July life-boats were launched on service 120 times and rescued 50 lives.

UNCONSCIOUS MAN TAKEN ABOARD LIFE-BOAT

Tynemouth, Northumberland. On the afternoon of the 1st July, 1961, the life-boat *Tynesider* was launched to take out members of the Tynemouth and South Shields ladies' life-boat guilds. After returning from the trip she lay alongside the west side of the life-boat slipway. The weather was fine. It was high water with a full spring and very heavy tide. A small boat with three men on board, which was making her way very slowly against the tide, suddenly appeared to lose an oar. She spun round and was soon being carried away out of control. The life-boat immediately went to her help and was asked to tow the boat downstream to the moorings. Meanwhile the lost oar had been recovered.

Considerable shouting was now heard from the fish-quay and seemed to be directed towards the life-boat. There also seemed to be excitement on board a small crabber *Margaret and Dennis*, and a crowd had collected on the quay above her. The life-boat cast off the small boat, promising to return if she again got into difficulties, and made for the fish-quay. She went alongside the *Margaret and Dennis*, receiving slight damage to her fender in doing so.

It was then learnt that the skipper of a trawler had fallen into the water after striking his head. Oxygen was being administered to him, but rather than land him at the quay it was agreed that it would be better to take him to the ferry landing, where an ambulance had been sent to wait. As there was no power on board the crabber, the life-boat was asked to tow her to the ferry landing. Fortunately the life-boat was carrying oxygen resuscitation apparatus, and the injured man was transferred to the life-boat without incident and taken to the landing three quarters of a mile

away. He was still unconscious when he arrived and was carried into the waiting ambulance and taken to hospital. The life-boat then took the guild members back to South Shields and finally reached her station at 5.15.

TOW FOR YACHT ADRIFT

Ramsgate, Kent. At 10.10 on the morning of the 1st July, 1961, the coastguard informed the honorary secretary that a motor yacht had broken down just off the Brake sands. There was no wind and the sea was smooth. At 10.18 the life-boat *Michael and Lily Davis* put off on a flooding tide. On reaching the position given the life-boat found the motor yacht *Sandra* with her engine broken down and drifting. She towed the *Sandra* to Ramsgate and reached her station at 10.40.

MAN RESCUED AFTER EXPLOSION IN YACHT

Hastings, Sussex. At 11.55 on the morning of the 1st July, 1961, the coastguard informed the honorary secretary that there had been an explosion, followed by fire, on board a vessel about two and a half miles off the Fairlight estate. There were light airs and the sea was smooth. At 12.5 the life-boat *M.T.C.* was launched at high water. She found the yacht *Lady Alice* of Rye completely wrecked. The life-boat searched the area and found the only person who had been on board the yacht hanging on to his upturned dinghy. He was hauled aboard the life-boat, debris was collected, and it was decided to take what remained of the casualty in tow to the shore. When the tow was made fast, however, the yacht began to sink, and after the tow had been cast off the *Lady Alice* went to the bottom. The life-boat then returned to her station with the dinghy, arriving at 1.43. The survivor was given food and clothing by the brother of the second coxswain of the life-boat and was later taken to Rye Harbour, where his car was waiting.

INJURED MAN CARRIED DOWN THREE HUNDRED STEPS

Valentia, Co. Kerry. At 4.40 on the afternoon of the 1st July, 1961, Valentia radio informed the honorary secretary that a badly injured man on Tearsaght Rock needed a doctor, and the help of the life-boat was requested. The man had cut his head badly, his back was injured, and he could not walk. At 4.50 the life-boat *Peter and Sarah Blake*, on temporary duty at the station, put out on a flood tide. A moderate north-east wind was blowing. The sea was calm but there was a heavy swell. The life-boat called at Valentia quay to take a doctor on board. The boarding boat was also made ready for towing, as the keeper at Tearsaght Rock had reported that the landing there was awash because of the heavy swell. The life-boat reached Tearsaght at seven o'clock and the doctor was landed by hoist. The injured man was put in the life-boat's stretcher and carried down three hundred steps to the hoist. He was then placed in the boarding boat and taken to the life-boat. The boarding boat returned and embarked the doctor, who was taken on board the life-boat. The life-boat returned to Valentia and landed the injured man at Reenard Point, from where he was taken to Tralee hospital. The life-boat finally reached her station at 12.20.

TWO BOATS TOWED AND ONE ESCORTED

Llandudno, Caernarvonshire. At 12.30 on the afternoon of the 2nd July, 1961, members of the life-boat crew and others on shore noticed that three rowing boats, each with a crew of three, appeared to be having difficulty in making the shore. There was a moderate west-north-westerly wind with a slight sea, and the tide was flooding. At 12.45 the life-boat *Annie Ronald and Isabella Forrest* was launched. On reaching the rowing boats about a mile off shore she found that the occupants had put on life-jackets, and they eagerly accepted the offer of a tow. The life-boat towed two of the boats to the shore and then returned for the third. Meanwhile a watch had been kept on a motor boat about two miles off shore, which

seemed to be drifting. It was decided to make for this boat, and on reaching her the life-boat crew found she had a fishing party of five on board, who were not aware that their boat had been dragging her anchor. As she would have had difficulty in reaching the shore when the tide began to ebb, those on board the motor boat decided to move closer inshore with the life-boat to escort them. The life-boat finally returned to her station at 2.5.

DINGHY TOWED IN DURING REGATTA

Hastings, Sussex. On the afternoon of the 2nd July, 1961, while the Hastings regatta was taking place, news was received that a small dinghy belonging to the local angling association was lying some distance off shore and making no headway. There was a fresh north-easterly breeze and a moderate sea. A message was passed to the life-boat *M.T.C.*, which was standing by during the regatta, and she found the dinghy, whose engine had failed. Because of the heavy wind and sea it was not possible for the three men on board to row, and the life-boat took the dinghy in tow, returning to her station at five o'clock.

JOINT HELICOPTER-LIFE-BOAT RESCUE

Lowestoft, Suffolk. At four o'clock on the afternoon of the 2nd July, 1961, the coastguard learnt that a dinghy had capsized about a mile off shore at Corton and that her crew were clinging to her. A moderate northerly breeze was blowing and the sea was choppy. At 4.13 the life-boat *Michael Stephens* was launched on an ebbing tide. She was joined in the search for the dinghy by a helicopter. Both the life-boat and the helicopter had difficulty in finding the casualty, but after being guided by the coastguard they found the sailing dinghy *Sunya*. The helicopter rescued a woman and the life-boat two men. The life-boat towed the *Sunya* to Gorleston, where the two men were landed in an exhausted condition. They were then taken by ambulance to the caravan site where they were staying. The life-boat reached her station at 6.55.

DINGHY TOWED TO SAILING CLUB

Clacton-on-Sea, Essex. At 4.10 on the afternoon of the 2nd July, 1961, the coastguard informed the honorary secretary that a dinghy with three men on board was in difficulties one mile off Jaywick. A gentle north-westerly wind was blowing and there was a slight sea when the life-boat *Sir Godfrey Baring* was launched at 4.20 on an ebbing tide. The life-boat made for the position given but while on her way learnt that the dinghy was being towed in by a tug together with two other small craft. As a report had been received that another dinghy had capsized off Holland Haven sailing club, the life-boat was accordingly diverted. This second dinghy, whose occupants had already been rescued, was found and towed back to the sailing club. Help was also given to another small craft, which was later able to proceed unaided. The life-boat returned to her station at 6.40 and was rehoused at 7.20.

CAPSIZED DINGHY TOWED TO HARBOUR

Fowey, Cornwall. At 4.25 on the afternoon of the 2nd July, 1961, the coastguard informed the honorary secretary that a yacht had capsized a mile off Polkerris and that four people were in the water. There was a moderate northerly breeze and a slight sea with a flood tide. At 4.35 the life-boat *Deney's Reitz* was launched. Shortly afterwards information was received that the four people had been picked up by local boats and landed at Polkerris, but the capsized boat was still adrift. The life-boat took the dinghy *Karina* in tow to Fowey and then returned to her station, arriving at 6.10.

RACING YACHTS CAPSIZE IN SQUALL

Margate, Kent. At 4.26 on the afternoon of the 2nd July, 1961, the coastguard informed the honorary secretary that a sailing dinghy had capsized a mile and a half off Whiteness. There was a moderate north-westerly wind with a rough sea. At 4.35 the life-boat *North Foreland (Civil Service No. 11)* was launched on the ebb tide. Shortly before she launched news was received that the boat was one of several yachts that

had been taking part in a race off Broadstairs. They had been caught in a squall and nearly all had capsized. On reaching the position the life-boat found that the sailing dinghy *Squall* of Broadstairs had capsized. Another yacht, *Sea Hawk*, had rescued the man on board and had the capsized *Squall* in tow. As the *Sea Hawk* could not make headway, the life-boat took the survivor on board, and with the *Squall* in tow made for Broadstairs. Meanwhile all the other capsized yachts had been picked up or towed in by motor boats from Broadstairs. The life-boat therefore made for her station, but on the way she found the yacht *Valerie* dangerously close to Foreness Point. The coxswain warned the yacht's crew of the danger they were in and escorted the *Valerie* into deep water. The life-boat arrived back at her station at 6.45.

TOW FOR TRAWLER WITH ENGINE TROUBLE

Workington, Cumberland. At 6.35 on the morning of the 3rd July, 1961, the coastguard informed the honorary secretary that the trawler *Ailsea* had broken down with engine trouble half-way between St. Bees and Meikle Ross in the Solway Firth. A fresh west-south-westerly wind was blowing with a rough sea. The tide was ebbing. At 7.10 the life-boat *Manchester and Salford XXIX* was launched. The life-boat reached the *Ailsea*, which had a crew of three, eight miles south-south-west of Ross light. She took her in tow to Workington, and then returned to her station, arriving at 1.45.

TOW LINE RUN TO SWEDISH VESSEL

Stornoway, Outer Hebrides. At 10.35 on the morning of the 3rd July, 1961, the coastguard informed the honorary secretary that a Swedish vessel was drifting ashore about two miles from Glas Island lighthouse and needed immediate help. A strong west-south-westerly wind was blowing, and the sea was rough. It was one hour before high water. At 10.55 the life-boat *The Rankin*, on temporary duty at the station, put out. She found the vessel *Annika* of Gothenburg with both anchors down about a mile off shore. Her engines had

broken down. H.M.S. *Urchin*, which had also gone to the help of the casualty, asked the life-boat coxswain to run a tow line and to stand by while she attempted towing. The towing was later abandoned, as the *Annika* reported that her anchors were holding and the engine repairs were expected to be completed in a few hours. About six o'clock, when the *Annika* was under way, the life-boat returned to her station, which she reached at 8.30.

MOTOR BOAT TAKEN IN TOW

Moelfre, Anglesey. At 2.35 on the afternoon of the 3rd July, 1961, the police at Benllech informed the honorary secretary that a small boat flying a distress signal off Red Wharf bay was drifting out to sea. A fresh south-south-westerly wind was blowing, and the sea was rough. Five minutes later the life-boat *Watkin Williams* was launched at high water. She reached the small motor boat *Hebe 2*, which had a crew of two, about three miles north-east of Red Wharf river. The boat's engine had broken down, and the life-boat took her in tow to Moelfre. The life-boat returned to her station at 4.10.

TWO GIRLS RESCUED FROM CLIFF

Salcombe, Devon. At 5.45 on the evening of the 3rd July, 1961, the coastguard informed the honorary secretary that a party of women were stranded near the Pig's Nose. They had landed by dinghy from their motor boat *Frisky*, which had broken down, and three of them had climbed the cliff and given warning of the plight of the others. These were two girls, who had been unable to climb the cliff and were stranded on a rock at the base. The *Frisky* had drifted away with the tide. There was a light westerly breeze and the sea was calm. At six o'clock the life-boat *Samuel and Marie Parkhouse* put off on the flooding tide with a dinghy in tow. The two girls were rescued and their dinghy was towed to harbour. The life-boat returned to her station at 7.45.

LIFE-BOAT STANDS BY CABIN CRUISER ASHORE

Dungeness, Kent. At 8.20 on the evening of the 3rd July, 1961, the

honorary secretary received a message from the observation post at the range at Lydd that a small cabin cruiser was burning red flares a mile off Jury Gap. There was a moderate south-westerly wind with a corresponding sea, and it was low water. At 8.32 the life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched. She reached Jury Gap but found nothing, and a message was then received that there was a boat of the same description close inshore making towards Rye. The life-boat made for the shore but could not come close enough to contact the boat. Shortly afterwards a boat came out from the shore. She was the cabin cruiser *Dorothy* of Poole, and it was her crew who had been burning flares. She had apparently been unable to find shelter, and she now followed the life-boat into Dungeness roads. After a time the *Dorothy* ran ashore and the life-boat stood by her until the arrival of the coastguard life-saving apparatus team. The life-boat then returned to her station at 12.30. The *Dorothy* was towed into Rye Harbour on the next tide.

FOUR PEOPLE TAKEN OFF YACHT

Ramsgate, Kent. At 10.29 on the night of the 3rd July, 1961, the coastguard informed the honorary secretary that a motor cruiser was firing red flares a mile and a half east of the North Goodwin lightvessel. There was a moderate south-westerly breeze with a rough sea. It was nearly low water. At 10.42 the life-boat *Michael and Lily Davis* put out. She came up with the motor yacht *Vivien Jean*, which had broken down, three miles east of the North Goodwin lightvessel. The yacht's crew of four were taken on board the life-boat, and two members of the life-boat's crew boarded the *Vivien Jean*, which was then taken in tow by the life-boat and brought to Ramsgate harbour. The life-boat reached her station at 1.28.

TOW FOR YACHT IN WHOLE GALE

Islay, Inner Hebrides. At 11.55 on the night of the 3rd July, 1961, the honorary secretary, while listening to his radio on the trawler wave band,

heard a distress call from the yacht *Caragh*, stating that she was dragging her anchors over the reef at Small Isles off Craighouse, Jura. A whole north-westerly gale was blowing with a very rough sea. At 12.15 the life-boat *Charlotte Elizabeth*, on temporary duty at the station, put out on the ebbing tide. News was received from the coastguard that several vessels were sheltering south of McArthur's Head light, and one of them, the Fleetwood trawler *Princess Ann*, gave valuable help by relaying messages between the life-boat, the yacht *Caragh* and Oban radio. The yacht was manned by a man and his wife and there was a dog on board. The two people were both exhausted. The life-boat towed the yacht into Port Askaig and then returned to her station, arriving at 5.20.

EMPTY LAUNCH TOWED TO HARBOUR

Mallaig, Inverness-shire. At 7.45 on the morning of the 4th July, 1961, the coastguard informed the honorary secretary that a small launch was drifting in the direction of Rhum Island and was a danger to navigation. The life-boat *E. M. M. Gordon Cubbin* left her moorings at eight o'clock in a strong north-easterly wind and a rough sea. The tide was flooding. The life-boat found the empty launch half a mile north-east of Rhum Island and took her in tow to Rhum harbour. She then returned to her station, arriving at 1.30.

FISHING COBLE FOUND AFTER SEARCH

Broughty Ferry, Angus. At 12.44 early on the morning of the 4th July, 1961, the coastguard informed the honorary secretary that a man was adrift in a small boat off Hobby Horse bank, near Newburgh on the Tay estuary. There was a strong north-westerly wind with a heavy sea. The tide had begun to flood. At one o'clock the life-boat *The Robert* was launched. She searched an area in the darkness west of Tay bridge, and at 3.45 she found the missing boat drifting off Balmerino Point. The boat was a small salmon fishing coble, but there was no one on board. In collaboration with the

police the life-boat made an intensive search along the south beach, but without result. The police took charge of the coble, and the life-boat finally reached her station at 7.55.

INJURED LIGHT-KEEPER TAKEN OFF ROCK

Girvan, Ayrshire. At ten o'clock on the morning of the 5th July, 1961, the honorary secretary received a message that one of the light keepers on Ailsa Craig had fallen and been injured and that he needed immediate medical help. There was a fresh north-westerly wind with a rough sea, and the tide was ebbing. At 10.20 the life-boat *Glencoe, Glasgow*, put out, as the Northern Light-house Board's local tender could not cross the bar because of the state of the neap tide. The life-boat reached the light-house and took off the injured keeper, who had broken some ribs, and landed him at Girvan, where he was removed to hospital. The life-boat returned to her station at 2.30.

TWO BOYS TAKEN OFF ROCKS

Donaghadee, Co. Down. About 2.45 on the afternoon of the 5th July, 1961, the honorary secretary received a preliminary message from the coastguard that the police had reported two boys stranded on rocks off Millisle. This was confirmed later at 3.30. At 3.40 the life-boat *Sir Samuel Kelly*, with the boarding boat in tow, put out and made for the position given. There was a gentle northerly breeze with a choppy sea. The two boys, who were aged nine and fifteen, were taken off the rocks, and brought to Donaghadee. They were in good shape, and the honorary secretary took them back in his car to a caravan at Millisle, where they were staying. The life-boat returned to her station at 4.50.

CABIN CRUISER TAKEN IN TOW

Anstruther, Fife. At 4.7 on the afternoon of the 6th July, 1961, the coastguard informed the honorary secretary that a cabin cruiser was firing red flares off the North Carr lightvessel. A strong south-west-by-westerly breeze was blowing, and the sea was rough. At 4.24, about low water, the life-boat

James and Ruby Jackson was launched. She made for a position indicated by a helicopter, and on arriving found the cabin cruiser *Widgeon* drifting with two people aboard. Her engines had broken down. A small boat from the North Carr lightvessel was standing by. The life-boat took both boats in tow, and after returning the small boat to the lightvessel, she made for her station with the cabin cruiser still in tow, and arrived at 9.7.

ESCORT FOR YACHT IN TOW

Barry Dock, Glamorgan. At 5.2 on the afternoon of the 6th July, 1961, the coastguard informed the honorary secretary that a small yacht *Amanda Jane* of Cardiff was making distress signals off Sully hospital a little to the east of Barry. A fresh north-westerly wind was blowing with a moderate sea. The tide was ebbing. At 5.14 the life-boat *Rachel and Mary Evans* was launched. She reached the *Amanda Jane* and found that her engine had broken down. The Barry pilot boat already had the *Amanda Jane* in tow, and the life-boat escorted both boats to harbour and reached her station at six o'clock.

SWIMMERS RESCUED BY BOATS AND HELICOPTER

Blyth, Northumberland. At 7.50 on the evening of the 6th July, 1961, the coastguard informed the honorary secretary that a swimmer was in difficulties off Seaton Sluice beach. There was a light south-westerly breeze and the sea was calm. The tide was half flood. At eight o'clock the life-boat *Winston Churchill* (Civil Service No. 8) was launched. The pilot boat and a fast private launch had already put out to the swimmer. News was then received that four swimmers had been reported to be in difficulties, and this information was passed to the life-boat. The private launch and the pilot boat had each picked up a girl, and two of the life-boat's crew were put on board the pilot boat to render first aid to the rescued girl while she was being taken to the pilot jetty. Four blankets were also put on board the pilot boat, and the girl had nearly recovered by the time the boat reached the shore. A helicopter

also managed to rescue two men who were in the water, and it was thought that the rescue was now complete. However, two other girls, who had managed to reach the shore, reported that a sister of one of them was still in the sea. The life-boat returned to the area to continue searching, but it was then discovered that this girl was the one who had been rescued by the pilot boat. The life-boat finally reached her station at ten o'clock.

BODY TAKEN OFF SHIP

Great Yarmouth and Gorleston, Norfolk. At 8.15 on the evening of the 7th July, 1961, the Chief Constable of Yarmouth asked for the life-boat to meet a ship in the Yarmouth roads and collect a body which had been picked up about five miles east of Corton light. At 8.30 the life-boat *Louise Stephens* was launched on the ebb tide in a light south-easterly breeze with the Chief Constable and a policeman aboard. The body was taken from the *Atlantic Coast* and brought to harbour, and the life-boat then returned to her station, arriving at 9.10.

MOTOR BOAT TOWED TO BEACH

Moelfre, Anglesey. At 11.20 on the morning of the 8th July, 1961, the coastguard informed the honorary secretary that a motor boat, whose engine had failed, was being rapidly carried out to sea on the ebb tide. There was a fresh south-westerly wind with a slight sea, and the tide was half ebb. The Moelfre life-boat *Watkin Williams*, was launched at 11.30. She found the motor boat, which was the *Laura II* of Traith Buchan with one man on board, a mile and a half north-east of Traith Buchan Point. The life-boat towed the boat into Traith Buchan beach, returning to her station at 12.35.

MOTOR LAUNCH FOUND AFTER SEARCH

Anstruther, Fifeshire. At 7.23 on the evening of the 8th July, 1961, the coastguard informed the honorary secretary that a boat appeared to be in difficulties three miles off Leven Bay. A fresh west-south-westerly wind was blowing, and the sea was rough. At 7.37 the life-boat

Ruby Jackson was launched on a flood tide and made for the position given. A message was received that a helicopter had taken one man off the casualty. After some difficulty the life-boat found the motor launch *Maggie* of Methil, which had run out of fuel, and had four people aboard. The life-boat towed the motor launch to Methil and then returned to her station, arriving at 12.15.

DINGHY TOWED IN AFTER CREW PICKED UP

Llandudno, Caernarvonshire. At 11.20 on the morning of the 9th July, 1961, the police told the honorary secretary that a dinghy had been seen to capsize about a mile east of the Little Orme and that two men were clinging to it. A moderate west-north-westerly wind was blowing with a moderate sea. The tide was ebbing. At 11.40 the life-boat *Annie Ronald and Isabella Forrest* was launched. On reaching the position, the life-boat found a small boat with an outboard motor trying to tow the dinghy. This boat had picked up those on board the dinghy as well as the crew of two of another dinghy, which had capsized a mile to the north. The life-boat crew were asked to recover the second dinghy. They did so and towed the dinghy to Rhos-on-Sea. The life-boat reached her station at 2.20.

THREE MEN RESCUED FROM ROCKS

Dunbar, Haddingtonshire. At 12.15 on the afternoon of the 9th July, 1961, the coastguard informed the honorary secretary that the police had reported two small boats in difficulties on the rocks off Dunbar old bathing pool. A strong west-north-westerly wind was blowing with a rough sea. The tide was half flood. The message stated that one boat had sunk and the other had become waterlogged: three men had managed to reach the rocks and were in extreme danger because of the flooding tide. At 12.25 the life-boat *Margaret* put out with the boarding boat in tow. On reaching the position, the boarding boat went in close, picked up the three men and brought them to the life-boat. The life-boat landed them at the harbour and reached her station at one o'clock.

TWO MEN RESCUED FROM DINGHY

Amble, Northumberland. At 4.42 on the afternoon of the 9th July, 1961, the coastguard informed the honorary secretary that two men had been seen clinging to a dinghy which had capsized at the north end of Coquet Island. There was a light west-north-westerly breeze with a slight sea. Five minutes later the life-boat *Millie Walton* put out on a flooding tide. When she reached the area of search the position of the capsized boat was indicated by a helicopter. The lifeboat found the dinghy *Sgiandubh*, rescued her crew of two and took the dinghy in tow. The dinghy later broke adrift but was towed by a fishing coble into port. The rescued men were landed, and the life-boat returned to her moorings at 5.30.

SEVEN TAKEN OFF MOTOR LAUNCH

Fishguard, Pembrokeshire. At 12.13 early on the morning of the 10th July, 1961, the coastguard passed on to the honorary secretary a report from the Strumble Head lighthouse that a red flare had been seen two miles to the north-west. There was a fresh south-westerly breeze with a choppy sea. At 12.43 the life-boat *Howard Marryat* was launched at low water. She found the motor launch *Sea Lion* broken down six miles west of Strumble Head. Seven people were on board, and they were taken off by the life-boat, which then towed the *Sea Lion* into Fishguard harbour. After landing the seven people the life-boat returned to her station, arriving at 4.20.

ESCORT FOR LAUNCH WITH TWO DINGHIES IN TOW

Fowey, Cornwall. At 12.26 on the afternoon of the 11th July, 1961, the coastguard informed the honorary secretary that a sailing boat was on the rocks to the west of Fowey harbour. There was a gentle southerly breeze and a smooth sea. The tide was flooding. At 12.36 the life-boat *Deneys Reitz* put to sea. On reaching the position, the life-boat found the Fowey harbour commissioners' launch with the dinghies *Shelduck* and *Lapwing* in tow. The crew of the launch had been informed that a dinghy had broken away from a motor

cruiser approaching Fowey and had gone out to look for her. The life-boat escorted the launch and the two dinghies to Fowey and then returned to her station, arriving at 1.10.

SECOND LAUNCH ON SAME DAY

Fowey, Cornwall. On the 11th July, 1961, the life-boat *Deneys Reitz* had returned after escorting the dinghies *Shelduck* and *Lapwing* to safety when it was learnt that the two dinghies were now making for a dismayed dinghy on the rocks near Coombe Hawne. There was a light southerly breeze and the sea was choppy. The tide was flooding. The life-boat *Deneys Reitz* therefore put to sea again at 1.40 in the afternoon. She found the sailing dinghy *Babioli* with a broken mast on the rocks. There was no sign of any of her crew, and the life-boat towed the *Babioli* to Fowey. It was then learnt that this was the dinghy which had been lost near Fowey by the motor yacht *Zedora*. The life-boat finally reached her station at 2.36.

TOW FOR COBLE WITH ENGINE TROUBLE

Amble, Northumberland. At 3.38 on the morning of the 11th July, 1961, the coastguard informed the honorary secretary that a red flare had been seen near Snab Point, Drudridge Bay. There was little wind and a slight sea. The tide had begun to ebb. At 3.58 the life-boat *Millie Walton* put out. She made for Drudridge Bay and found the fishing coble *Green Pastures*, which had a broken propeller shaft coupling and was making water. The life-boat towed the *Green Pastures*, which had a crew of two, into Amble and returned to her station, arriving at 5.40.

COBLE ESCORTED IN FOG

Newbiggin, Northumberland. At 10.50 on the morning of the 12th July, 1961, the coastguard informed the honorary secretary that the Amble life-boat was on service searching for the fishing coble *Mother's Joy* but that she had not managed to find her. He asked if the Newbiggin life-boat would join in the search. There was a light south-south-easterly breeze and the sea was

rough. It was foggy. At 11.30 the life-boat *Richard Ashley* was launched on the flood tide. She set a course to the south to search first for two local cobbles, which were overdue from fishing near Blyth. While doing so, she received a message that the *Mother's Joy* had beached near Hauxley. The two Newbiggin cobbles were found, and the life-boat escorted one back to Newbiggin, while the other made for Blyth. The life-boat reached her station at 12.55.

TWO COBBLES ESCORTED IN FOG

Boulmer, Northumberland. On the afternoon of the 12th July, 1961, concern was felt for two local fishing cobbles *Sea Flower* and *Brighter Dawn*, which were overdue from fishing. The crews of other boats had reported on returning that weather conditions were bad, fog being the main cause for concern. There was a light south-south-easterly breeze with a moderate sea. At 1.41 the life-boat *Clarissa Langdon* was launched. The tide was flooding. The life-boat found the *Sea Flower* and *Brighter Dawn* a mile and a half north of Amble. She escorted them back to Boulmer and reached her station at 2.57.

YACHT TOWED FROM NEAR ROCKS IN GALE

Yarmouth, Isle of Wight. At 5.55 on the morning of the 13th July, 1961, the coastguard informed the honorary secretary that the pilot launch, which was sheltering in Totland bay, had reported that a small yacht needed help. The pilot launch was standing by, but because of the shallow water and heavy seas she could not go alongside the yacht. A north-west gale was blowing with a very rough sea. The life-boat *Elizabeth Elson*, on temporary duty at the station, was launched at low water. On reaching the position given, the life-boat found the yacht *Timander* very close to Warden ledge and dragging her anchors. The life-boat crew succeeded in getting a line aboard the *Timander* and towed her clear of the rocks. She then brought the yacht, which had three people on board, in tow to Yarmouth harbour. The life-boat reached her station at 7.45.

TOW FOR YACHT IN RACE ACROSS CHANNEL

Bembridge, Isle of Wight. At 7.21 on the morning of the 13th July, 1961, the coastguard informed the honorary secretary that a small boat was in difficulties off Ryde pier. A moderate north-westerly wind was blowing and there was a rough sea. The tide had begun to flood. At 7.25 the life-boat *Jesse Lumb* was launched. After half an hour a message was received that the yacht had been reported making her way to Portsmouth. This information was passed to the life-boat and at the same time she was instructed to try to intercept the yacht. She did so and towed the yacht *Esquirol II* into Portsmouth harbour. The yacht had been taking part in a race from France to Cowes. At 9.32 the life-boat reported that she was investigating the position of a small vessel off Hayling Island. On finding that this vessel did not need help, she returned to her station, arriving at 10.50.

CRAB BOATS ESCORTED IN NEAR GALE

Sheringham, Norfolk. At 10.30 on the morning of the 13th July, 1961, the honorary secretary was told by a fisherman who had just come ashore that the sea was becoming rough and several crab boats had not yet returned. In particular anxiety was felt for the small outboard motor boat *The Englishman*, which was in difficulty. A near gale was blowing and the tide was half flood. At 10.59 the life-boat *The Manchester Unity of Odd Fellows* was launched. She went to a position off the East and West Runtons where the boats had been reported. Four crab boats were met and escorted to safety. Meanwhile the Cromer coastguard had asked if the life-boat would keep watch on some fishing boats from Cromer. Once it was known that the Sheringham crab boats were safe the life-boat stood by the Cromer boats until they were safely beached. She then returned to her station, arriving at 12.25.

DUTCH COASTER TAKEN IN TOW IN GALE

Dunmore East, Co. Waterford; and Kilmore, Co. Wexford. At 12.20 early on the morning of the 14th July, 1961,

pilots at Dunmore East reported that the coaster *Maartje* of Rotterdam needed help ten miles south-west of Hook Town, as her engines had broken down. A strong west-by-south gale was blowing with heavy seas. At 12.35 the life-boat *Annie Blanche Smith* was launched on an ebbing tide. When she reached the position given, lights seen were found to be from a tanker which was searching for the *Maartje*. The life-boat then made for a new position ten miles south-east of Hook Town and there succeeded in finding the *Maartje*. A message asking for help was sent to a tug which had been seen going up to Passage East for shelter from the gale the day before. The tug returned to the position of the Dutch coaster and made several attempts to get a towing-line to the *Maartje*. These attempts were unsuccessful. The life-boat was then asked to take a wire rope to the *Maartje*, but the coxswain decided to wait until daylight before attempting this.

At daylight the life-boat succeeded in passing a line to the *Maartje*, but because of the heavy sea it was not possible to get a wire rope across, and the coxswain now decided to wait for the seas to go down. The life-boat therefore continued to stand by the *Maartje*, the weather growing steadily worse. At 7.30 a message was sent to Kilmore asking for the Kilmore life-boat to relieve the Dunmore East boat, and at 7.57 the life-boat *Ann Isabella Pyemont* was launched. The position of the *Maartje* was now a mile and a-half south-west of Saltee Islands. She had dropped two anchors. The tug by this time was two miles away.

On the arrival of the Kilmore life-boat, the Dunmore East life-boat returned to her station. For some time nothing could be done, and the tug stood out to sea while the Kilmore life-boat continued to stand by. At 10.45 the tug returned and asked the life-boat to pass a message to the *Maartje* asking her to veer out a line for picking up and passing to the tug. This was done by loud-hailer as the *Maartje*'s radio-telephone was out of order. The line was picked up and passed to the tug. The towing cable was now made fast, the *Maartje*'s anchors were hove up, and towing

began. The life-boat was asked to stand by in case the tow parted and to escort the tug and the coaster to smoother water. The life-boat accompanied the *Maartje* to a position three miles south east of Hook lighthouse and then returned to her station, arriving at 3.45.

TOW FOR CATAMARAN WITH SIX ABOARD

Selsey, Sussex. At 10.20 on the morning of the 14th July, 1961, the coastguard informed the honorary secretary that a yacht had burnt flares about a mile south-east of Selsey. A strong west-south-westerly wind was blowing, and the sea was very rough. At 10.37 the life-boat *Canadian Pacific* was launched. The tide was flooding. The life-boat came up with the vessel in distress, which proved to be a catamaran, about four miles south-east of Selsey Bill. The catamaran had been using her engine and her position had changed considerably from that in which she had first been reported in distress. Six people were on board the catamaran, and she had become unmanageable through losing her starboard rudder. The life-boat towed the catamaran into Littlehampton and then returned to her station, arriving at 5.45.

THREE PEOPLE TAKEN OFF LAUNCH

Hartlepool, Co. Durham. At 12.40 on the afternoon of the 14th July, 1961, the honorary secretary was informed that a launch engaged for work on a pipe-line two miles north of Hartlepool was in difficulties and needed help. At one o'clock the life-boat *The Princess Royal* (Civil Service No. 7) was launched on a flood tide in a fresh south-easterly breeze and a rough sea. She came up with the launch *Devotion*, which had dragged her anchor, and took off the three people on board. She then towed the launch into Hartlepool. The life-boat returned to her station at 2.40. The owners made a donation to the Institution's funds.

NIGHT SEARCH FOR CONVERTED SHIP'S BOAT

Wells, Norfolk. At 9.30 on the evening of the 14th July, 1961, the coastguard informed the honorary secretary

that a yacht was in distress off Blakeney. There was a moderate west-south-westerly wind and a smooth sea with an ebb tide. At 10.15 the life-boat *Cecil Paine* put out, and a quarter of an hour later a message was received that flares had been seen west-north-west from the coastguard look-out at Wells. A flare was sighted from the life-boat shortly afterwards. The life-boat signalled an acknowledgement with her searchlight and received an answer. The casualty, a converted ship's boat, was found about four miles north of Scott Head with a broken water pump. The second coxswain of the life-boat went on board the boat *Boy John*, which had a crew of two, to give assistance, and the life-boat then took her in tow to Wells. On reaching the bar the coxswain waited until the flood tide and then made for Wells quay. The life-boat finally reached her station at 6.45 in the morning.

TOW FOR CABIN CRUISER WITH EXHAUSTED CREW

Newhaven, Sussex. At 7.43 on the evening of the 15th July, 1961, the coastguard informed the honorary secretary that a cabin cruiser was in difficulties off Birling Gap Hotel. As the Eastbourne life-boat was unable to launch immediately because of the state of the tide, the life-boat *Kathleen Mary* was launched at 7.50. There was a fresh south-westerly breeze with a moderate sea. The life-boat made for a position indicated by a flare dropped by a helicopter. She found the cabin cruiser *Sea Rover* with two exhausted people on board. The life-boat took the cabin cruiser in tow and returned to harbour, arriving at 10.35.

TOW FOR YACHT WITH EIGHT ABOARD

Girvan, Ayrshire. At one o'clock early on the morning of the 16th July, 1961, the coastguard informed the honorary secretary that a yacht had broken down because of a defect in her steering six miles north of Corsewall Point. A number of people were on board, including three young children. There was a moderate west-north-westerly breeze with a moderate sea. The tide was flooding. At 1.45 the life-boat *St. Andrew*

(*Civil Service No. 10*), on temporary duty at the station, was launched on the flooding tide. On reaching a position six miles south of Ailsa Craig the life-boat found the yacht *Dodo V* with eight people on board. She took the yacht in tow, but at that state of the tide there was not enough water to enable her to bring the yacht into Girvan. She therefore towed her to Stranraer to the steam-boat wharf. This berth was needed, and the life-boat and yacht had to move. As no other suitable berth could be found at Stranraer, the *Dodo V* continued under her own power to Cairnryan, the life-boat escorting her. The life-boat then returned to her station, arriving at five o'clock.

LIFE-BOAT STANDS BY YACHT AGROUND

Clacton-on-Sea, Essex. At 6.53 on the morning of the 16th July, 1961, the coastguard informed the honorary secretary that a yacht was aground near the East Barrow beacon, although no distress signals had been seen. After a review of the position it was decided to launch the life-boat to investigate, and at 7.27 the life-boat *Sir Godfrey Baring* was launched on an ebbing tide in a light westerly breeze and a slight sea. The yacht *Philamelle*, with four people aboard, was seen to be on her beam ends on the East Barrow sands. She was in no immediate danger, and as there was not enough water for the life-boat to come alongside, the coxswain decided to stand by until the yacht refloated on the next tide. About one o'clock in the afternoon the yacht did refloat, and the life-boat escorted her into the main channel. The life-boat reached her station at 2.30.

ESCORT FOR FISHING BOAT IN TOW

Torrey, Devon. At 2.58 on the afternoon of the 16th July, 1961, the coastguard informed the honorary secretary that a fishing boat was flying distress flags two miles south-south-east of Berry Head. There was a moderate north-westerly breeze with a choppy sea. It was high water. The life-boat *Princess Alexandra of Kent* slipped her moorings at 3.18 with her boarding boat in tow, as a further message had been received that three people were in the

sea between the breakwater and Berry Head. These people were later reported to have returned safely to the breakwater in a collapsible canoe. The life-boat then came up with the fishing boat and found that her engine had broken down, but she had already been taken in tow by another fishing boat. The life-boat escorted both vessels to Brixham harbour and returned to her station, arriving at 4.20.

BODY OF BATHER TAKEN ON BOARD

Portrush, Co. Antrim. At 7.26 on the evening of the 16th July, 1961, the coastguard informed the honorary secretary that two bathers had been seen in difficulties off the Black Rocks. As there would not be enough water near the bathers to allow the life-boat to come close inshore, it was decided to take a small rowing boat in tow. The life-boat *Lady Scott* (*Civil Service No. 4*) was launched at 7.35 in a calm sea. There was a light north-westerly wind and an ebb tide. One of the bathers was found and was taken from the water by three members of the life-boat crew in the rowing boat. He was then transferred to the life-boat, where artificial respiration was applied until the harbour was reached. The help of a doctor on the quayside was enlisted, but it was found that the man was dead. The small rowing boat, which had continued to search for the second bather, was again joined by the life-boat, but both were recalled when it was learnt that the second bather had reached shore safely. The life-boat finally reached her station at nine o'clock.

TOW FOR FISHING BOAT WITH PROPELLER FOULED

Great Yarmouth and Gorleston, Norfolk. At 9.38 on the morning of the 19th July, 1961, the coastguard informed the honorary secretary that a fishing boat had broken down east of Hopton and needed help. At 9.43 the life-boat *Louise Stephens* was launched on a flood tide in a gentle north-westerly breeze and a moderate sea. She reached the fishing-boat and found that her gear had fouled her propeller. As this could not easily be cleared, the life-boat took the fishing boat in tow to Great Yarmouth, which was reached at 11.2.

**FIRE-FIGHTING GEAR TAKEN TO
BURNING VESSEL**

Lerwick, Shetlands. At 9.24 on the night of the 19th July, 1961, the coastguard informed the honorary secretary that a fishing boat was on fire between Fladdabister and Bard Head and that it was thought another fishing vessel was trying to tow her into port. At 9.45 the life-boat *Claude Cecil Staniforth*, with the bowman in command, slipped her moorings on the ebbing tide. There was a gentle northerly breeze with a moderate sea. The life-boat came up with the burning vessel *Reward*. There had been four people on board her. They were the life-boat coxswain, his wife and two others, and they had all been taken aboard the fishing boat *Nil Desperandum*, which had secured a tow line to the casualty. The life-boat therefore returned to Lerwick to embark fire-fighting personnel and equipment. She then made for the burning vessel once more and stood by while efforts were made to extinguish the fire. The *Nil Desperandum* continued to tow the other vessel to Lerwick harbour, and the fire was eventually overcome. The life-boat finally reached her station at two o'clock in the morning.

SEARCH FOR CANOEIST BY NIGHT

The Mumbles, Glamorgan. At 12.5 early on the morning of the 21st July, 1961, the coastguard informed the honorary secretary that a canoe had capsized in Langland Bay. There was a gentle north-westerly breeze, and the weather was fine. At 12.34, when the life-boat *William Gammon (Manchester and District XXX)* was launched, it was high water. The life-boat made for the position given, which she reached at 12.50. It was learnt that of the five occupants of the canoe four had managed to struggle ashore. With the aid of parachute flares and the help of the police and several canoes, the life-boat made a thorough search of the area for the missing man, but without success. During the search a capsized speed-boat was found and taken on board the life-boat. At 3.10 the life-boat was recalled, and she arrived at her station at 4.25. Later a body was found washed ashore in Langland Bay.

**SMALL BOAT FOUND IN NIGHT
SEARCH**

Poole, Dorset. At 1.10 early on the morning of the 21st July, 1961, the coastguard informed the honorary secretary that a small boat with a man and his daughter aboard, which had left Wareham the evening before without lights, was overdue. At 1.28 the life-boat *Thomas Kirk Wright* was launched on a flood tide and began to search the approaches to Wareham river. There was a light westerly breeze with a smooth sea. The small boat, with the two occupants aboard, was found by the life-boat in the Wareham channel, where it had refloated after being aground for nearly three hours. The life-boat, in company with a police launch which had also joined in the search, escorted the boat to a safe berth in the river and then returned to her station, which she reached at 4.30.

TOW FOR DRIFTING COBLE

Boulmer, Northumberland. At 10.4 on the morning of the 21st July, 1961, the coastguard informed the honorary secretary that a coble had been seen flying a distress signal two and a half miles east of Boulmer. At 10.24 the life-boat *Clarissa Langdon* was launched one hour after high water in a light northerly breeze and a choppy sea. She found the coble *Just Reward* drifting, with her engine out of action, and towed her into Craster, where she was secured. The life-boat reached her station at 1.20.

DINGHY TOWED IN AFTER CAPSIZE

Portrush, Co. Antrim. At 7.42 on the evening of the 23rd July, 1961, the coastguard informed the honorary secretary that a sailing dinghy had overturned off Ballyreagh and that three people were in the water. There was a gentle north-westerly breeze with a moderate sea. At 7.50 the life-boat *Lady Scott (Civil Service No. 4)* was launched on an ebbing tide. On reaching the position given the life-boat found that the three people had been rescued by another boat, which had put out from the shore. The life-boat towed the dinghy to Portrush harbour and then returned to her station, arriving at 8.20.

ASSISTANT MECHANIC WADES TO YACHT

Margate, Kent. At 1.44 on the afternoon of the 24th July, 1961, the coastguard told the coxswain that a yacht had grounded on the Hook sands and that her crew of four were trying to refloat her. The life-boat *North Foreland* (Civil Service No. 11) was launched at 1.54 at low water. There was a smooth sea with a light south-westerly breeze, and the weather was cloudy. A helicopter from Manston also took off and lowered a crew man to the deck of the life-boat to investigate. As the life-boat could not close the yacht *Benari* because of lack of water, the assistant mechanic waded across the shallows to the yacht to give help. The life-boat stood by until there was enough water for the yacht to be refloated, and then escorted her into Margate harbour. The life-boat waited for the ebb tide and reached her station at 9.10.

TWO RESCUED FROM SINKING FISHING VESSEL

Mallaig, Inverness-shire. At four o'clock on the morning of the 25th July, 1961, the son of the skipper of the motor fishing vessel *Jaffy Again* told the honorary secretary that his father's boat was overdue from a fishing trip. At 4.30 the life-boat *E. M. M. Gordon Cubbin* was launched at high water. There was a strong south-westerly wind blowing, and the sea was rough. The life-boat made for the area where the *Jaffy Again* was thought to be fishing and during the search a faint light was observed off the Skye coast, half a mile north of Aird Point. Upon investigation this turned out to be from the missing vessel.

The *Jaffy Again* was caught by her keel on a submerged rock fifteen yards from the shore. Her bows were riding to the surf, and she was held in this position by an anchor which had dragged. Twenty yards to seaward a chain of submerged rocks partly helped to break some of the seas which were pounding the vessel. The two men on board the fishing vessel were holding on to the wheelhouse.

As the fishing vessel was rapidly filling with water and immediate help from the shore could not be got, it was

decided to try to tow her off the rocks and rescue the two men before she sank. There was a small gap between the reefs, and the life-boat anchored to windward of this gap. At the second attempt a rocket line was successfully landed on the casualty, and this enabled a tow rope to be passed. The coxswain held the life-boat in position opposite the gap in the reefs by the use of his engines, and the *Jaffy Again* was refloated and pulled clear, although by then she was nearly sinking. The two men were taken on board the life-boat, which tried to tow the casualty to shelter, but three quarters of a mile south west of Armadale the fishing vessel sank. The life-boat finally reached her station at 9.30, and the two rescued men were landed.

EMPTY CABIN CRUISER TOWED IN

Tenby, Pembrokeshire. At 10.12 on the morning of the 26th July, 1961, the coastguard informed the honorary secretary that a small cabin cruiser was drifting a mile off shore near Old Castle Head. The life-boat *Henry Comber Brown* was launched at 10.20 in a moderate sea and a moderate north-westerly breeze. It was low water. The life-boat came up with the cabin cruiser *Teakwood*, which had no one on board, and towed her into harbour, where she was returned to her owners. It was learned that she had broken adrift the night before. The life-boat returned to her station at 12.20. The owners of the cabin cruiser made a donation to the life-boat crew's social fund.

ESCORT FOR KETCH IN TOW

Selsey, Sussex. At 11.51 on the morning of the 26th July, 1961, the coastguard informed the honorary secretary that it had been reported that a yacht appeared to be in difficulties one mile off the Marine Hotel. A fresh south-westerly wind was blowing with a rough sea. At 12.38 the life-boat *Canadian Pacific* was launched on an ebbing tide. The position of the yacht was then estimated to be two miles south-south-west of Selsey Bill. On reaching this position the life-boat found that the vessel needing help was the ketch *Mitchala* of Weymouth. She was flying distress signals. A launch had been towing the

Mitchala, but the tow had parted, and the launch was standing by. The launch again took over towing the *Mitchala*, and with the life-boat escorting them both boats reached Littlehampton. The life-boat then returned to her station, arriving at 6.30. The *Mitchala* and the towing launch continued on their way to Shoreham.

DRIFTING BOAT TAKEN IN TOW

Hartlepool, Durham. At five o'clock on the morning of the 27th July, 1961, the coastguard informed the honorary secretary that a small boat had been seen drifting about three miles east-south-east of Hartlepool. Nobody could be seen aboard. At 5.20 the life-boat *The Princess Royal* (Civil Service No. 7) was launched to investigate. There was a moderate sea, a moderate north-westerly breeze was blowing, and the weather was clear. The life-boat found the boat empty and without any distinguishing marks and towed it to Hartlepool. It was later learnt that the boat had broken adrift from West Hartlepool harbour. The life-boat reached her station at seven o'clock.

INJURED MAN TAKEN OFF STEAMER

Stornoway, Hebrides. At three o'clock on the afternoon of the 27th July, 1961, the honorary secretary received a message from Lewis hospital that the s.s. *Cairngowan*, which was due to arrive off Chicken Head at 4.30, needed the services of a doctor to attend a badly injured man. At 3.45 the life-boat *The James and Margaret Boyd*, with the honorary medical adviser aboard, slipped her moorings. The tide was half flood, and there was a moderate north-westerly breeze and a choppy sea. The life-boat came alongside the *Cairngowan* at 4.30. After the doctor had been put aboard he and the injured man were transferred to the life-boat and brought back to Stornoway. The injured man was taken to Lewis hospital, and the life-boat returned to her station, arriving at 6.15.

YACHT WITH LOST PROPELLER TOWED IN

Walton and Frinton, Essex. At 10.20 on the morning of the 29th July, 1961, the coastguard informed the honorary

secretary that a message had been received from the Galloper lightvessel that the auxiliary yacht *Panacea*, which was just astern of the lightvessel, had lost her propeller and was unable to set her canvas properly. A moderate north-westerly wind was blowing with a moderate sea. The tide was flooding. At 10.45 the life-boat *Edian Courtauld* put to sea. On reaching the position given the life-boat took the *Panacea*, which had a crew of two, in tow to Harwich harbour, where the yacht was moored. The life-boat then returned to her station, arriving at 9.31.

CREW MEMBER DIVES TO FIND CHILD

Portrush, Co. Antrim. At 8.47 on the evening of the 29th July, 1961, the coastguard informed the honorary secretary that a sixteen-month-old child had fallen over the cliff at Ballyrae. At 8.55 the life-boat *Lady Scott* (Civil Service No. 4) was launched. It was nearly high water, and there were light airs and a calm sea. The life-boat made for Ballyrae, where a temporary member of the crew dived into the sea fully clothed and recovered the child's body. While the life-boat was returning to her station, which was reached at 8.30, artificial respiration was carried out, but with no success.

DINGHY FOUND CAPSIZED NEAR LIGHTHOUSE

Howth, Co. Dublin. At 1.35 on the afternoon of the 30th July, 1961, the Baily lighthouse watchkeeper informed the honorary secretary that a dinghy had capsized near the lighthouse. At 1.43 the life-boat *R.P.L.* was launched in a rough sea. There was a strong southerly wind, and it was high water. At 2.10 the life-boat came alongside the dinghy and picked up the owner and crew. The third member of the crew had been picked up by a yacht, which was standing by. The dinghy was then righted and taken in tow by the life-boat. On the way back to her station the life-boat picked up another yacht's dinghy, which had broken her tow rope and been abandoned because of the rough seas. The life-boat finally reached her station at 3.50. A gift was made to the crew.

YACHT ESCORTED TO HARBOUR

Fowey, Cornwall. At 2.45 on the afternoon of the 30th July, 1961, the coastguard informed the honorary secretary that a motor yacht was aground on Udder Rock. At 2.55, when the life-boat *Deneys Reitz* left her moorings, the weather was fine with light airs. There was a slight sea and it was low water. On reaching the position given the life-boat found the motor yacht *Polyanna* aground by her bows but in no danger. The coxswain decided to stand by until the *Polyanna* floated off on the flooding tide. At 3.35 the *Polyanna* floated off, and the life-boat escorted her into Fowey harbour, reaching her station at 4.45.

BODY RECOVERED FROM SEA

The Mumbles, Glamorgan. At 3.50 on the afternoon of the 30th July, 1961, the coastguard informed the honorary secretary that the s.s. *Fordfield* had sighted a floating body a mile and a half from Helwick Passage buoy and that she would stand by until the life-boat arrived. At 4.7 the life-boat *William Gammon—Manchester and District XXX* was launched at low water in a moderate south-west-by-westerly breeze. She reached the *Fordfield* at 5.10. The body was recovered from the sea and brought to the life-boat slipway, where it was placed in the care of the police. The life-boat reached her station at seven o'clock.

CABIN CRUISER TOWED TO HARBOUR

Lowestoft, Suffolk. At midnight on the 31st July, 1961, the coastguard informed the honorary secretary that a cabin cruiser was flashing distress signals about a mile east-south-east of Lowestoft harbour. There was a light south-south-westerly breeze and a moderate sea. At 12.12 the life-boat *Michael Stephens* was launched at high water. She found the cabin cruiser *Careema* with her engine broken down and was asked to tow her into Lowestoft harbour. This was done, and the life-boat returned to her station at 1.12.

The following life-boats went out on service, but could find no ships in dis-

tress, were not needed, or could do nothing:

The Mumbles, Glamorgan.—July 1st.
Great Yarmouth and Gorleston, Norfolk.—July 1st.

Caister, Norfolk.—July 1st.

St. Ives, Cornwall.—July 2nd.

New Brighton, Cheshire.—July 2nd.

Llandudno, Caernarvonshire.—July 2nd.

Kirkcudbright.—July 3rd.

Troon, Ayrshire.—July 3rd.

Skegness, Lincolnshire.—July 4th.

Lerwick, Shetlands.—July 4th.

Walton and Frinton, Essex.—July 4th.

Troon, Ayrshire.—July 5th.

Dover, Kent.—July 7th.

Fenit, Kerry.—July 7th.

Margate, Kent.—July 8th.

Aldeburgh, Suffolk.—July 8th.

Bembridge, Isle of Wight (two launches).—July 9th.

Rosslare Harbour, Wexford.—July 9th.

Ramsgate, Kent.—July 9th.

Dungeness, Kent.—July 9th.

Barra Island, Outer Hebrides.—July 11th.

Amble, Northumberland.—July 12th.

St. Ives, Cornwall.—July 13th.

Beaumaris, Anglesey.—July 14th.

Dungeness, Kent.—July 14th.

Sheringham, Norfolk.—July 14th.

Hoylake, Cheshire.—July 14th.

Dun Laoghaire, Dublin.—July 16th.

Salcombe, Devon.—July 16th.

Newcastle, Co. Down.—July 18th.

Seaham, Durham.—July 18th.

Great Yarmouth and Gorleston, Norfolk.—July 20th.

Buckie, Banffshire.—July 21st.

Dunbar, East Lothian.—July 23rd.

Swanage, Dorset.—July 23rd.

North Sunderland, Northumberland.—July 24th.

Rosslare Harbour, Wexford.—July 24th.

Anstruther, Fifeshire.—July 25th.

Redcar, Yorkshire.—July 25th.

Clacton-on-Sea, Essex.—July 26th.

Swanage, Dorset.—July 26th.

Walton and Frinton, Essex.—July 26th.

Fowey, Cornwall.—July 28th.

Hastings, Sussex.—July 28th.

Holyhead, Anglesey.—July 28th.

Kirkcudbright.—July 28th.

Walmer, Kent.—July 28th.

Padstow, Cornwall.—July 29th.

St. Ives, Cornwall (two launches).—July 29th.

Dungeness, Kent.—July 30th.

Ramsgate, Kent.—July 31st.

AUGUST

DURING August life-boats were launched on service 181 times and rescued 86 lives.

TOW FOR MOTER FISHING VESSEL AGROUND

Montrose, Angus. At 2.15 on the morning of the 1st August, 1961, the owner of the motor fishing vessel *Isla*, which had been aground for five hours at the mouth of the Southern Esk, telephoned the honorary secretary to say the engine of the boat would not start and the anchor would not hold. There was a danger that the flood tide, which was then running, would carry the *Isla* over submerged rocks, and it was decided to launch the life-boat. At 2.25, when the life-boat *The Good Hope* was launched, there was a westerly wind blowing and the sea was calm. The life-boat towed the *Isla*, which had the owner's son and another man on board, clear of the rocks and back to the harbour. She then returned to her station, arriving at 3.15.

INJURED MAN TAKEN OFF BOAT

Tenby, Pembrokeshire. At 7.15 on the evening of the 1st August, 1961, the police informed the honorary secretary that a man had fallen over the cliff at Monkstone beach. Five minutes later the life-boat *Henry Comber Brown* was launched on a flooding tide, taking a dinghy in tow. The weather was fine with light airs. The life-boat reached Monkstone beach at 7.28, and with the help of the police the injured man was taken off the beach on a stretcher to the dinghy, from which he was then transferred to the life-boat. The life-boat returned to her station at 7.46. There the injured man was put into an ambulance which was waiting.

TOW FOR TELEVISION STAR'S YACHT

Beaumaris, Anglesey. At five o'clock on the afternoon of the 3rd August, 1961, a cabin cruiser was seen to have tried unsuccessfully to pick up a mooring buoy at Friar's Bay, Beaumaris. A south-westerly gale was blowing with a very rough sea. The tide had begun to ebb. At 5.25 the life-boat *Field Marshal and Mrs. Smuts* was launched. She found the yacht *Rake's Retreat* with her engine broken down and her anchor dragging. She took her in tow and brought her to a safe anchorage at Menai Bridge, reaching her station at 8.45. The *Rake's Retreat* is owned by Mr. Hughie Green, the television celebrity, who was on board at the time.

YACHT TOWED IN AFTER CREW RESCUED

Clacton-on-Sea, Essex. At 5.51 on the evening of the 3rd August, 1961, the mechanic informed the coastguard that a yacht had dragged her anchors and drifted down on to the pier. The yacht had five men on board. At 6.30 the life-boat *Sir Godfrey Baring* was launched. There was a moderate south-westerly breeze with a slight sea, and the tide was ebbing. The crew of the yacht, the *Cramarye*, were rescued by local boatmen and onlookers at the pier, and the life-boat then took the yacht in tow to Brightlingsea, which was reached at 9.52. The life-boat remained there for the night.

ESCORT FOR LAUNCH TOWING FISHING BOAT

Plymouth, Devon. At 7.30 on the evening of the 3rd August, 1961, the coastguard informed the coxswain that a yacht near Mewstone had fired distress signals. At 7.44, when the life-boat *Thomas Forehead and Mary Rowse* was launched, a gentle south-westerly breeze was blowing and there was a slight sea. When the life-boat reached the scene she found that a Royal Air Force speed launch had taken the disabled boat, which was the fishing boat *Mary Anne* of St. Ives, in tow. The life-boat escorted both boats to Batten breakwater and then returned to her station, arriving at 9.15.

TWO TAKEN OFF FISHING BOAT IN GALE

Angle, Pembrokeshire. At 8.15 on the evening of the 3rd August, 1961, the coastguard informed the honorary secretary that a local fishing boat from Milford Haven could not be found in the harbour, but that a small boat with two people on board was reported to be in Skokholm, North Haven, and it was suggested that the life-boat should investigate. A south-westerly gale was blowing with a heavy swell. The tide was flooding. At 8.35 the life-boat *J. R. Webb*, on temporary duty at the station, was launched. On reaching the position given the life-boat found the fishing boat in the lee of Skokholm. As the weather was deteriorating, she took off the two men on board and landed them at Milford Haven. The fishing boat was left anchored to be recovered later, and the life-boat returned to her station, arriving at midnight.

ESCORT FOR YACHT IN TOW

Weymouth, Dorset. At 9.16 on the evening of the 3rd August, 1961, the coastguard informed the honorary secretary that a single red flare had been seen three to four miles from Portland Bill. A yacht had been reported in the area a short time before. There was a moderate south-westerly wind with a moderate sea, and the tide was flooding. At 9.40 the life-boat *Lloyd's*, on temporary duty at the station, put out. She found the yacht *Fylanna* being towed by the tanker *Esso Lyndhurst*. The tiller of the yacht had broken. The life-boat escorted the two vessels to Portland harbour and then returned to her station, arriving at 1.25.

FIBRE-GLASS DINGHY PICKED UP

Hastings, Sussex. At 2.4 on the morning of the 4th August, 1961, the coastguard informed the honorary secretary that a red flare had been seen about six miles east-north-east of the Fairlight look-out post. The life-boat *M.T.C.* was launched at 2.35 in a moderate sea. There was a strong westerly breeze and a flood tide. The life-boat searched a wide area, using her searchlight, but she could find nothing, and later it was learnt that the

casualty, the yacht *Sunkea Biru*, had drifted ashore and that her crew of three were safe. On returning to her station the life-boat recovered a small fibre-glass dinghy from the entrance to Rye harbour. This was returned to its owner later the same day. The life-boat finally reached her station at 7.15.

INJURED GIRL TAKEN OFF YACHT

Clacton-on-Sea, Essex. On the morning of the 4th August, 1961, when the life-boat *Sir Godfrey Baring* was returning to her station from Brightlingsea after a service the day before, the coxswain decided to investigate the position of a yacht, which had anchored off Holland-on-Sea the previous evening and had remained in an exposed position with a moderate west-south-westerly breeze and bad holding ground all night. The time was then about 11.30, and it was low water. The life-boat found the yacht *Janet* with two people aboard, one of whom, a girl, had a poisoned hand. They were both taken on board the life-boat and landed at Clacton pier, where the girl received medical attention. The life-boat then returned to the yacht and towed her to a safe anchorage in the river Colne before returning to her station, which she reached at 4.45.

YACHT REFLOATED AND TOWED IN

Clacton-on-Sea, Essex. At 11.56 on the morning of the 5th August, 1961, the coastguard informed the honorary secretary that a yacht was aground north-west of the Mid Barrow light-vessel. No distress signals were seen. There was a gentle south-south-westerly breeze with a slight sea. The tide was ebbing. At 12.15 the life-boat *Sir Godfrey Baring* was launched. She found the yacht *Spray* high and dry on Barrow sands and stood by until there was enough water for the *Spray* to refloat. She then took her in tow to Brightlingsea and reached her station at 9.15 in the evening.

HELICOPTER CRASHES IN EXERCISE WITH LIFE-BOAT

Tynemouth, and Cullercoats, Northumberland. At 2.10 on the afternoon of the 5th August, 1961, the life-boat

Tynesider stationed at Tynemouth was launched on a routine combined exercise with a helicopter from No. 228 Squadron, R.A.F. Acklington, Northumberland. There was a gentle southeasterly breeze with a slight sea. The tide was ebbing. The life-boat made for a pre-arranged rendezvous about half a mile off Brown's Point, Cullercoats, and communication was established with the helicopter by V.H.F. radio-telephone. The helicopter dropped a dinghy, and an officer of the R.A.F., who was on board the life-boat, was placed in the dinghy and cast off. The helicopter then picked him up by winch-hook and hauled him into the aircraft. He was then landed on the stern of the life-boat. This operation was repeated a second time.

The third part of the exercise was then begun. The officer was once more placed in the dinghy and assumed to be injured, and one of the helicopter's crew was lowered as if to give him help. Both were to be picked up later. Shortly after the second man had been lowered into the dinghy the engine of the helicopter, which at the time was hovering about ten to fifteen feet above the water, failed completely, and the helicopter crashed into the sea with its tail across the dinghy. Both men in the dinghy were thrown into the sea, but the remaining two members of the helicopter's crew managed to escape from their machine.

The life-boat turned and approached the four floating men, and by means of lifebuoys and lines they were all hauled on board the life-boat. The helicopter sank almost at once. The four men were given rum, biscuits and hot soup and were landed at the life-boathouse at 4.12.

The exercise had been watched from Cullercoats, and as soon as the helicopter was seen to crash into the sea the life-boat *E.C.J.R.*, on temporary duty at the station, was launched at 3.25 with a doctor aboard. By the time she reached the scene the crew of the helicopter had already been rescued by the Tynemouth life-boat, and she dropped an anchor with a marker buoy to indicate the position where the helicopter had disappeared. The Culler-

coats life-boat then returned to her station, which was reached at 4.5. The helicopter was successfully salvaged by the R.A.F. two days later.

SERIES OF CALLS TO BOATS IN DISTRESS

New Quay, Cardiganshire. At 3.15 on the afternoon of the 5th August, 1961, the coastguard told the honorary secretary that a woman had reported that her husband had been missing for over three hours in his cabin cruiser, which was equipped with a speed boat engine. There was a fresh south-westerly wind with a rough sea. The life-boat *St. Albans* was launched at 3.23 when it was nearly high water. She found the speed boat beached inside Llamina Point. The life-boat then went to the help of two yachts, which had capsized off Llamina reef, and towed them into New Quay harbour. Shortly after this she went to the help of two more yachts which had capsized. A rescue launch was also flying signals of distress but was able to continue under her own power. The life-boat therefore towed the yachts to harbour and at the same time escorted the launch. Even after all this the life-boat was still needed, and she put out once more and escorted a yacht in tow of a motor launch into harbour. She finally reached her station at 5.25.

SICK MAN LANDED FROM GERMAN VESSEL

Tynemouth, Northumberland. At 5.25 on the afternoon of the 5th August, 1961, the coastguard informed the honorary secretary that the German fisheries cruiser *Frithjof* had asked for the life-boat to land a British trawler-hand who was suffering from a severe haemorrhage. There was a moderate westerly wind and a moderate sea. At 6.50, about an hour and a half after low water, the life-boat *Tynesider* put out with Professor E. A. Pask, a member of the Committee of Management and joint honorary medical adviser to the station, on board. On clearing the pierhead the life-boat made radio contact with the *Frithjof* and arranged a rendezvous. The life-boat closed with the *Frithjof* north-west of the Tyne

pier, and the sick man on board the *Frithjof*, who was from the trawler *Dominica*, was transferred to the life-boat. The life-boat left the *Frithjof* at 7.40, and the sick man was landed at the ferry landing at North Shields, where an ambulance was waiting. Professor Pask accompanied him to hospital. The life-boat finally reached her station at 8.20.

TWO BOATS TAKEN IN TOW

Moelfre, Anglesey. At 5.50 on the evening of the 5th August, 1961, the honorary secretary was informed that a sailing boat with two people aboard had capsized four miles north-east of Durban Point. At six o'clock the life-boat *Watkin Williams* was launched in a fresh south-westerly breeze and a choppy sea. It was one hour before high water. The life-boat searched a wide area but could find no trace of the capsized boat. During her search she came up with a small boat, which was making heavy weather, and escorted her in an attempt to give her a lee. It was later decided to transfer her crew of three to the life-boat, and the boat was towed to the life-boat slipway. There it was learnt that a waterlogged motor cutter had been seen north-east of Puffin Island. The life-boat immediately made for the position. She found the cutter some five miles north-east of the island, but there was no one on board. The life-boat took the cutter in tow to Traeth Bychan beach, from where the cutter had earlier broken adrift. The life-boat finally reached her station at 9.25. The owner of the cutter made a donation to the funds of the Institution.

ALL-NIGHT SEARCH FOR BOY IN BOAT

Torbay, Devon. At six o'clock on the evening of the 5th August, 1961, the coastguard passed on to the honorary secretary a report that a 12-foot boat, which had been hired earlier in the day, had not returned. Further enquiries were made, and at 6.27 a message was received that the boat had not come ashore and that the coast had been searched by the owner. There was a light westerly breeze, and the sea was

smooth. At 8.35 the life-boat *Princess Alexandra of Kent* put out at low water and went to Babbacombe beach, where the boat had been hired. She searched a wide area following the direction in which the boat might have drifted with the wind and tide. Darkness came on, and the search became increasingly difficult.

At 11.30 a message was received ashore that a 14-year-old boy was missing from Torquay and that he had informed his parents he was going out in a motor boat. This information was passed immediately to the life-boat. A further message was also passed that an aircraft would join the search at 1.10, and that at three o'clock in the morning H.M.S. *Watchful* would be leaving Torquay to take charge of surface operations. The life-boat made contact with the aircraft, but this was not entirely successful as the transmitter of the aircraft became faulty.

The life-boat continued to extend her search seawards, and shortly before daylight the missing boat was seen with the boy on board covering his head with his jacket for warmth. The life-boat narrowly missed running the boat down in the darkness. The boy was taken on board the life-boat. He was wet through and exhausted, but he was given a hot drink and wrapped in a blanket, and he quickly recovered. The life-boat immediately signalled that the rescue had been completed and returned to Brixham with the boat in tow. Here the boy met his parents, who returned with him to Torquay. The life-boat finally reached her station at six o'clock in the morning.

TWO MEN LANDED FROM CABIN CRUISER

Walton and Frinton, Essex. At six o'clock on the evening of the 5th August, 1961, the coastguard informed the honorary secretary that a cabin cruiser had been observed dragging her anchor half a mile off Holland-on-Sea, and that there was a danger of her drifting ashore. At 6.20 the life-boat *Edian Courtauld* slipped her moorings on the flooding tide. There was a gentle south-westerly breeze and a moderate sea. The life-boat came up with the



By courtesy of]

[R. A. Rands

SELSEY LIFE-BOAT TOWS IN [CATAMARAN



By courtesy of]

[Chichester Photographic Service Ltd.

SURVIVORS LANDED ON SELSEY SLIPWAY
(See page 151)



THE NEW LIZARD-CADGWITH LIFE-BOAT STATION
(see page 136)



By courtesy of] [*Evening Standard*
COXSWAIN GEORGE MITCHELL AT WHEEL OF LIZARD-CADGWITH LIFE-BOAT



By courtesy of]

[Western Morning News

THE DUKE OF EDINBURGH AT THE LIZARD-CADGWITH

The lift is an unusual fixture of the new life-boat station



By courtesy of]

[Western Morning News

NEW LIZARD-CADGWITH LIFE-BOAT LAUNCHED AFTER NAMING
(See page 136)



By courtesy of]

[People's Journal

BUCKIE LIFE-BOAT CREW BEING PRESENTED TO THE QUEEN

The Queen visited the Buckie, Banffshire, station on the 14th July, 1961.



By courtesy of]

[A. Bryce

PORTPATRICK LIFE-BOAT IN HARBOUR



By courtesy of]

[Scottish Field

CAMPBELTOWN LIFE-BOAT AT SEA



By courtesy of]

[Scottish Field

COXSAIN ARCHIBALD MALCOLM OF CAMPBELTOWN

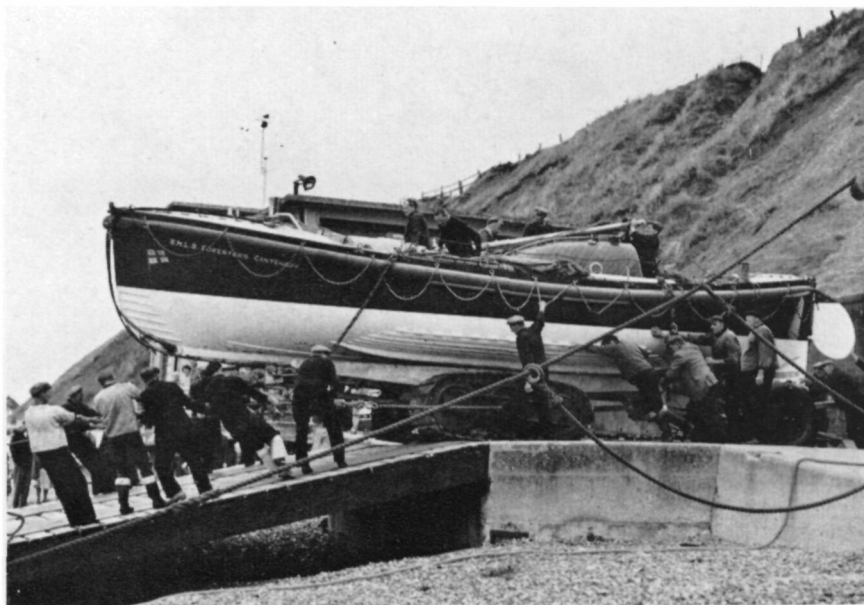


By courtesy of]

[Eastern Daily Press

NEW SHERINGHAM LIFE-BOAT RETURNS AFTER HER FIRST SERVICE

(See page 150)



By courtesy of]

[Eastern Daily Press

LAST LAUNCH OF OLD SHERINGHAM LIFE-BOAT FROM HER 'STATION



By courtesy of]

[Eastern Daily Press

ANNUAL SERVICE ON BOARD SHERINGHAM LIFE-BOAT



By courtesy of]

[Eastern Daily Press

DIVINE SERVICE CONDUCTED ABOARD WELLS LIFE-BOAT



MOELFRE LIFE-BOAT CREW OUTSIDE BUCKINGHAM PALACE
(see page 141)



By courtesy of

[*D. Lavelle*

INJURED MAN LANDED AT VALENTIA
(see page 143)

cabin cruiser *Carousel* and found that her owner and a holiday-maker, who had swum out to help, were unable to start the engine because of a defective water pump. The *Carousel* was taken in tow by the life-boat and placed at moorings in Walton river, the owner and the holiday-maker being landed at the pier. The life-boat reached her station at 9.42.

SICK MAN TAKEN FROM DINGHY

Cromarty, Cromartysire. At 6.24 on the evening of the 5th August, 1961, the coastguard informed the honorary secretary that a man was adrift in a dinghy east of Rosemarkie. At 6.48 the life-boat *Lilla Marras, Douglas and Will* slipped her moorings on an ebbing tide. There was a light south-westerly breeze and a moderate sea. When the life-boat reached the dinghy it was found that the occupant was ill. He was quickly transferred to the life-boat and arrangements were made for an ambulance to be waiting at the quayside. The dinghy was taken in tow by the life-boat, which returned to the harbour at 8.48. The man was then taken to Inverness hospital.

DINGHY CAPSIZES AND RESCUE BOAT BREAKS DOWN

Walmer, Kent. At 4.40 on the afternoon of the 6th August, 1961, the coastguard informed the honorary secretary that some of the sailing dinghies taking part in a race from Deal to Ramsgate were missing. There was a fresh south-westerly breeze with a choppy sea. At 4.49 the life-boat *Charles Dibdin* (Civil Service No. 32) was launched on a flooding tide. One of the dinghies was reported to have capsized in Sandwich Bay, and the sailing club rescue boat was trying to beach her. The club secretary then reported that another two boats were missing. The life-boat found one of them ashore in Sandwich Bay and her crew safe. The club rescue boat had by now broken down, and the life-boat took her crew and the crew of the dinghy, whom she had rescued, on board. Both these vessels were anchored while the life-boat continued searching for the missing dinghy. Later

a message was received that the missing boat was berthed in the river Stour. The life-boat returned to the rescue boat and the dinghy and towed both them and the beached dinghy to Walmer. The life-boat finally reached her station at 7.30.

ESCORT TO HARBOUR FOR THREE BOATS

Falmouth, Cornwall. At 7.45 on the evening of the 7th August, 1961, the coastguard informed the honorary secretary that two small boats returning from the Helford regatta were in difficulties in Falmouth Bay. There was a strong easterly breeze blowing with a rough sea. The weather was overcast. At 7.55 the life-boat *Crawford and Constance Conybeare* was launched on the ebb tide. She made for the position given, which she reached at 8.5. The coxswain used the oil sprays to minimise the effect of the rough seas, and this helped the small boats to reach harbour. The life-boat also escorted the fishing vessel *Perseverance* to harbour and then returned to her station, arriving at 9.11.

RESCUE FROM YACHT ABOUT TO STRIKE PIER

Tenby, Pembrokeshire. At 1.15 early on the morning of the 8th August, 1961, the honorary secretary was informed that a yacht was dragging her anchors and was likely to strike the back of the old pier at any moment. This was confirmed soon afterwards by the coastguard. An east-south-easterly gale was blowing, and the sea was very rough. At 1.30 the life-boat *Henry Comber Brown* was launched on a flooding tide. There was one man on board the yacht, and he was preparing to jump into the water as the back of the pier was only about twenty yards away. The life-boat approached the yacht, the *Marjorie Caw* of Littlehampton, anchored and then dropped down on to her, and a rope was passed. The *Marjorie Caw* was towed into Tenby roads and as soon as there was enough water brought into the harbour. The life-boat reached her station at 3.30.

DUTCH SEAMAN FOUND AFTER NIGHT SEARCH

Clacton-on-Sea, Essex. At 1.44 early on the morning of the 8th August, 1961, the coastguard informed the honorary secretary that a boat was in distress off Tollesbury pier in the River Blackwater, and that people were shouting for help. There was a fresh south-easterly wind and the sea was moderate to rough. It was squally. At 2.10 the life-boat *Sir Godfrey Baring* was launched on the ebbing tide. The life-boat carried out a search and eventually found the boat, but she did not need help. Those on board had seen a man in the water and had thrown him a life-belt, but he had disappeared and had not been seen again. The life-boat continued to search, but it was not until 7.39 that she found a man in the water and picked him up. He was a Dutch seaman, a member of the crew of the s.s. *Salvinia*, which was moored in the Blackwater. Apparently he had been ashore for the evening, but on returning to the *Salvinia* his boat had capsized. He had been in the water for some hours and was returned to his ship suffering no ill effects. The life-boat returned to her station at 2.15 in the afternoon.

CREW PUT ABOARD R.A.F. LAUNCH

Tenby, Pembrokeshire. At 3.30 on the morning of the 8th August, 1961, the honorary secretary was asked by the sergeant in charge of Royal Air Force launch No. 1386 if the life-boat could put himself and his crew on board their launch, which was anchored in Tenby roads, and was in some danger. An easterly gale was blowing with a very rough sea, and the tide was flooding. At 3.35 the life-boat *Henry Comber Brown* was launched and in heavy seas put the crew of the launch on board their vessel. The life-boat then returned to her station, arriving at 5.30.

TOW FOR YACHT WITH FOUR ABOARD

Falmouth, Cornwall. At 4.35 on the morning of the 8th August, 1961, the coastguard informed the honorary secretary that red flares had been seen in the Helford river area. At 5.10,

when the life-boat *Crawford and Constance Conybeare* slipped her moorings on the ebbing tide, there was a west-south-westerly gale blowing and the sea was rough. The life-boat found the yacht *Beeleigh* at the mouth of the Helford river. The yacht which had, four people on board, had dragged her anchor and her engines were out of action. The life-boat took the yacht, together with her small dinghy, which had broken away, in tow to Falmouth. She then returned to her station, arriving at 7.45.

TWO RESCUED FROM SPEED BOAT

St. Peter Port, Guernsey. At 5.43 on the morning of the 8th August, 1961, a message was received that a small speed boat with two people on board had made fast to Jethon buoy and was in danger of being swamped. A near gale was blowing from the west with a very rough sea. The tide was ebbing. At 6.12 the life-boat *Euphrosyne Kendal* put to sea. She reached the speed boat *Rikiki* of Guernsey and rescued the two people on board. The *Rikiki* was then secured to the buoy with additional ropes, as conditions were too bad for her to be taken in tow. After landing the two people at St. Peter Port the life-boat returned to her station, which she reached at 7.20.

YACHT WITH TORN MAINSAIL TOWED IN

Bridlington, Yorkshire. At 6.25 on the morning of the 8th August, 1961, the coastguard informed the honorary secretary that a small sailing dinghy had burnt a red flare half a mile south of the piers. At 6.54 on an ebbing tide the life-boat *Tillie Morrison, Sheffield II* was launched. There was a strong south-south-easterly wind blowing and the sea was very rough. The life-boat made for the position given and found the yacht *Valkyran* with her engine broken down and a torn mainsail. The two men and one woman on board were transferred to the life-boat, which landed them at the south pier. As there was not enough water for her to enter the harbour, the yacht was anchored. The life-boat was made

fast in the harbour until 12.45, when she left to escort the motor fishing vessel *Winifred* in. At 1.30 the life-boat returned to the *Valkyran* and towed her back to the harbour.

FISHING BOAT TOWED IN GALE

Clovelly, Devon. At 6.30 on the morning of the 8th August, 1961, a local fisherman called attention to the fact that a small motor boat, which had left the harbour on a routine visit to visit lobster pots, was no longer in sight. A north-north-westerly gale was blowing with a rough sea. By the use of binoculars the boat could be seen south-east of Clovelly and was considered to be in a dangerous position. At 7.25 the life-boat *William Cantrell Ashley* was launched on an ebbing tide. She reached the boat, which was the fishing boat *B.D.26* of Clovelly, about two miles south-east of Clovelly. She took her in tow and brought her back to the harbour entrance, where the fishing boat was anchored until the weather and tide allowed her to enter the harbour. The life-boat returned to her station at 8.45.

YACHT ESCORTED IN GALE

Rhyl, Flintshire. On the morning of the 8th August, 1961, the honorary secretary saw that a yacht, which had altered course on approaching Rhyl harbour entrance, appeared to be blown down wind out of control. There was a west-north-westerly gale blowing with a rough sea. At 11.50 the life-boat *Anthony Robert Marshall* was launched on an ebbing tide. It was feared that the yacht would be blown on to the Hoyle banks at the estuary of the river Dee, where there was heavy surf. The life-boat came up with the yacht and escorted her to Mostyn harbour. She then returned to her station, arriving at 5.15.

TWENTY MEN TAKEN OFF PONTOON

Hartlepool, Co. Durham. At 12.45 on the afternoon of the 8th August, 1961, the coxswain informed the honorary secretary that Messrs. Wimpey had requested the help of the life-boat, as one of their pontoons two miles north of Hartlepool was dragging its

anchors and the attendant launch was also in difficulties because of the high seas. There was a near gale blowing from the south-east with a rough sea. At 1.5 the life-boat *Princess Royal* (*Civil Service No. 7*) was launched on a flooding tide. She reached the position given at 1.58 and found the pontoon pitching heavily. The twenty men on the pontoon and the crew of two of the launch were taken on board the life-boat, which then returned to the harbour, with the launch in tow, arriving at 2.20.

TOW FOR BARGE WITH ENGINE BREAKDOWN

Southend-on-Sea, Essex. At 12.56 on the afternoon of the 8th August, 1961, the coastguard informed the honorary secretary that a small yacht was in trouble off Canvey Island. At 1.24 on the ebbing tide the life-boat *Greater London II* (*Civil Service No. 30*) was launched. There was a strong south-westerly gale blowing with a rough sea when the life-boat made for the position given. As word was received that the yacht was no longer in danger, the life-boat was recalled to her station, which she reached at two o'clock. The life-boat could not be rehoused because of the weather, and at 2.35 a message was received that a vessel appeared to be in difficulties abreast of no. 6 Medway buoy. The life-boat made for the buoy and came up with the motor barge *Knox*, whose engine had broken down and whose anchor was dragging. The life-boat took the barge in tow towards Sheerness.

A further message was then received through the coastguard that the owners of the barge were sending their own tug to take over the tow. The tug *Snatchit* met the life-boat half way up the Medway river, where the barge was handed over. The life-boat then returned to her station, arriving at three o'clock. The sea was still very rough, and it was not until 8.15 that the life-boat could be rehoused.

LIFE-BOAT STANDS BY IN CAVE RESCUE

Tenby, Pembrokeshire. At 3.45 on the afternoon of the 8th August, 1961, the coastguard informed the honorary

secretary that a boy was trapped in a cave at Point Giltar. There was a strong south-westerly wind with a moderate sea and a heavy swell. It was within an hour of high water. At 3.55 the life-boat *Henry Comber Brown* was launched with a punt in tow. The punt was taken in close to the shore, but the police on the cliffs decided that it would be better to wait for low water before attempting a rescue. The life-boat therefore returned to her station, but at 6.15 a further message was received asking for the life-boat to stand by while an attempt was made to rescue the boy. The life-boat put out again at 6.50 with the punt in tow. She stood by while the boy was brought out of the cave and then returned to her station, arriving at 8.30.

TWO TAKEN OFF FISHING BOAT

Redcar, Yorkshire. At 4.25 on the afternoon of the 8th August, 1961, the coastguard informed the honorary secretary that a small fishing boat was in difficulties off Skinningrove. At 4.30 the life-boat *City of Leeds* was launched on an ebbing tide. There was a moderate south-westerly breeze and a rough sea. The life-boat searched the area with the help of a helicopter and eventually came up with the fishing boat, which had a small coaster standing by. The crew of two of the fishing boat were taken aboard the life-boat, which then towed the fishing boat to Redcar before returning to her station at ten o'clock.

TWO RESCUED FROM CAPSIZED BOAT

Moelfre, Anglesey. At 11.55 on the morning of the 9th August, 1961, the coxswain learnt that a small boat with one person on board was in difficulty about three quarters of a mile off shore in Red Wharf Bay. A helicopter was called, and after a search it reported that a waterlogged punt had been seen, but that there was no sign of life. At 1.35 the coastguard requested the life-boat to search the whole area, and ten minutes later the life-boat *Watkin Williams* was launched. A fresh south-westerly wind was blowing with a choppy sea. The tide was ebbing.

The life-boat made a thorough search, with no result, and then returned to her station. On reaching her slipway she received a message that a sailing boat with two people on board had capsized at Traeth Brychan Bay. She immediately put out again and on reaching the position rescued two people who were in the water. She took the sailing boat in tow to Traeth Brychan and then returned to her station, arriving at 6.30.

TWO RESCUED FROM DINGHY

Newbiggin, Northumberland. At 4.15 on the afternoon of the 9th August, 1961, a holiday-maker told the coxswain that a dinghy was in distress off Newbiggin Point and was drifting out to sea. There was a moderate westerly breeze, and the sea was slight. At 4.30 the life-boat was launched on an ebbing tide and made for the position given. At 4.45 she came up with the dinghy *Youth 60* and took her crew of two on board. The dinghy was taken in tow to Newbiggin, where the two rescued people were landed. The life-boat then returned to her station, arriving at 5.33.

THREE YOUNG MEN TAKEN OFF YACHT

Sheringham, Norfolk. At 4.5 on the afternoon of the 9th August, 1961, the coastguard told the honorary secretary there was a small yacht in difficulties off Sparrow Gap, Weybourne, and that there were three young men on board. There was a fresh westerly breeze with a moderate sea. The tide was half flood. At 4.23 the life-boat *The Manchester Unity of Odd Fellows* was launched. On going alongside the yacht she found her to be out of control and her crew of three in a very distressed condition. The yacht's engine had broken down, and the crew had no oars or anchor. They were taken on board the life-boat and given food and drink. The second coxswain went on board the yacht, and after she had been baled out the life-boat towed her to Blakeney bar, where she was met and piloted up the river. The life-boat reached her station at 9.30.

YACHT FOUND AFTER SEARCH AND TOWED IN

Swanage, Dorset. At 11.15 on the night of the 10th August, 1961, the coastguard informed the honorary secretary that the police at Wareham had received a report of a flashing light on the cliffs near Old Harry Rocks. There was a light south-easterly breeze with a rough sea. At 11.55 the life-boat *R.L.P.* was launched on an ebbing tide. She made an intensive search near the cliffs with the aid of her search-light and parachute flares but could find nothing. At 1.30 a small yacht was observed to seaward, which flashed a light towards the life-boat. The coxswain went to investigate and found the small yacht *Yangtze* running on her auxiliary engine. She was making no progress, and the life-boat took her in tow to Swanage, arriving at 2.40. The coxswain decided that it was inadvisable to attempt to rehouse the life-boat in the existing weather conditions, and so she was made fast to a mooring buoy, with the yacht astern. At 5.40, when the weather had moderated, the life-boat was rehoused, and shortly afterwards the yacht continued on her passage.

MOTOR BOAT FOUND AFTER LONG SEARCH

St. Mary's, Scilly Islands. At 10.48 on the morning of the 11th August, 1961, the coastguard informed the honorary secretary that a small motor boat had put out earlier in the evening with the owner and his son on board to go fishing and had not returned. Enquiries revealed that the boat had been seen south of Peninnis Head. There was a gentle north-westerly breeze with a smooth sea. At 10.52, at nearly low water, the life-boat *Guy and Clare Hunter* was launched. She began to search from Peninnis Head to the westward, in which direction the tide was running strongly. A message was sent to the life-boat that watchers on St. Agnes had seen a flare and lights among the Westward rocks. The life-boat made an extensive search without result and the coxswain asked for the help of an aircraft in the search as soon as it was daylight. Shortly after day-

light, however, the coastguard spotted the boat about a mile to the north-west of the Nor'ard rocks. This news was passed to the life-boat, which immediately made for the position. Meanwhile two shore helpers had also spotted the boat, and they put off in a motor launch. They found the fishing boat *Mary Ann* and took her in tow towards St. Mary's. They met the life-boat half way on the journey, and the life-boat took over the tow. The owner's son, a lad of eight, was brought ashore by an air-sea rescue float. The *Mary Ann* with the owner aboard was brought into harbour by the life-boat, which then returned to her station, arriving at 8.56.

MAN TAKEN OFF LIGHTVESSEL TO HOSPITAL

Rosslare Harbour, Co. Wexford. At 10.40 on the morning of the 12th August, 1961, the Inspector of Irish Lights told the honorary secretary that there was a sick man on board the Barrells lightvessel who needed to be landed. As no other boat was available, the help of the life-boat was requested. A fresh westerly wind was blowing, and the sea was choppy. At 11.15 at low water the life-boat *Douglas Hyde* put to sea. On reaching the lightvessel she took on board the sick man. She landed him at Rosslare Harbour, where he was taken to hospital apparently suffering from appendicitis. The life-boat reached her station at 2.15.

FISHING VESSEL TOWED OFF SANDS

Humber, Yorkshire. At 8.51 on the evening of the 12th August, 1961, the coastguard informed the coxswain superintendent that the fishing vessel *Royal Charter* was aground north-north-east of no. 53 buoy. There was a gentle southerly breeze and the sea was smooth. The weather was cloudy. At 9.10 the life-boat *City of Bradford III* was launched on an ebbing tide. She found the *Royal Charter* aground on Sunk sand with a net fouling her propeller. As the fishing vessel was in no danger, the coxswain decided to return to the station for the night to await the flooding tide. At 3.50 in the

morning the life-boat weighed anchor to return to the casualty, which was beginning to float on the flooding tide. The tide and wind were causing her bows to swing round to the shore. A line was made fast to the life-boat, which pulled her bows into the tide. The *Royal Charter* then floated off the sand, and having freed her propeller made for Grimsby. The life-boat returned to her station, arriving at 7.50.

FISHING BOAT TOWED TO HARBOUR

Weymouth, Dorset. At eight o'clock on the morning of the 13th August, 1961, the coastguard informed the honorary secretary that a fishing boat needed help two miles east of the Shambles lightvessel. At 8.15 the life-boat *Lloyd's* was launched on a flood tide. There was a gentle south-westerly breeze and the sea was choppy. On reaching the position indicated the life-boat found the fishing boat *Our Jennie* with her engine broken down. She took her in tow to Weymouth, arriving at 10.45.

TWO BOYS TRAPPED ON ROCKS

Fowey, Cornwall. At nine o'clock on the evening of the 13th August, 1961, the coastguard informed the honorary secretary that two boys were trapped on the rocks at Portnodder Bay near Looe. At 9.37, when the life-boat *Deneys Reitz* slipped her moorings, taking her boarding boat with her, the tide was ebbing and there was a slight sea with light north-westerly airs. Coastguardsmen on the cliff-top directly above the two boys indicated their position to the life-boat by a flashing light. The boarding boat picked the boys up and landed them. The life-boat then returned to her station, arriving at 10.45.

LONG AND DIFFICULT TOW TO HARBOUR

Hastings, Sussex. At 5.10 on the afternoon of the 13th August, 1961, news was received that the yacht *Aimée-Léone* was firing red flares about five hundred yards south-east of Hastings harbour. A fresh west-south-westerly wind was blowing with a

moderate sea. At 5.25 at high water the life-boat *M.T.C.* was launched. On reaching the *Aimée-Léone* she found that her crew of five were suffering from sea - sickness and exhaustion. Her skipper said they could sail no further. The life-boat took the *Aimée-Léone* in tow after two of the life-boat's crew had been put on board to take charge of her. After a long and difficult tow the life-boat brought the *Aimée-Léone* safely into Newhaven. Here the life-boat crew were given a meal by the Newhaven ladies' life-boat guild, and the life-boat then returned to her station, arriving at 3.40 in the morning.

FISHING VESSEL TOWED INTO HARBOUR

Blyth, Northumberland. At 8.38 on the evening of the 13th August, 1961, the coastguard informed the honorary secretary that the fishing vessel *Girl Doris* had broken down about six miles east-north-east of St. Mary's lighthouse and had asked for a tow. At 9.10, when the life-boat *Winston Churchill* (*Civil Service No. 8*) was launched, the tide was ebbing and there was a light westerly breeze with a slight sea. On reaching the position indicated the life-boat found the tanker *B.P. Marketer* standing by the casualty. The life-boat took the *Girl Doris* in tow and returned to Blyth, where the fishing vessel was berthed in the harbour. The life-boat then returned to her station, arriving at 12.30. She remained afloat and was rehoused at seven o'clock in the morning.

PATIENT TAKEN FROM ISLAND

Barra Island, Hebrides. At 1.30 early on the morning of the 14th August, 1961, the local doctor asked for the services of the life-boat to take a patient with appendicitis to South Uist hospital. At 1.55 the life-boat *R.A. Colby Cubbin No. 3* put out on an ebbing tide. There was a light north-westerly breeze with a smooth sea. The life-boat came alongside the pier on the mainland at two o'clock. The patient was landed and put into an ambulance, and then the life-boat returned to her station, arriving at 2.25.

FISHING BOAT TOWED OFF ROCKS

Wicklow, Co. Wicklow. At 8.40 on the morning of the 14th August, 1961, the coxswain learnt that a motor fishing boat was on the Wolves rocks three miles south-south-west of Wicklow Head and was in immediate danger. At 8.50, when the life-boat *J. W. Archer* was launched on the flooding tide, there was a moderate north-westerly breeze and the sea was choppy. The life-boat made for the position given and found the fishing boat *Ros Sennan* ashore on the west side of the Wolves rocks with two other fishing boats standing by. The life-boat went in as close to the rocks as she could and a tow rope was passed. After about twelve minutes, with the engines of the life-boat and of the fishing boat both going full ahead, the *Ros Sennan* refloated undamaged. She continued on her way, and the life-boat returned to her station, arriving at eleven o'clock.

FISHING BOAT TAKEN IN TOW

New Quay, Cardiganshire. At 9.10 on the morning of the 14th August, 1961, the coastguard informed the honorary secretary that a fishing boat had been seen flying a distress signal and was drifting towards the Beach rocks. At 9.27 the life-boat *St. Albans* was launched in a moderate north-north-westerly breeze and a smooth sea. It was one hour before high water. The life-boat came up with the fishing boat *Gwylan* at 9.54 and took her in tow. The *Gwylan's* crew of three remained on board her, and the life-boat brought her into New Quay harbour, which was reached at eleven o'clock.

TOW FOR CONVERTED SHIP'S BOAT AGROUND

Clacton-on-Sea, Essex. At 9.10 on the morning of the 14th August, 1961, the coastguard informed the honorary secretary that a converted ship's boat had been aground all night alongside Barrow Deep lightvessel. Her crew had no petrol for their outboard motor, and there were no sails. As the lightvessel had taken her crew, which consisted of two women, aboard and it was low water, the life-boat *Sir Godfrey*

Baring was not launched until 10.20. She then made for the casualty on the flood tide. There was a gentle west-north-westerly breeze, and the sea was slight. The life-boat took the converted ship's boat in tow to a safe anchorage and then returned to her station, arriving at 4.15.

CAPSIZED DINGHY TAKEN IN TOW

Howth, Co. Dublin. At 1.6 on the afternoon of the 14th August, 1961, the honorary secretary learnt that a dinghy had capsized a mile and a half south-east of Donabate. At 1.17 the life-boat *R.P.L.* slipped her moorings at high water. There was a strong westerly breeze and a choppy sea. The capsized dinghy was reached some forty-five minutes later, and after righting and emptying it of water, the life-boat took the dinghy in tow and continued to search for the occupants. The wind was freshening to a near gale. After a time the owner of the dinghy approached the life-boat in another boat and confirmed that he and the other occupant had been landed safely. The dinghy was then handed over to the owner, and the life-boat returned to her station, arriving at 3.15.

TOW FOR LEAKING CABIN CRUISER

Dungeness, Kent. At 3.10 on the afternoon of the 14th August, 1961, the coxswain's wife told the honorary secretary that she had seen a small boat burning a red flare about three miles south-east of the life-boat station. At 3.20 the life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched at high water in a moderate westerly breeze and a choppy sea. She found the motor cruiser *Lamonette*, which had a crew of three, leaking badly. She took her in tow to Rye Harbour, where the motor cruiser was secured. The life-boat reached her station at 7.15.

DOCTOR AND AMBULANCE MEN TAKEN TO TANKER

Penlee, Cornwall. At eight o'clock on the morning of the 15th August, 1961, the honorary secretary told the coxswain that the life-boat would be

needed to land a sick man from the tanker *Kent*, which was expected to be off Mount's Bay about noon. At eleven o'clock the life-boat *Solomon Browne* was launched on an ebbing tide. There was a moderate westerly breeze blowing and the sea was choppy. The life-boat went to Newlyn to embark a doctor and an ambulance crew and then made a rendezvous with the *Kent* about eight miles south of Penzance. The sick man was taken aboard the life-boat, which then returned to Newlyn, where the man was landed and taken to hospital. The life-boat returned to her station but could not be rehoused until four o'clock because of the state of the tide.

MAN AND FOUR BOYS LANDED

Arklow, Co. Wicklow. At 8.17 on the morning of the 15th August, 1961, the honorary secretary received a message from the Bailey lighthouse that the Arklow lightvessel had picked up a sailing boat with five people aboard. The services of the life-boat were called for to land them. At 8.40, when the tide was half flood, the life-boat *Inbhear Mor* was launched. There was a gentle north-westerly breeze with a moderate sea. The life-boat made for the lightvessel and took on board the five rescued people, who proved to be a man and four boys. She then returned to her station with the sailing boat in tow, arriving at 12.30.

CRAB BOATS ESCORTED IN GALE

Cromer, Norfolk. At 2.53 on the afternoon of the 15th August, 1961, on the advice of the coxswain of the no. 1 life-boat, the no. 2 life-boat *Harriot Dixon* was launched on an ebbing tide to go to the help of the crab boats which were hauling in their pots in weather which was becoming worse. There was a fresh north-westerly gale blowing, and the sea was rough. The life-boat set a course to the south-east for half a mile and then escorted the crab boats *Friendship* and *Black Beauty* to the beach. She stood by while another boat, the *William Robert*, was safely beached and then proceeded one mile north-west to escort the *English Rose* back to the beach. The life-

boat finally reached her station at 3.40.

TWENTY-TWO TAKEN ON BOARD IN HEAVY SEA

Hartlepool, Co. Durham. At 5.25 on the afternoon of the 15th August, 1961, the coxswain told the honorary secretary that he had been asked whether, because conditions were growing worse, the life-boat could land a working party from a caisson and a pontoon. A diving boat was in position but could not take the men off and would herself need the life-boat to escort her to harbour. There was a fresh north-east wind blowing with a rough sea. At six o'clock the life-boat *The Princess Royal* (Civil Service No. 7) was launched on a flooding tide. On reaching the position the life-boat took off ten men from the caisson and twelve from the pontoon. The sea was breaking over the caisson, and the pontoon was pitching heavily during the operation. One man fell between the pontoon and the life-boat, but he was hauled safely on board before the two craft came together. The life-boat, with the twenty-two men safely on board, made for Hartlepool, at the same time escorting the diving boat, which had six men on board. The life-boat reached her station at 7.35.

INJURED QUARRYMAN LANDED

Girvan, Ayrshire. About six o'clock on the evening of the 15th August, 1961, the honorary secretary received a message from the man in charge of the lighthouse supply boat at Ailsa Craig that a quarryman was suffering from a badly injured eye and needed urgent medical attention. The state of the tide prevented the supply boat from putting out. At 6.25 the life-boat *St. Andrew* (Civil Service No. 10) slipped her moorings on the ebbing tide with the honorary medical adviser on board. There was a moderate sea with a moderate west-south-westerly breeze. The life-boat arrived at Ailsa Craig at 7.45, and after the injured man had been attended to by the doctor he was taken on board the life-boat, which then returned to Girvan, arriving at 9.15. As the state of the tide prevented

the life-boat from entering the harbour, a salmon coble was used to land the injured man and the doctor. The injured man was taken to the hospital, where his eye had to be removed. The Ailsa Craig Quarrying Company, which employed the injured man, made a donation to the branch funds.

CANOE CAPSIZES OFF BEACH

Falmouth, Cornwall. At 9.45 on the morning of the 16th August, 1961, the coastguard informed the honorary secretary that a small canoe had capsized off Castle beach and that its two occupants were in the water. The life-boat *Crawford* and *Constance Conybeare* slipped her moorings at ten o'clock on the ebbing tide in a gentle north-westerly breeze. A message was passed to her that one boy had reached shore safely, but the second boy was still missing. The search was continued for two hours. The canoe with paddles and seats was recovered, but there was no trace of the second boy. The life-boat returned to her station at 12.30 and landed the canoe.

BODY OF GIRL SWIMMER PICKED UP

Fraserburgh, Aberdeenshire. At 3.22 on the afternoon of the 16th August, 1961, the police informed the honorary secretary that a girl who had been bathing off Inverallochy sands had been swept out to sea and was in difficulties. There was a moderate north-westerly breeze with a moderate sea. At 3.29 the life-boat *H.C.J.*, on temporary duty at the station, was launched on a flooding tide. The girl was found and picked up, and artificial respiration was applied. A message was also sent asking for a doctor to be waiting when the life-boat returned. Artificial respiration continued to be given, but when the doctor examined the girl she was found to be dead. The life-boat reached her station at 4.43.

EXHAUSTED MAN TAKEN OFF DINGHY

Padstow, Cornwall. At eight o'clock on the evening of the 16th August, 1961, the coastguard informed the honorary secretary that a dinghy lying between

Pentire Head and the Meols had fired a red flare. At 8.20, one hour before high water, the no. 1 life-boat *Joseph Hiram Chadwick* put out. There was a fresh north-north-westerly breeze blowing and the sea was rough. On reaching the position the life-boat found the motor dinghy *Good Intent* in a dangerous position with her engine out of order. The man on board was too exhausted to take a line, so the dinghy was boarded and its occupant transferred to the life-boat, which then returned to her station with the dinghy in tow, arriving at 10.45.

SAILING DINGHY TOWED TO HARBOUR

Dungeness, Kent. At 2.25 on the morning of the 17th August, 1961, the coastguard informed the honorary secretary that a German ship was standing by a British yacht, which had burnt red flares and had asked for the help of the life-boat. At 2.45, when the life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched, it was high water and there was a moderate north-westerly wind with a moderate sea. The life-boat made for a position eight miles south of Dungeness and found the German ship standing by the sailing dinghy *Pippa* of Shoreham, which had three people on board. The dinghy was shipping water and could make no headway, and the life-boat took her in tow to Folkestone harbour. While the life-boat was in the harbour a message came through that a boy was being swept out to sea off Dymchurch. The life-boat immediately made for the position given, but when it was learnt that the boy was safe, she returned to her station, arriving at 12.20.

WRECKED DINGHY FOUND IN NIGHT SEARCH

Mallaig, Inverness-shire. At 7.52 on the evening of the 17th August, 1961, the coastguard informed the honorary secretary that a 13-foot sailing dinghy was overdue at Isle Ornsay, Skye. It was high water when the life-boat *E. M. M. Gordon Cubbin* slipped her moorings at 8.15, taking a dinghy with her. There was a near south-westerly gale blowing, and the sea was rough. The life-boat

began to search the area from the mouth of Loch Hourn to Sandaig light, but on receiving a further message that the missing dinghy had left Sandaig for Isle Ornsay she made for the Skye shore. With the help of her searchlight and parachute flares she found the half-submerged wreck of the dinghy due north of Sandaig light. Three members of the life-boat crew landed with difficulty on the shore by dinghy. There they found that the wrecked dinghy had been made fast ashore by a line, and they also found the occupants' personal property stowed away above the high water mark. A message was then received stating that the occupants of the dinghy had landed safely, and the life-boat crew lit two parachute flares to light up the area and indicate the position to searchers from the shore. The life-boat recovered the wreck and the occupants' personal property, which were later deposited with the police and collected by the owners. The life-boat arrived back at her station at 7.30 the next morning.

SICK CHILD TAKEN OFF ISLAND

Galway Bay. In the early hours of the 18th August, 1961, a message was received that a child in Kilronan was seriously ill, and the local doctor considered the child should be sent immediately to the hospital on the mainland. As no other suitable boat was available to take the child to Rossaveel on the mainland, the honorary secretary agreed to the use of the life-boat. There was a westerly wind blowing with a calm sea when the life-boat *Peter and Sarah Blake*, on temporary duty at the station, slipped her moorings. The child and the child's father were taken on board the life-boat, which made for Rossaveel, where an ambulance was waiting to take the child to hospital. The life-boat then returned to her station, arriving at 6.30.

CABIN CRUISER TOWED TO MARGATE

Margate, Kent. At 10.20 on the morning of the 18th August, 1961, the coastguard informed the coxswain that a cabin cruiser, which he had been keeping under observation, had stopped

and that two people on board were waving frantically from the top of the wheelhouse. At 10.29, when the life-boat *North Foreland (Civil Service No. 11)* was launched, the tide was ebbing and there was a fresh south-westerly wind with a moderate sea. The life-boat made for the position given and found the yacht *Impulsive* with three men and a woman on board. The yacht's engine had broken down, and with the prevailing wind she could not make the shore. The life-boat towed the *Impulsive* into Margate and then returned to her station, arriving at 11.45.

TWO BOATS TAKEN IN TOW

Pwllheli, Caernarvonshire. At five o'clock on the afternoon of the 18th August, 1961, the coxswain told the honorary secretary that two boats which he had been asked to keep under observation were making no headway. As the wind was freshening, he thought the life-boat should be sent to their help. At 5.30 on an ebbing tide the life-boat *Katherine and Virgoe Buckland* was launched. The sea was rough, and there was a fresh breeze blowing. The life-boat came up with a speedboat and a motor boat two miles south-south-east of Pen-y-Chain and took them both in tow to Pwllheli, which was reached at 7.15. The owner of the speedboat made a donation to the branch funds.

TOW FOR YACHT IN NEAR GALE

Humber, Yorkshire. At 6.28 on the morning of the 19th August, 1961, the coastguard informed the coxswain that there was a small yacht astern of the Humber lightvessel which needed help. There was a strong west-north-westerly breeze blowing with a rough sea. The weather was cloudy. At 6.39 the life-boat *City of Bradford III* was launched on a flooding tide and made for the position given. At 8.29 she came up with the lightvessel. She took the yacht *Alycone* in tow. During the passage the weather deteriorated and a near gale began to blow from the north-west, causing a very rough sea. The life-boat therefore remained at Grimsby, as conditions were too bad to allow rehousing at her station. At 6.5 in the evening she left for her station, which

she reached at 9.15. The owner of the yacht made a donation to the branch funds.

SEVEN MEN TAKEN OFF PONTOON

Hartlepool, Co. Durham. At 6.35 on the morning of the 19th August, 1961, the coxswain received a request for the help of the life-boat to take workmen off Messrs. Wimpey's pontoon. He contacted the honorary secretary, who authorised the launching of the life-boat *The Princess Royal* (Civil Service No. 7), which took place at 7.10, two hours before high water. There was a rough sea with a strong northerly breeze blowing. The life-boat made for the pontoon, took off seven workmen and then returned to her station, arriving at 8.10.

LAUNCH ESCORTED WITH DINGHY IN TOW

Plymouth, Devon. At 11.54 on the morning of the 19th August, 1961, the coastguard look-out at Breakwater Fort informed the honorary secretary that a small fishing boat had capsized off Mewstone. There was a moderate north-westerly breeze blowing, and the sea was choppy. The weather was cloudy. At 12.10 the life-boat *Thomas Forehead and Mary Rowse* slipped her moorings on an ebbing tide and made for the position given. At 12.24, as the life-boat cleared the breakwater she came up with the Queen's harbourmaster's launch, which had one rescued person on board. At 12.40 the life-boat came up with a Royal Air Force launch, which had a dinghy in tow and the second occupant of the dinghy on board the launch. As the R.A.F. launch was having difficulty in towing the dinghy, the life-boat escorted both to harbour. The life-boat then returned to her station, arriving at two o'clock.

SEARCHLIGHT USED IN CLIFF RESCUE

Filey, Yorkshire. At 9.30 on the evening of the 19th August, 1961, the coastguard requested the honorary secretary to launch the life-boat to illuminate the cliff base where four people had been cut off by the tide. At 10.3 the maroons were fired, but the launching of the life-boat was cancelled when the police

reported that the stranded people had been brought up the cliffs. It was learnt later that only one person had been brought up the cliff, and at 10.42, following a police request, the life-boat *The Isa & Penryn Milsted* was launched on the flooding tide. There was a slight sea with a gentle north-north-westerly breeze. The life-boat's searchlight illuminated the cliffs while the coastguard life-saving apparatus team were lowered to the stranded men, who were brought to safety. The life-boat then returned to her station, arriving at 1.30 in the morning.

DRIFTING WHALER TAKEN IN TOW

Llandudno, Caernarvonshire. At eleven o'clock on the night of the 19th August, 1961, the coastguard informed the honorary secretary that parachute flares had been reported seven to ten miles west-north-west of Rhyl. There was a fresh north-westerly breeze blowing with a moderate sea. At 11.30, when the life-boat *Annie Ronald and Isabella Forrest* was launched, it was low water. The life-boat made for the position given and was joined in the search by the coaster *Calcium*. The *Calcium* informed the life-boat that she could see only the life-boat on her radar screen, but continued to search until the early hours of the morning. The life-boat continued the search over a wider area but was unable to find anything. The coastguard then informed the life-boat that a submerged whaler was adrift one mile east-south-east of the coastguard look-out. The whaler was taken in tow by the life-boat and beached. The life-boat then returned to her station, arriving at nine o'clock. It was later learnt that the whaler had broken her tow from the training ship *Sea Hawk* and had been abandoned because of the weather.

LIFE-BOAT IN SEARCH FOR TWO DINGHIES

Hastings, Sussex. At 3.29 on the afternoon of the 20th August, 1961, the coastguard informed the mechanic that an angling boat *Petchick II* had been sent to the aid of a small dinghy which was in distress three quarters of a mile east-by-south of Fairlight look-out. A

further message was then received that the dinghy was in serious trouble, and the coxswain decided to launch the life-boat. At 3.42 the life-boat *M.T.C.* was launched on the flooding tide. There was a westerly breeze with a moderate sea. The life-boat made for the position given and while searching received a message that the sailing dinghy *Victory II*, with her crew on board, had reached the shore safely. During the passage back to her station the life-boat received a further message that a sailing dinghy had capsized half a mile west-by-south of Galley Hill, Bexhill, and that two people were clinging to her. The life-boat made for the capsized dinghy, which was the sailing dinghy *Wanton*, but learnt that a rescue boat belonging to the Bexhill sailing club had rescued one of the occupants and that another two had been rescued by the angling boat *Petchick II*. The *Petchick II* had gone to the *Wanton's* aid at the request of the former motor mechanic. After the coxswain had satisfied himself that the rescued people needed no medical attention the life-boat picked up the sailing dinghy *Wanton*, which was beached at Hastings on the life-boat's return at 7.30.

TOW TAKEN OVER FROM NAVAL VESSEL

Newhaven, Sussex. At 8.50 on the evening of the 20th August, 1961, the coastguard informed the honorary secretary that the mine sweeper *H.M.S. Warsash* had asked for the life-boat to meet her at ten o'clock to take over the tow of a yacht, which had been picked up in distress off Belle Tout lighthouse. At 9.35, when the life-boat *Kathleen Mary* was launched, the tide was flooding and there was a fresh south-westerly breeze with a rough sea. The life-boat came up with the minesweeper at 10.15 four miles off Seaford Head and took the yacht *Panta-Genesta*, which had three people on board, in tow. She then made for her station, which she reached at eleven o'clock.

LAUNCH TOWED IN AFTER CALL TO YACHTS

Shoreham Harbour, Sussex. At 3.50 on the afternoon of the 20th August,

1961, the coastguard informed the motor mechanic that at least ten sailing dinghies of the Shoreham yacht club had capsized during a local regatta. At four o'clock the life-boat *Rosa Woodd and Phyllis Lunn* was launched in a fresh south-westerly breeze and a rough sea. It was two hours before high water. When the life-boat reached the area it was learnt that the crews of the capsized dinghies had been rescued by other craft. The coastguard then informed the coxswain that a large motor launch was disabled east of the harbour entrance. The launch had shortly before gone to the help of a capsized dinghy, and while she had been taking the two occupants of the dinghy on board the rigging and sails of the dinghy had fouled her propeller. The life-boat took the motor launch *Pinnacle* in tow and reached her station at 5.50.

DINGHY ESCORTED TO BEACH

Redcar, Yorkshire. At 10.20 on the night of the 20th August, 1961, the coastguard told the mechanic that he had received a report that a dinghy was missing off shore opposite the Redcar-Marske boundary. While the coastguard was making further investigations the mechanic went to the life-boat house. There a further message came through from the coastguard, and the coxswain authorised the launching of the life-boat. At eleven o'clock, when the life-boat *City of Leeds* was launched, the tide was ebbing. There was a gentle westerly breeze with a smooth sea. The life-boat came up with a small dinghy and escorted her back to the beach. The life-boat then returned to her station, arriving at midnight.

FIVE RESCUED FROM YACHT IN GALE

Selsey, Sussex. At 10.54 on the morning of the 21st August, 1961, the coastguard informed the honorary secretary that the tanker ship *Ben Johnson* of London was standing by a yacht in distress off Selsey Bill. The life-boat *Canadian Pacific* was launched at 11.10 in a west-south-westerly gale. There was a very rough sea, and the tide was half ebb. In poor visibility and with the help of a Shackleton aircraft the life-boat made a search and eventually

found the yacht *Valerie* of Hamble with a crew of five. The yacht's engine had broken down. The five people were rescued, and the life-boat returned to her station, arriving at 7.30.

FISHING BOAT TOWED IN NEAR GALE

Ballycotton, Co. Cork. At 3.15 on the afternoon of the 21st August, 1961, the coxswain received a message from Ballycotton lighthouse that a motor fishing vessel had broken down and was drifting about a mile and a half east-by-north of the lighthouse. The life-boat *Ethel Mary* left her moorings at 3.30 in a north-westerly wind of near gale force. There was a rough sea, and the tide was ebbing. The life-boat found the local fishing boat *St. Mary*, which had a crew of six, with engine trouble and took her in tow to Ballycotton, arriving at 4.30.

MAN AND BOY TAKEN OFF DINGHY

Boulmer, Northumberland. At 3.46 on the afternoon of the 21st August, 1961, the coastguard informed the honorary secretary that a sailing dinghy was in difficulties off Howick Seahouses farm. At 3.58 on the ebbing tide the life-boat *Clarissa Langdon* was launched. There was a fresh westerly breeze with a slight sea. The life-boat made for the position given and found a Heron-class sailing dinghy with a man and a boy on board trying to row ashore. They were taken on board the life-boat and given hot drinks, as both were cold and wet. The life-boat returned with the dinghy in tow to Boulmer, where the man and the boy were landed. The man who had been rescued had gone out in his Heron-class sailing dinghy to the help of the boy, whose sailing dinghy *Sea Elf* had been seen to be in difficulties and had eventually capsized. The life-boat therefore returned to the area and found the capsized dinghy *Sea Elf*, which she towed into Boulmer. The life-boat finally reached her station at 5.55.

THREE BOYS RESCUED FROM SMALL BOAT

Clogher Head, Co. Louth. At 10.40 on the night of the 21st August, 1961, the

honorary secretary was informed that a small boat with three boys on board had failed to return to the harbour. At 11.15 on the ebbing tide the life-boat *George and Caroline Ermen* was launched. There was a near gale blowing from the north-west and the sea was rough. After searching for an hour the life-boat made for a position five miles off Port Oriel, where red flares had been seen. She found the small boat *Fisher Lass* drifting with the three boys on board, two of whom were the sons of an active member of the local committee. The boys, who were very wet, were taken on board the life-boat, which returned to Port Oriel with the *Fisher Lass* in tow. After landing the boys the life-boat returned to her station, arriving at 2.30 in the morning.

DRIFTING TRAWLER TAKEN IN TOW

Kilmore, Co. Wexford. At 1.58 on the afternoon of the 23rd August, 1961, the coastguard informed the honorary secretary that the trawler *Girl Alice* had lost her rudder and was drifting near the Barrels lightvessel. At 2.13, when the life-boat *Ann Isabella Pyemont* was launched, the tide was flooding. It was foggy, with visibility down to about half a mile. There was a fresh west-south-westerly breeze. The life-boat made for the position given and after a difficult search spotted the casualty dead ahead. The *Girl Alice* was instructed by radio-telephone to weigh her anchor. The life-boat then went alongside and put two oars aboard the trawler to help with the steering. The life-boat took the *Girl Alice* in tow and brought her to Kilmore, which was reached at 4.45.

TOW FOR FISHING BOAT WITH PROPELLER FOULED

Dunbar, East Lothian. At 8.15 on the morning of the 24th August, 1961, the coastguard informed the honorary secretary that the fishing boat *Negus* with two men aboard was in difficulties near the rocks off Dunbar harbour and needed help. At 8.30 the life-boat *Margaret* was launched at low water. There was a moderate off-shore breeze and the sea was smooth. The life-boat

found the *Negus*, which was unable to use her engines, as a rope was fouling her propeller. She took the *Negus* in tow and returned to her station, arriving at 8.50.

MOTOR VESSEL ESCORTED INTO HARBOUR

Rosslare Harbour, Co. Wexford. At 1.50 early on the morning of the 25th of August, 1961, the coxswain was informed that the motor vessel *Kemrix* of Hull was anchored a mile and a half north-north-east of Rosslare Harbour with engine trouble. The *Kemrix's* crew had asked for the life-boat to stand by while they tried to come alongside at Rosslare Harbour. At 2.30, when the life-boat *Douglas Hyde* was launched, the tide was half flood and there was a choppy sea with a strong south-westerly breeze blowing. The life-boat escorted the *Kemrix* into Rosslare Harbour, where she was made fast at four o'clock.

TWO YOUNG MEN STRANDED ON ROCKS

St. Ives, Cornwall. At five o'clock on the afternoon of the 26th August, 1961, the coastguard informed the honorary secretary that two youths had been trapped by the rising tide at Fisherman's Cove. A cliff rescue team had gone to their assistance and the help of a helicopter had also been requested. As there was a danger that the young men might be swept off the rocks, the life-boat *Edgar George Orlando and Eva Child* was launched at 5.20 and made for Fisherman's Cove. It was nearly high water and there was a gentle south-westerly breeze blowing. When the life-boat reached the scene ropes were being passed to the youths by the cliff rescue team. The life-boat stood by while the youths were hauled up the cliffs. She then returned to her station, arriving at seven o'clock.

TOW FOR BOAT WITH ENGINE BREAKDOWN

Redcar, Yorkshire. At 7.30 on the evening of the 26th August, 1961, the coastguard told the mechanic that a small fishing boat off Marske was burning a distress signal. At 7.50 on the ebbing tide the life-boat *City of*

Leeds was launched. There was a gentle south-westerly breeze with a slight sea. The life-boat made for the position given and found the fishing boat *Liberty*, whose engine had broken down. There were six people on board the fishing boat, three of whom were taken on board the life-boat, which then towed the *Liberty* back to Redcar. The life-boat reached her station at nine o'clock.

THREE CALLS FOR LIFE-BOAT IN ONE SERVICE

Moelfre, Anglesey. At 12.15 on the afternoon of the 27th August, 1961, the coastguard informed the coxswain that a yacht had capsized in Lligwy Bay. At 12.25 the life-boat *Watkin Williams* was launched. It was high water and there was a rough sea with a near gale from the south-south-west. The life-boat made for a position where a helicopter could be seen winching men from a yacht. The yacht was taken in tow by the life-boat and beached at Moelfre. A message was then received from the shore that a boat was in difficulties in Red Wharf Bay. The life-boat and a helicopter made a thorough search of the area, but it was learnt that the boat had reached the shore safely. The life-boat then made for Bull Bay, where a man had been reported clinging to the rocks surrounded by the sea. When she reached the scene, a coastguardsman on shore told the coxswain that the man had been taken off by a local boat. The life-boat finally reached her station at five o'clock.

RESCUE AFTER CAPSIZE DURING RACE

Fenit, Co. Kerry. At 2.30 on the afternoon of the 27th August, 1961, one of the yachts competing in a regatta capsized. The two people on board, a man and a woman, clung to the submerged boat. A near gale was blowing from the south-west with a rough sea. At three o'clock the life-boat *Hilton Briggs* put out. She found the motor cruiser *Valentia* capsized and rescued her crew of two. With the partly submerged cabin cruiser in tow the life-boat returned to the pier at Fenit and reached her station at 6.30.

**ABANDONED MOTOR CRUISER
TOWED IN**

Rhyl, Flintshire. At 3.45 on the afternoon of the 28th August, 1961, the coastguard informed the honorary secretary that he had a white object under observation, which might be a capsized yacht, and advised the launching of the life-boat. At 3.50 on an ebbing tide the life-boat *Anthony Robert Marshall* was launched. There was a slight sea with a fresh south-south-westerly breeze. The life-boat made for the position given and found that the white object was an abandoned outboard twin-engine motor cruiser. She took the motor cruiser in tow and returned to her station, arriving at 6.50.

**R.A.F. LAUNCH ESCORTED IN
GALE**

Ramsey, Isle of Man. At 4.1 on the afternoon of the 28th August, 1961, the coastguard informed the honorary secretary that the Royal Air Force launch *No. 1653* had broken down off Jurby Head. At 4.15 the life-boat *Thomas Corbett* was launched in a moderate south-westerly gale and a rough sea. It was two hours before low water. The life-boat found the launch with her pump broken down and her wheelhouse windscreens broken. She escorted the launch into Ramsey bay and reached her station at six o'clock.

**EXHAUSTED BOYS TAKEN OFF
SAILING BOAT**

Weston-super-Mare, Somerset. At 9.40 on the evening of the 28th August, 1961, the coastguard passed on to the honorary secretary a report from some boys that a boat was being carried out to sea by the strong ebb tide and that the youths aboard were calling for help. At 10.5 the life-boat *Fifi and Charles* was launched. She reached a position one mile west of Brean Down, where she found a sea cadet sailing boat and dinghy with five exhausted youths on board the sailing boat. The five boys were taken on board the life-boat, which then returned to harbour, with the sailing boat and dinghy in tow, arriving at eleven o'clock.

**FISHING BOAT STRANDED ON
EBB TIDE**

Runswick, Yorkshire. On the 29th August, 1961, the fishing boat *Coronation Queen* left Staithes for the fishing grounds at 4.30 in the morning. She was due back at one o'clock, but some two and a half hours later she had not returned. There was a gentle south-easterly breeze with a slight sea. Several boats had searched for the fishing boat without result. At 3.45 the life-boat *Howard D*, on temporary duty at the station, was launched on an ebbing tide. Twenty-five minutes later she found the *Coronation Queen* aground at Kell Hole south of Port Mulgrave. The fishing boat had stranded on the ebb tide. The life-boat stood by until the *Coronation Queen* refloated. She had suffered little damage and was able to reach Staithes. The life-boat reached her station at 4.30.

YACHT CAPSIZES IN NEAR GALE

Fishguard, Pembrokeshire. At two o'clock on the afternoon of the 29th August, 1961, the coastguard informed the honorary secretary that a yacht had capsized off Divas Head. At 2.14 the life-boat *Howard Marryat* was launched in a south-south-easterly wind of near gale force and a rough sea. It was two hours before low water. On reaching the position, the coxswain found that the crew of two of the yacht *Enterprise* had been rescued by other boats in the area. The life-boat took the yacht in tow and reached her station at 4.30. The owner of the yacht made a donation to the branch funds.

**KETCH TOWED CLEAR AFTER
GROUNDING**

Montrose, Angus. At 2.45 on the afternoon of the 29th August, 1961, a local fisherman told the honorary secretary that the ketch *Zoraida* was drifting three miles north of Montrose. The life-boat *The Good Hope* was launched at 3.10 at high water in a gentle south-westerly breeze and a rough sea. The coxswain found the casualty, and the crew fired a line to her, but the two men on board the ketch could not haul in the heavy line, and

the ketch grounded. She was in a dangerous position, and the life-boat veered down on her and succeeded in towing her clear at 5.2. The life-boat reached her station at 5.45.

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

Barry Dock, Glamorganshire.—August 1st.

Redcar, Yorkshire.—August 1st.

Wick, Caithnessshire.—August 2nd.

Selsey, Sussex.—August 2nd.

Cromer, Norfolk.—August 3rd.

New Quay, Cardiganshire.—August 3rd.

Torbay, Devon.—August 3rd.

Aberystwyth, Cardiganshire.—August 3rd.

Arbroath, Angus.—August 4th.

Hartlepool, Co. Durham.—August 4th.

Great Yarmouth and Gorleston, Norfolk.—August 5th.

Montrose, Angus.—August 5th.

Cullercoats, Northumberland.—August 5th.

Lowestoft, Suffolk.—August 6th.

Dungeness, Kent.—August 6th.

The Mumbles, Glamorganshire.—August 6th.

Walton and Frinton, Essex.—August 7th.

The Mumbles, Glamorganshire.—August 7th.

Appledore, Devon.—August 7th.

The Mumbles, Glamorganshire.—August 7th.

Bembridge, Isle of Wight.—August 7th.

Weymouth, Dorset.—August 7th.

Portrush, Co. Antrim.—August 7th.

Barry Dock, Glamorganshire.—August 7th.

Southend-on-Sea, Essex.—August 8th.

Bembridge, Isle of Wight.—August 8th.

St. Ives, Cornwall.—August 8th.

Yarmouth, Isle of Wight.—August 8th.

Padstow, Cornwall.—August 8th.

Dover, Kent.—August 9th.

Rhyl, Flintshire.—August 9th.

Newhaven, Sussex.—August 9th.

New Quay, Cardiganshire.—

August 9th.

Lowestoft, Suffolk.—August 9th.

Aberystwyth, Cardiganshire.—August 9th.

Dover, Kent.—August 10th.

Islay, Hebrides.—August 10th.

Skegness, Lincolnshire.—August 10th.

Rhyl, Flintshire.—August 11th.

Cloughy, Co. Down.—August 12th.

Sheringham, Norfolk.—August 13th.

Troon, Ayrshire.—August 13th.

Wells, Norfolk.—August 13th.

Poole, Dorset.—August 14th.

Swanage, Dorset.—August 15th.

Moelfre, Anglesey.—August 15th.

Barrow, Lancashire.—August 16th.

Fishguard, Pembrokeshire.—August 16th.

Rhyl, Flintshire.—August 16th.

Newhaven, Sussex.—August, 16th.

Blyth, Northumberland.—August 17th.

Holyhead, Anglesey.—August 18th.

Weymouth, Dorset.—August 18th.

Newhaven, Sussex.—August 18th.

Clacton-on-Sea, Essex.—August 19th.

Weymouth, Dorset.—August 19th.

Margate, Kent.—August 19th.

Seaham, Co. Durham.—August 19th.

Newhaven, Sussex.—August 19th.

Falmouth, Cornwall.—August 19th.

Seaham, Co. Durham.—August 20th.

St. Peter Port, Guernsey.—August 20th.

Holyhead, Anglesey.—August 20th.

Selsey, Sussex.—August 20th.

Girvan, Ayrshire.—August 20th.

Southend-on-Sea, Essex.—Aug. 20th.

Tenby, Pembrokeshire.—Aug. 21st.

Lowestoft, Suffolk.—August 21st.

Aberystwyth, Cardiganshire.—August 21st.

The Mumbles, Glamorganshire.—August 22nd.

Dungeness, Kent.—August 22nd.

Weymouth, Dorset.—August 23rd.

Penlee, Cornwall.—August 24th.

Cromarty.—August 25th.

Weymouth, Dorset.—August 25th.

St. Peter Port, Guernsey.—August 26th.

Howth, Co. Dublin.—August 26th.

Padstow, Cornwall.—August 26th.

Gourdon, Kincardineshire.—August 26th.

Eastbourne, Sussex.—August 26th.

North Sunderland, Northumberland.—August 26th.

Clacton-on-Sea, Essex.—August 26th.

Newcastle, Co. Down.—August 27th.

Weymouth, Dorset.—August 27th.

Troon, Ayrshire.—August 27th.

Exmouth, Devon.—August 28th.

Peel, Isle of Man.—August 28th.

Troon, Ayrshire.—August 29th.

Aldeburgh, Suffolk.—August 30th.

Porthdinllaen, Caernarvonshire.—

August 30th.

Tenby, Pembrokeshire.—August 31st.

SEPTEMBER

DURING September life-boats were launched on service 96 times and rescued 24 lives.

CANOEISTS STRANDED ON ROCKS

Salcombe, Devon. At 3.15 on the afternoon of the 1st September, 1961, the coastguard informed the honorary secretary that two people in a canoe were stranded on the rocks at Steeple Cove near Bolt Head. At 3.35 on the ebbing tide the life-boat *Samuel and Marie Parkhouse* was launched with a dinghy in tow. There was a moderate easterly breeze with a smooth sea. The life-boat made for the cove, where a man and his wife were found on the rocks with their half-submerged canoe close by. The two people were picked up by the dinghy and transferred to the life-boat, which then returned to Salcombe with the damaged canoe in tow, arriving at 5.30.

TWO BOYS ADRIFT IN FOG

Bembridge, Isle of Wight. At 7.38 on the morning of the 3rd September, 1961, the coastguard informed the honorary secretary that two boys were at the Nab Light in a small sailing dinghy and needed a tow to Bembridge. They had been drifting in fog for most of the night. There was a gentle south-easterly breeze with a slight sea. At 8.5 the life-boat *Jesse Lumb* was launched on an ebbing tide. She made for the Nab Light, took the two boys on board, and with the dinghy in tow returned to her station at 10.10.

YACHT AGROUND WITH CHILDREN ON BOARD

Walmer, Kent. At 1.15 on the afternoon of the 3rd September, 1961, the coastguard passed on to the honorary

secretary a report that a sailing yacht with a number of people on board was aground on the rocks near the Royal Marines rifle range at Kingsdown. Visibility was very poor when the life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 1.23. It was low water and there was a light north-easterly breeze with a slight sea. The life-boat found the yacht *Tadpole* aground about one hundred yards off shore. There were two children, a woman and two men on board. All offers of help were refused by the owner of the yacht, but the life-boat stood by in case her services were needed. After an hour and a half the yacht refloated unaided. One member of the life-boat crew, who had been put aboard to help with the anchor, was taken off, and the life-boat returned to her station, arriving at 3.35.

TWO MEMBERS OF CREW TRY TO SWIM ASHORE

Flamborough, Yorkshire. At 2.5 on the afternoon of the 3rd September, 1961, the police informed the coxswain that a man had fallen down the cliffs at Bempton, three miles north of Flamborough Head. The life-boat *Friendly Forester* was launched at 2.30 in a gentle north-easterly breeze and a slight sea. It was two hours after high water. When the life-boat reached the position given there was no sign of a body on the beach below the cliffs. There were large boulders inshore, and the coxswain was unable to take the life-boat closer than thirty yards from the shore. After dropping anchor and allowing the life-boat to veer in as close as possible, the coxswain accepted the offer of one of the life-boat crew, who volunteered to swim ashore. A rope was fastened to him, but when half way to the beach he signalled to the coxswain that he should be hauled back aboard the life-boat, as after making several attempts he found he could not land because of the backwash. Another member of the crew volunteered to try, but he too was prevented from landing by the backwash and was hauled back into the life-boat.

The coxswain then decided to get a man ashore by breeches buoy, as

another man had in the meantime been lowered down the cliff and was able to haul the breeches buoy in. The man who had fallen down the cliffs was found with severe injuries and unconscious, and it was decided to haul him up the cliff face. A stretcher was lowered, and after the injured man had been made as comfortable as possible on the stretcher he was hauled up the cliff face. The coxswain helped to direct operations from the life-boat, and the member of the life-boat crew who went ashore in the breeches buoy was himself finally hauled up the cliff face. The life-boat reached her station at 8.15.

EX-FISHING SMACK TOWED TO HARBOUR

Walton and Frinton, Essex. At 8.55 on the evening of the 3rd September, 1961, the coastguard informed the honorary secretary that a yacht, which he had had under observation for some time, had fired a red flare about four miles north-east of the look-out. At 9.15 the life-boat *Edian Courtauld* put out on the ebbing tide. The sea was choppy, and there was a gentle north-easterly breeze. The life-boat made for the position given and found the ex-fishing smack *Quix* with her sails carried away and making water forward. There were three of her crew on board. The life-boat took the casualty in tow, and after mooring her in Harwich harbour returned to her station, arriving at 2.1 in the morning.

STANDING BY YACHT WITH CHILD ABOARD

Newhaven, Sussex. At 11.25 on the night of the 3rd September, 1961, the coastguard informed the honorary secretary that a yacht was ashore east of the river Cuckmere. At 11.55 the life-boat *Kathleen Mary* was launched in a gentle east-north-easterly breeze and a slight sea. It was one hour before low water. The life-boat found the yacht *Doy* ashore, and the coxswain decided to stand by her to await the flood tide. The yacht had a crew of two, and there was a child aboard. At 3.35 in the morning the yacht refloated and the life-boat escorted her to Newhaven, arriving at 6.30.

EMPTY YACHT TOWED TO HARBOUR

Dover, Kent. At 5.27 on the afternoon of the 4th September, 1961, the coastguard informed the honorary secretary that the yacht *Pack of Cards* was drifting three miles west of the Admiralty pier. The life-boat *Southern Africa* left her moorings at 5.43 in a light east-north-easterly breeze and a slight sea. It was two and half hours after low water. The life-boat found the yacht with no one on board and took her in tow. The life-boat reached her moorings at 7.46.

TOW FOR FISHING BOAT IN FOG

Workington, Cumberland. At 10.15 on the night of the 4th September, 1961, the coastguard informed the honorary secretary that the fishing boat *Early Mist*, which was fishing south of the Tank buoy, had not returned. She had been due back some four hours earlier and the families of her crew were becoming anxious. The weather was very foggy, and there was a light southerly breeze and a smooth sea. As no distress signals had been reported, and in view of the weather conditions, it was thought that the *Early Mist* would return safely. At 10.50 a further message was received that the crew's families were still most anxious, and at 11.15 the life-boat *Manchester and Salford XXIX* put to sea on the ebbing tide. After a search she found the *Early Mist* with a crew of three nine miles west-north-west of Workington. Her propeller shaft had broken. The life-boat took the *Early Mist* in tow and brought her safely to Workington. She then returned to her station, arriving at 5.30 in the morning.

RESCUE OF FOUR PEOPLE AND A CAT

Southend-on-Sea, Essex. At 10.45 on the night of the 4th September, 1961, the coastguard informed the boathouse superintendent that the s.s. *Markland* had reported a small vessel in difficulties one mile east of West Shoebury buoy. The life-boat *Greater London II* (Civil Service No. 30) was launched at 11.5 in a gentle south-westerly breeze and a slight sea. She carried a small out-board motor boat aboard. It was an hour and a half after high water. On

reaching position given the coxswain sent two of his crew away in the motor boat. They found the cabin cruiser *Honolulu* with her engine broken down. There were four people and a cat on board. They were all taken on board the small boat and then transferred to the life-boat. After landing them at Clacton the life-boat returned to the position of the rescue and took the cabin cruiser in tow. She finally reached her station at 12.50.

PLEASURE BOAT FOUND IN NIGHT SEARCH

Arbroath, Angus. At 11.3 on the night of the 6th September, 1961, a message was received from the Montrose life-boat station asking for the help of the Arbroath life-boat in the search that was being made for the pleasure boat *Lena* of Montrose, which was missing with two men and two young girls on board. There was a light north-westerly breeze with a slight sea. The tide was flooding. At 11.10 the life-boat *The Duke of Montrose* was launched. She made towards Red Head and after a search, in which she was helped by the motor vessel *Freswick*, she found the *Lena*. The *Freswick* had located the *Lena* by means of her radar and was able to guide the life-boat to within fifty yards of her. The two girls and one man were taken on board the life-boat, and the *Lena*, with the second man on board, was towed to Arbroath. The life-boat returned to her station at 2.10.

CABIN CRUISER TOWED IN ROUGH SEA

Newhaven, Sussex. At 3.25 on the morning of the 7th September, 1961, the coastguard informed the honorary secretary that a message had been received from the s.s. *Pompey Light* of Portsmouth that she was standing by the cabin cruiser *Warwick*, which was in distress four miles south-west of Beachy Head. The life-boat *Kathleen and Phyllis Lunn* was launched in a fresh south-westerly breeze and a rough *Mary* was launched at 3.55 in a moderate south-westerly breeze and a rough sea. The life-boat reached the position an hour later and found the cabin

cruiser *Warwick* with her engine broken down. She had a crew of two. The life-boat took her in tow to Newhaven, arriving at 7.20. The owner of the cabin cruiser made a gift to the crew.

DUTCH VESSEL'S ENGINE-ROOM FLOODED

Ramsgate, Kent. At 6.35 on the morning of the 7th September, 1961, the coastguard informed the honorary secretary that a Dutch motor vessel was leaking badly half a mile east of the North Goodwin lightvessel. At 7.5 the life-boat *Michael and Lily Davis* left her moorings in a gentle westerly breeze and a moderate sea. It was two hours after low water. The life-boat found the motor vessel *Fram* of Groningen with her engine room flooded. The coxswain put some of his crew aboard to help form a bucket chain for bailing out. The *Fram* was eventually taken in tow by the Dutch tug *Scaldis*, and the life-boat returned to her station, arriving at 3.35.

TWENTY-TWO MEN TAKEN OFF PONTOON

Hartlepool, Co. Durham. About eight o'clock on the morning of the 7th September, 1961, the second coxswain received a request, while he was fishing to the north of Hartlepool, from a representative of Messrs. Wimpey and Co. to land men from their pontoon. He decided it would not be safe to do this in his own boat, and he returned to the life-boat station. The honorary secretary immediately authorised the launching of the life-boat, and at 8.45 on the flooding tide the life-boat *The Princess Royal* (Civil Service No. 7) put out. There was a fresh northerly breeze with a choppy sea. The life-boat made for a position two miles north of Hartlepool, where she took twenty-two men off the pontoon. The men were landed at Hartlepool, and the life-boat then returned to her station, arriving at 10.15.

ESCORT FOR YACHT IN TOW

Clacton-on-Sea, Essex. At 4.56 on the afternoon of the 7th September, 1961, the coastguard informed the honorary secretary of a message received from the police that a yacht had

capsized three quarters of a mile off Lee-over-Sand at St. Osyth beach, and that her two occupants were clinging to her. The life-boat *Sir Godfrey Baring* was launched at 5.18 in a light west-north-westerly breeze and a slight sea. The tide was flooding. On reaching the position, the coxswain found that a small motor boat had put off from the shore, had rescued the yacht's crew of two, and had taken the yacht in tow. The life-boat escorted the two boats ashore and then returned to her station, arriving at eight o'clock.

TOW OF FISHING VESSEL TAKEN OVER

Margate, Kent. At 6.45 on the morning of the 9th September, 1961, the coastguard informed the honorary secretary that the motor fishing vessel *Valkyrie II* of Fraserburgh was in difficulties fourteen miles east-north-east of North Foreland. The life-boat *North Foreland (Civil Service No. 11)* was launched at seven o'clock in a light southerly breeze and a slight sea. It was one hour after low water. While the life-boat was making for the position H.M.S. *Loch Lomond* wirelessly that she had found the casualty eighteen miles north-east of North Foreland and was taking her in tow. At the request of H.M.S. *Loch Lomond* the life-boat met her off North Foreland and took over the tow. There were three people on board the fishing vessel. The life-boat towed her to Ramsgate, arriving at 2.30, and after mooring her returned to her station, which she reached at 4.15.

CREW HELP TO REFLOAT COASTER

Ramsgate, Kent. At 6.14 on the evening of the 9th September, 1961, the coastguard informed the honorary secretary that a coaster was reported to be aground near the North Goodwin buoy. There was a moderate south-westerly wind, and the sea was choppy. At 6.25 the life-boat *Michael and Lily Davis* put to sea on an ebbing tide. On reaching the position given the life-boat found the motor vessel *Eildon* of Grangemouth aground inside the North Goodwin buoy. Two members of the life-boat's crew boarded her and ran out a kedge anchor to help refloat her.

The life-boat stood by until the *Eildon* refloated and was able to go on her way. She then returned to her station, which she reached at 10.20.

SICK CHILD BROUGHT FROM ISLAND

Galway Bay. At two o'clock on the night of the 9th September, 1961, the local medical officer asked for the use of the life-boat to bring a sick child from Inishmaan to the mainland at Rossaveel. As no other suitable boat was available, the life-boat *Peter and Sarah Blake*, on temporary duty at the station, left her moorings at 10.45 in a south-easterly breeze and a calm sea. It was low water. The child was brought from Inishmaan to Rossaveel, and the life-boat reached her station at five o'clock in the morning.

FILM ACTORS TAKEN OFF TRAWLER

The Mumbles, Glamorganshire. At 1.10 on the afternoon of the 10th September, 1961, the honorary secretary was informed by the manager of a film company that the trawler *Madre Dolorosa* had grounded on the west bank about a hundred yards from the end of the west pier. The trawler, which was being used in a film production, had forty actors, technicians and crew on board. The life-boat *William Gammon—Manchester and District XXX* was launched in a fresh south-westerly wind and a smooth sea. It was low water. The life-boat came alongside the trawler and took off thirty-two passengers, who were landed at the south dock jetty. The life-boat reached her station at 4.55.

THREE YACHTSMEN TAKEN OFF ROCKS

Tenby, Pembrokeshire. At 3.40 on the afternoon of the 10th September, 1961, the coastguard informed the honorary secretary that a yacht had capsized near Monkstone Point. At 3.50 the life-boat *Henry Comber Brown* was launched in a moderate south-easterly breeze and a smooth sea. The tide was flooding. On reaching the position the coxswain found the three occupants of the yacht *Iliad* on the rocks near by. They were taken on board the life-boat, which

reached her station at five o'clock. The yacht was a total loss.

SEARCH FOR YACHT THROUGH NIGHT

Bridlington, Yorkshire. At 12.15 early on the morning of the 11th September, 1961, the coastguard informed the honorary secretary that a small sailing yacht on passage from Humber to Bridlington was overdue. The life-boat *Tillie Morrison, Sheffield II* was launched at 12.50 in a gentle south-south-westerly breeze and a smooth sea. It was low water. After searching through the night the life-boat found the yacht *Kestrel*. She was not in any immediate difficulty, but the life-boat took her in tow to Bridlington, which she reached at 10.45. The Humber life-boat was also launched.

LIFE-BOAT STANDS BY UNTIL DINGHY IS BEACHED

Humber, Yorkshire. At eleven o'clock on the morning of the 11th September, 1961, the coastguard informed the coxswain superintendent that a small dinghy with four people on board was in difficulties at the mouth of the river. The life-boat *City of Bradford III* was launched at 11.12 in a light north-westerly breeze and a smooth sea. It was two hours before high water. The life-boat found the dinghy with a man and three children on board. The man refused help, but the life-boat stood by until he had beached the dinghy at Kilnsea and he and the children were safely ashore. The life-boat reached her station at 1.18.

SMALL BOAT TOWED TO HARBOUR

Dover, Kent. At 1.27 on the afternoon of the 12th September, 1961, a report was received that a small boat with one man on board was in difficulties west of the Admiralty pier. The life-boat *Southern Africa* left her moorings at 1.46 in a fresh west-south-westerly breeze and a rough sea. It was one hour after high water. The life-boat took the boat in tow and reached her station at 2.30.

MOTOR BOAT FOUND ADRIFT

Hartlepool, Co. Durham. At nine o'clock on the evening of the 12th

September, 1961, the police informed the honorary secretary that red flares had been seen off the Heugh breakwater. The life-boat *The Princess Royal* (Civil Service No. 7) was launched at 9.45 in a fresh south-westerly breeze and a choppy sea. It was two hours before low water. In the meantime a further message had been received that a small motor boat with two men on board was long overdue from a fishing trip. The life-boat found the motor boat two and a half miles north-north-east of Hartlepool broken down and drifting. Her crew of two were transferred to the life-boat, and after taking the boat in tow the life-boat returned to her station, arriving at 11.30.

KEEPER TAKEN OFF ROCK LIGHTHOUSE

Rosslare Harbour, Co. Wexford. At 9.20 on the morning of the 13th September, 1961, the inspector of Irish Lights informed the honorary secretary that a man working on Tuskar Rock wanted to be brought to the mainland as his father was dangerously ill. As no other boat was available, the services of the life-boat were requested. A strong south-south-westerly wind was blowing with a rough sea. On being contacted by radio-telephone the keepers on Tuskar Rock told the life-boat station that because of the weather no landing was possible on the rock. The next day the weather improved, and at 2.20 in the afternoon the life-boat *H. F. Bailey*, on temporary duty at the station, put to sea at low water with a large boarding boat in tow. On reaching Tuskar Rock she successfully took off the man, whom she landed at Rosslare Harbour. The life-boat then returned to her station, arriving at 4.45.

DIFFICULT TOW IN ROUGH SEA

Donaghadee, Co. Down. At 8.30 on the evening of the 14th September, 1961, the coastguard informed the honorary secretary that a boat was in difficulties off North Head. A strong south-south-westerly wind was blowing with a very rough sea. At 8.38 the life-boat *Mary Stanford*, on temporary

duty at the station, put out on the flooding tide. On reaching the position given the life-boat found the small motor boat *Zelda* with her engine broken down. Her crew of two were taken on board the life-boat. With some difficulty because of the sea conditions the life-boat towed the *Zelda* to Larne, where the two men lived. Here the life-boat crew were given a meal by a harbour engineer at Larne, and the life-boat returned to her moorings at five o'clock in the morning.

FIVE PEOPLE LANDED FROM ISLAND

Port Erin, Isle of Man. At 1.20 on the afternoon of the 15th September, 1961, the police passed on to the honorary secretary a report that someone was thought to be injured on the Calf of Man, as men had been seen making signals. A fresh to strong south-westerly wind was blowing, and the sea was rough. At 1.40 the life-boat *Glencoe*, Glasgow, on temporary duty at the station, was launched on the flooding tide, with a doctor and a police constable on board. When the life-boat reached the Calf of Man it was found that no one had been injured, but that a warden, two ornithologists and two students were without food. Because of the weather conditions they were strongly advised to return to Port Erin. This they decided to do, and the life-boat landed them at Raglan pier. The life-boat returned to her station at 3.10.

YACHT TOWED IN NEAR GALE

Rhyl, Flintshire. At 4.25 on the afternoon of the 15th September, 1961, the coastguard informed the honorary secretary that a yacht appeared to be broken down five to six miles north-by-west of the coastguard look-out. The life-boat *Anthony Robert Marshall* was launched at 4.39 in a south-westerly wind of near gale force and a rough sea. It was two hours after high water. The life-boat found the yacht *Blue Nobby*, but there was no one on board. Because of the state of the weather the coxswain decided to take the yacht in tow, and the life-boat reached her station at ten o'clock.

TOW FOR FISHING VESSEL FOUND HOLED

Dover, Kent. At 11.30 on the morning of the 16th September, 1961, the coastguard informed the honorary secretary that a fishing vessel was in difficulties a mile and a half north-east of Dover. At 11.45 the life-boat *Southern Africa* left her moorings in a gentle south-south-easterly breeze and a slight sea. It was one hour after low water. The life-boat found the fishing vessel holed and sinking. She took her in tow and reached her station at 1.13.

DUTCH VESSEL ESCORTED IN GALE

New Brighton, Cheshire. At 12.35 on the afternoon of the 16th September, 1961, the coastguard informed the honorary secretary that a pilot boat was standing by the motor vessel *Paul Westers* of Groningen, which had engine trouble, off the Q8 buoy in the river Mersey. The life-boat *Norman B. Corlett* put out at 12.49 in a strong south-westerly gale and a very rough sea. The tide was half-flood. The life-boat reached the motor vessel and found her almost out of control. She escorted her and the pilot boat up the river as far as New Brighton, and as no further help was needed, the life-boat returned to her moorings at 4.15.

TWO LIFE-BOATS TO HELP OF FISHING BOAT

Blyth, and Tynemouth, Northumberland. At 1.11 on the afternoon of the 16th September, 1961, the coastguard informed the honorary secretary of the Tynemouth life-boat station that the Whitley Bay police had reported a small boat in difficulties one mile off Briar Dene. At 1.35 the life-boat *Tynesider* was launched in a fresh to strong south-westerly gale and a moderate swell. It was one hour before low water. The honorary secretary of the Blyth life-boat station was also informed, and because of the weather conditions it was decided to launch the Blyth life-boat *Winston Churchill* (Civil Service No. 8). The Blyth life-boat found the fishing boat *Miss Therm*, belonging to the Howden gas works fishing club, with two people on board.

She was alongside a steamer. Her engine had broken down, and the life-boat took her in tow. The Tynemouth life-boat, with the second coxswain in command, arrived shortly afterwards and escorted the Blyth life-boat and her tow as far as Blyth. She then returned to station, arriving at 4.25. The Blyth life-boat moored the fishing boat in the south harbour at 3.40.

SERVICES TO THREE VESSELS IN HURRICANE

Mallaig, Inverness-shire. At 3.25 on the afternoon of the 16th September, 1961, a local resident informed the honorary secretary that the small fishing vessel *Violet* was unable to make the harbour entrance. The wind at the time had reached hurricane force. The life-boat *E. M. M. Gordon Cubbin* left her moorings at 3.45 in a rough sea and a flooding tide. She found the *Violet*, with a crew of two, sheltering half a mile east of Mallaig and towed her into harbour. The life-boat then put to sea again to the help of the fishing vessel *Virgin*, which was dragging her two anchors east of the harbour entrance. The coxswain put two of the life-boat crew aboard to try to start the *Virgin's* engines. They were unsuccessful, and the life-boat took the fishing vessel in tow.

After mooring the *Virgin* the life-boat put to sea once again after a report had been received that three men were adrift in a small boat in Loch Nevis. She found the boat ashore at Ardnarmurach and the men safely on the beach. On returning to her station, the coxswain saw two vessels, the three-masted training ship *Prince Louis* and the ketch *Owl*, dragging their anchors and being driven on to a lee shore near the harbour entrance. The *Owl* was flashing for help and asking for her crew of four to be taken off. After three attempts the coxswain veered the life-boat as near as possible to the *Owl* with the aid of her anchor, and two lines were fired. A towing rope was passed and when this was secure the life-boat sheered away to starboard and was made secure alongside the pier. A further line was then fired to the yacht and another rope passed to her.

With a dozen or more people on the pier pulling the *Owl* she was eventually hauled to safety. By this time the *Prince Louis* was out of danger, and the life-boat finally reached her moorings at three o'clock in the morning after being on continuous service for twelve hours.

EIGHT SURVIVORS FROM MOTOR VESSEL FOUND

St. Helier, Jersey. At 9.30 on the evening of the 16th September, 1961, the harbour office informed the honorary secretary that the motor vessel *Heron* had struck the Paternoster Reef and was sinking fast. A moderate south-south-westerly wind was blowing. It was dark, the clouds were low, and there was a heavy swell. At 9.45 the life-boat *Elizabeth Rippon* put out an hour before high water. The m.v. *Cranbourne* and the s.s. *Roebuck* had gone immediately to the help of the *Heron*, and the life-boat was in continuous radio communication with both vessels. On reaching the position the life-boat was informed that the *Cranbourne* had rescued six survivors, who had got away in one of the *Heron's* boats. It was decided to transfer them to the life-boat. This was successfully done in spite of great difficulty caused by the heavy swell that was running. The success of this operation was greatly helped by the master of the *Cranbourne*, who brought his ship close in under the cliffs near Sorel Point. The life-boat then took the *Heron's* boat in tow.

From reports received from the survivors there seemed little hope of picking up anyone else from the *Heron*, and the *Cranbourne* and *Roebuck* went on their way. The life-boat, however, continued to search an area along the line of the tidal drift. A message was then received by the life-boat advising that the six survivors should be landed at the small harbour at Bonne Nuit. This was done, and they were picked up by members of the St. John ambulance brigade and taken to hospital. They were later placed in the care of the Shipwrecked Fishermen and Mariners Royal Benevolent Society.

Arrangements had been made for an

aircraft to drop flares over the area, but this was not found possible because of the low clouds, and it was decided that an aircraft should be sent up at daylight to help in the search. Soon after eight o'clock a message was received from the tanker *Port de Bouc* that she had picked up a man and a woman, who were believed to be the captain of the *Heron* and his wife. The life-boat now went to the *Port de Bouc* to take off these further survivors, but they were too exhausted to be transferred and the tanker took them to St. Malo. They had been picked up west of Jersey where the tides meet. At the time this area was strewn with thousands of tomato boxes and other floating debris from the wrecked *Heron*.

The life-boat afterwards picked up the bodies of a man and a woman and also took in tow a small upturned ship's boat. Ten of the eleven persons on board the *Heron* had now been accounted for. The eleventh was considered by the survivors to have been crushed between the side of the *Heron* and the ship's boat when the reef was struck. The life-boat finally returned to her station at 2.10 in the morning as it was clear that no useful purpose would be served by continuing to search further. A fisherman from Bonne Nuit continued to search the area during the night and after daylight, but without result.

ESCORT FOR FISHING VESSEL IN GALE

Lerwick, Shetlands. At 10.23 on the night of the 16th September, 1961, the coastguard informed the honorary secretary that a fishing vessel was ashore at the entrance to the north harbour. At 10.37 the life-boat *Claude Cecil Staniforth* left her moorings at low water in a strong southerly gale and a very rough sea. She found the motor fishing vessel *Golden Harvest* of Peterhead aground, but before long the fishing vessel refloated, and the life-boat escorted her into harbour. The *Golden Harvest* was safely moored alongside the quay, and the life-boat returned to her moorings, arriving at 12.15.

BODY PICKED UP BY R.A.F. LAUNCH

Plymouth, Devon. At one o'clock on the afternoon of the 17th September, 1961, the coastguard told the coxswain's wife that a small dinghy had capsized about a hundred yards off Gara Point and that a man was in the water. The life-boat *Thomas Forehead and Mary Rowse* left her moorings at 1.16 with the second coxswain in command, as the coxswain was sick. There was a moderate north-westerly wind and a choppy sea, and the tide was half ebb. A Royal Air Force air-sea rescue launch also put out and succeeded in picking up the man, who was unconscious. The second coxswain offered assistance in applying artificial respiration, and the two boats closed one another. A member of the life-boat's crew qualified in first aid jumped aboard the R.A.F. launch and gave mouth-to-mouth resuscitation until the man was landed at Millbay docks, where he was transferred to a waiting ambulance. The man did not regain consciousness. The life-boat finally reached her station at three o'clock.

SICK MAN TAKEN OFF MOTOR VESSEL

Penlee, Cornwall. At nine o'clock on the morning of the 19th September, 1961, the honorary secretary was informed that the motor vessel *King Charles* of London was making for Mount's Bay with a sick man on board, who urgently needed a doctor. The life-boat *Solomon Browne* was launched at 10.30 in a moderate south-westerly breeze and a moderate sea. It was one hour and a half before high water. The life-boat put into Newlyn to embark a doctor and met the *King Charles* five miles south of Penzance. The patient was transferred to the life-boat, which reached Newlyn at one o'clock. The sick man and the doctor were landed, and the life-boat remained at Newlyn until eight o'clock the next morning because of the weather conditions.

COBLE ESCORTED TO SHORE

Filey, Yorkshire. On the morning of the 19th September, 1961, the weather deteriorated rapidly and as there was

a local fishing coble at sea it was decided to launch the life-boat *The Isa and Penryn Milsted* to escort her ashore. The life-boat was launched at eleven o'clock in a fresh east-south-easterly wind and a moderate swell. It was one hour before high water. The life-boat found the coble off Flamborough Head and escorted her to the beach. She reached her station at 12.35.

FISHING VESSEL FOUND IN FOG

Aith, Shetlands. At 9.26 on the morning of the 21st September, 1961, the coastguard informed the honorary secretary that a fishing vessel had broken down near the island of Papa Stour. At 9.58 the life-boat *John and Frances Macfarlane* left her moorings in a light south-westerly breeze and a choppy sea. It was one hour after high water. The life-boat made for the position in dense fog and deteriorating weather conditions. She found the motor fishing vessel *Sea Gleaner* of Scalloway, with a crew of four, and took her in tow to a safe anchorage at Voe. The life-boat then returned to her station, arriving at 2.40.

DOCTOR TAKEN TO ISLAND

Galway. Early on the morning of the 23rd September, 1961, three men from Inishere Island rowed nine miles in an open boat to Kilronan to summon a doctor to attend a sick person on the island. Telephone communications with the island had broken down. The doctor asked for the use of the life-boat *Peter and Sarah Blake*, on temporary duty at the station, to take him to the island. The life-boat left her moorings at eight o'clock in a light south-south-easterly breeze and a calm sea. The tide was ebbing. The life-boat landed the doctor on Inishere Island and then returned to her station, arriving at 11.30.

TANKER AND MOTOR VESSEL COLLIDE IN FOG

Eastbourne, Sussex. At ten o'clock on the morning of the 23rd September, 1961, the coastguard informed the honorary secretary that the tanker *British Aviator* and the motor vessel

Crystal Jewel, both of London, had been in collision eight miles south-east of the Royal Sovereign lightvessel in dense fog, and that the *Crystal Jewel* needed tugs and medical help. The tug *Meeching* put out from Newhaven with a doctor, and the life-boat *Beryl Tollemache* put out at 10.15 also with a doctor on board. There was a light north-north-easterly breeze with a slight sea, and it was two hours before high water. A helicopter took off but had to return before long because of bad visibility. The life-boat had considerable difficulty in finding the *Crystal Jewel*, and the tanker *Pass of Kildrummy*, which was equipped with radar, was of considerable assistance to the coxswain in locating the *British Aviator*. The tug *Meeching* reached the casualty first and took the *Crystal Jewel*, which was badly damaged and sinking, in tow. Thirty of her crew and her injured master had been taken on board the *British Aviator*, and they were later transferred to the life-boat. The survivors were landed at Eastbourne, and the injured master, whose daughter had been killed in the collision, was taken to hospital. The dense fog had persisted throughout the day, and to guide the life-boat ashore maroons were fired at five-minute intervals. The life-boat reached her station at 7.20. The owners of the *Crystal Jewel* made a donation to the funds of the Institution.

SICK MAN TAKEN OFF TANKER

Tynemouth, Northumberland. At 8.20 on the evening of the 23rd September, 1961, the coastguard informed the honorary secretary that the tanker *British Rover*, anchored two miles from the Tyne north pier, had a very sick man on board who ought to be landed. At 8.44 the life-boat *Tynesider* was launched in a gentle south-south-easterly breeze. There was a slight swell, and there were fog patches. It was one hour before low water. The life-boat went alongside the tanker and took the sick man on board. She returned to the North Shields ferry landing, where the honorary medical adviser immediately went aboard the life-boat to examine the patient. He had suspected appendicitis and was taken by ambulance to hospital. The life-boat reached her station at 10.20.

DRIFTING YACHT TAKEN IN TOW

St. Peter Port, Guernsey. At nine o'clock on the morning of the 24th September, 1961, relatives of the crew of five of the yacht *Airy Mouse* telephoned the honorary secretary to say the yacht, which had left Alderney at 11.30 the morning before for St. Peter Port, was overdue. The honorary secretary made several enquiries, and at 10.4 the life-boat *Euphrosyne Kendal* left her moorings in a light westerly breeze and a calm sea. The tide was half ebb. The launch *Highland Laddie* then wirelessly that she had found the missing yacht east of Herm. The life-boat made for this position and found that the yacht had been becalmed and had drifted round the island through the night, as she had not enough power to overcome the spring tides. The life-boat took her in tow to St. Peter Port, arriving at 11.18.

DOCTOR TAKEN OUT TO MOTOR VESSEL

Penlee, Cornwall. At two o'clock on the afternoon of the 24th September, 1961, the honorary secretary was informed that there was a sick man on board the motor vessel *Iron Horse* of Newcastle, which was making for Mount's Bay. He was asked if the life-boat could take a doctor out and meet the vessel at six o'clock. At 5.45 the life-boat *Solomon Browne* was launched at high water in a gentle north-easterly wind and a slight sea. She put into Newlyn to embark a doctor and a stretcher. On reaching the *Iron Horse*, the life-boat went alongside and put the doctor and stretcher aboard. At 7.20 the doctor and the patient were transferred to the life-boat, which then returned to Newlyn, arriving at 7.45. After landing the two men the life-boat made for her station, which she reached at 8.15.

FOUR RESCUED FROM FISHING BOAT

Seaham, Co. Durham. At five o'clock on the afternoon of the 25th September, 1961, the coastguard informed the honorary secretary that a small fishing boat *Silver Spray* had broken down with engine trouble. The life-boat *George Elmy* was launched at 5.15 in a moderate south-westerly breeze and a

moderate swell. It was high water. The life-boat rescued the fishing boat's crew of four and took the boat in tow, arriving at her station at 6.36.

TOW OF YACHT TAKEN OVER

Beaumaris, Anglesey. At 8.50 on the evening of the 25th September, 1961, the coastguard informed the honorary secretary that a yacht was in difficulties in Penmon Sound. The two people on board could be heard shouting for help. At 9.5 the life-boat *Field Marshal and Mrs. Smuts* left her moorings in a moderate south-south-westerly breeze and a choppy sea. It was two hours after high water. Before the life-boat reached the position a large yacht sighted the casualty, which was the yacht *Pandora*, and took her in tow. The life-boat later took over the tow and beached the yacht, which had engine trouble, at Gallows Point. The life-boat reached her station at eleven o'clock.

INJURED MAN TAKEN OFF TANKER

Southend-on-Sea, Essex. At 5.10 on the afternoon of the 26th September, 1961, the coastguard informed the honorary secretary that a member of the crew of the tanker *Aureity* of London had fallen down a ladder and might have broken some ribs. The life-boat *Greater London II* (Civil Service No. 30) was launched with a doctor and a nurse on board at 7.55 in a light south-westerly wind and a slight sea. It was one hour before high water. The life-boat made for the position of the tanker, which was a quarter of a mile north-east of No. 4 Sea Reach buoy, in foggy weather. The injured man was strapped to a stretcher and transferred to the life-boat, which then returned to her station, arriving at nine o'clock.

ESCORT FOR THREE FISHING BOATS

Arbroath, Angus. At 1.45 on the afternoon of the 28th September, 1961, three local fishing boats, *Snowflake*, *Our Boys* and *Evening Star*, were approaching the harbour in a strong south-south-easterly wind and a rough sea. Because of the dangerous conditions at the harbour entrance it was decided to launch the

life-boat *The Duke of Montrose*. It was two hours after low water. The life-boat escorted the three fishing boats into harbour and reached her station at 2.50

SICK CHILD TAKEN OFF ISLAND

Galway Bay. At 1.40 on the afternoon of the 29th September, 1961, the local doctor asked for the life-boat to take him to Inishmaan to attend a very sick child. The life-boat *Peter and Sarah Blake*, on temporary duty at the station, left her moorings at 2.15 with the doctor on board in a fresh south-westerly breeze and a rough sea. It was nearly low water. After the doctor had examined her the child was embarked in the life-boat and taken to Rossaveel, where an ambulance was waiting to take her to hospital. The life-boat then returned to her station, arriving at 6.45.

SMALL YACHT TAKEN IN TOW

Yarmouth, Isle of Wight. At eight o'clock on the evening of the 30th September, 1961, the coastguard informed the assistant honorary secretary that a small yacht was making distress signals off Warden Ledge buoy in the West Solent. At 8.15 the life-boat *S.G.E.* left her moorings, with the second coxswain in command, in a moderate south-south-westerly breeze and a light sea. The tide was half ebb. The life-boat found the yacht *Kerry* with her crew of three in some distress. She took her in tow and reached her station at 9.45.

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

Dungeness, Kent.—September 1st.

Bembridge, Isle of Wight.—September 2nd.

Fleetwood, Lancashire.—September 2nd.

Walton and Frinton, Essex.—September 2nd.

Cromarty.—September 3rd.

Portrush, Co. Antrim.—September 3rd.

Salcombe, Devon.—September 5th.

Montrose, Angus.—September 6th.

Swanage, Dorset.—September 10th.

New Brighton, Cheshire.—September 10th.

Humber, Yorkshire.—September 11th.

Tenby, Pembrokeshire.—September 11th.

Weymouth, Dorset.—September 13th.

Padstow, Cornwall.—September 13th.

Plymouth, Devon.—September 13th.

Appledore, Devon.—September 13th.

Plymouth, Devon.—September 14th.

Porthdinllaen, Caernarvonshire.—September 14th.

Selsey, Sussex.—September 14th.

Workington, Cumberland.—September 15th.

Swanage, Dorset.—September 15th.

Thurso, Caithness-shire.—September 15th.

Stornoway, Hebrides.—September 16th.

Stornoway, Hebrides.—September 16th.

Walmer, Kent.—September 16th.

Salcombe, Devon.—September 16th.

Baltimore, Co. Cork.—September 16th.

Galway Bay.—September 16th.

Holyhead, Anglesey.—September 17th.

Hartlepool, Co. Durham.—September 17th.

Fishguard, Pembrokeshire.—September 17th.

Islay, Hebrides.—September 17th.

St. Peter Port, Guernsey.—September 18th.

Dover, Kent.—September 19th.

Sunderland, Co. Durham.—September 21st.

Fowey, Cornwall.—September 23rd.

Ramsgate, Kent.—September 23rd.

Yarmouth, Isle of Wight.—September 23rd.

St. Peter Port, Guernsey.—September 23rd.

Wells, Norfolk.—September 24th.

Barry Dock, Glamorganshire.—September 24th.

Clacton-on-Sea, Essex.—September 24th.

Padstow, Cornwall.—September 26th.

Appledore, Devon.—September 28th.

Porthdinllaen, Caernarvonshire.—September 28th.

Bembridge, Isle of Wight.—September 30th.

The following account of a service by the Lizard, Cornwall, life-boat on the 30th June, 1961, was received too late

for inclusion in the September number of the *Life-boat*:

At 11.23 in the morning the coast-guard informed the honorary secretary that a yacht appeared in difficulties off the Lizard Stag rocks. At 11.45 the life-boat *Duke of York* was launched in a light south-easterly wind and a calm sea.

It was an hour and a half before low water. The life-boat found the yacht *Bullfrog* of Teignmouth with her engine broken down. The yacht, which had a crew of two, was taken in tow to Falmouth, and the life-boat reached her station at 8.10. The two rescued people made a gift to the life-boat crew and a donation to the branch funds.

Annual General Meeting

THE next annual general meeting of the governors of the Institution will

take place at the Central Hall, Westminster, on Tuesday, 6th March, 1962.

Presentation to Former Coxswain

MR. George Flett, former coxswain of the Aberdeen no. 1 life-boat, received a watch from Watches of Switzerland Ltd. at a ceremony in Aberdeen on the 11th September, 1961. It has been the practice of this firm, when opening a new branch, to present

such a watch to any member of the British Railways staff who has given first-class service to the public, but it was widely felt that in Aberdeen the recipient should be a seaman, and the former life-boat coxswain was therefore chosen.

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 MARCH, 1962.