

THE LIFE-BOAT

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Notes of the Quarter

THE full record of the life-boat service in the past year was a truly remarkable one. In no other year since the Institution was founded in 1824 have life-boats been called out so often to vessels in distress at sea. The total number of launches on service in 1961 was 960. It is true that this figure was exceeded in 1940 when there were 1,081 launches, but in that year a high proportion of the calls were to aircraft which had been shot down in the Battle of Britain and in other engagements in the air. The year in which the third highest figure, either in war or in peace, was recorded was 1959, when there were 866 launches on service. Since the end of the last war there has been a steady growth in the number of calls made on life-boat crews year after year, but some impression of just how exceptional a year the last one has been may be gained from the fact that up to 1961 the average annual figure for launches in the post-war period had been 660.

HELP TO FOREIGN VESSELS

A feature of the work of life-boats in 1961 was the remarkable number of services to vessels of foreign nations. During the year life-boats went to the help of 78 vessels belonging to 17 different countries, rescuing 21 lives from them. Of these vessels 22 were registered in the Netherlands. Tradition and the accident of geography have created over the centuries a close association between the maritime nations of the British and Dutch, and there has been a particularly strong bond between the life-boat societies of the two countries. In the Netherlands the life-boat service is also a wholly voluntary one, and it is the second oldest life-boat society in the world. In recent years the personal contact between officials of the R.N.L.I. and the Dutch life-boat services has

been extremely cordial, and there have been many useful exchanges of ideas.

The Institution is therefore particularly gratified that in the past year its life-boats were able to render such effective aid to Dutch seamen.

THE INSTITUTION'S FINANCES

In both 1959 and 1960 the Institution's expenditure exceeded its receipts, and reserves had therefore to be drawn upon. In 1961 the trend of the two preceding years was happily reversed and there was a credit balance. At a first glance the figures for receipts and payments in 1961 appear distinctly satisfactory, but a more careful analysis soon reveals why there are no grounds whatever for complacency. The great bulk of the increase in receipts did in fact come from legacies, which amounted to £179,421 more than they did in 1960, and receipts from legacies do inevitably fluctuate. The tendency over the years has been for the amounts left to the Institution in legacies to increase, but an examination of figures year by year shows sharp rises and falls. With steady increase in calls on life-boats, of which the year 1961 provided such striking evidence, and with the continual adoption of new designs, new devices and new forms of equipment, the cost of the life-boat service must inevitably rise in real terms and not merely in accordance with changes in the value of money. The receipts from the living, as opposed to the dead, although increasing slightly in monetary terms, are still not rising as fast as the cost of the Institution's unavoidable commitments.

DEATH OF A SHORE HELPER

The death of Mr. James Pentreath, which is recorded on page 202 and which occurred when the Penlee life-boat was

being rehoused on the 30th December, 1961, calls attention to the fact that the life-boat service may present dangers at all times to those who are engaged in it. The work of the many shore helpers at life-boat stations is not perhaps fully appreciated by the public at large. The services of those who man the life-boats make a natural appeal to people who hear and read of men at sea battling with the elements, but little credit is generally given to those others on shore, without whose efforts the life-boat service would in fact be paralysed. The shore helpers too have to turn out at all times of day or night and in any conditions of weather.

Mr. Pentreath, who was killed in action, was one of an appreciable number of helpers whose devotion to the service is comparable to that of the men who put out in the boats.

NEW COMMITTEE MEMBER

The appointment reported on page 205 of Mr. P. Denham Christie, who is

the coxswain of the Tynemouth life-boat, as a member of the Committee of Management of the Institution has prompted a number of people to ask whether he is the first coxswain on whom this honour has been bestowed. Mr. Denham Christie is not in fact the first life-boat coxswain to serve on the Committee of Management. Earlier in the century there was a most distinguished committee member who served in a life-boat crew for more than forty years. This was Major-General J. E. B. Seely, later Lord Mottistone, who was at one time Secretary of State for War. He first joined the life-boat crew at Brooke in the Isle of Wight in 1894, and from 1933 to 1936 he was coxswain. He became a member of the Committee of Management in 1901 and served on it for 46 years until his death. His book on the life-boat service, *Launch*, which is now unfortunately out of print, gives a vivid first-hand account of what service in a life-boat meant in the early years of this century.

Motor Vessel Aground Off the Irish Coast

ON the 22nd October, 1961, the motor vessel *Halronell*, on passage from Newport, Monmouthshire, to Haulbowline, Co. Cork, encountered heavy weather off the Coningbeg lightvessel, and her bridge was damaged. Her master decided to return to Rosslare Harbour, and in doing so ran ashore on Black rock to the west of Carnsore Point. It was then 6.40 in the evening. The master decided to abandon ship, and an inflatable raft with a canopy was made ready by seven o'clock. A deck-hand had already embarked in the raft when the nylon painter parted and the raft was carried away. The remainder of the crew of five decided to make for the bridge for shelter, but in trying to do so two men were washed overboard by the heavy seas.

There was a south-west-by-south gale blowing, and because of the pounding the vessel was receiving the men were unable to make any distress signals until 10.55. Then by breaking a window

in the wheelhouse they managed to reach the rocket stand and fire six rockets. These were seen by the Barrels lightvessel, and a report was immediately passed to the Kilmore and Rosslare Harbour life-boat stations. The position of the flares was given as three miles north of the lightvessel, but as this was inland, enquiries were made of the Coast Life-Saving Service at Carne for news of any vessel ashore in Carnsore Bay.

Difficulty in Boarding

The Rosslare Harbour life-boat *Douglas Hyde*, one of the 46-foot 9-inches Watson type, left her moorings at 12.55. The weather was so bad that the crew had some difficulty in boarding her. The life-boat rounded Carnsore Point and began searching in the area of the Barrels rocks. Then at 2.43 the St. David's coastguard informed the coxswain that the casualty was ashore on Black rock. The life-boat reached this

position twenty minutes later and anchored westward of the rocks. The cable was veered until the life-boat was within twenty yards of the rocks. A parachute flare was then fired. This illuminated the wreck, and the search-light was switched on to her.

There was no sign of life on board the wreck. However, the breeches buoy was prepared, but about 3.40 the life-boat's anchor started to drag, and the coxswain was forced to cut the cable when the life-boat was ten yards from the rocks and to go ahead on his engines. Five minutes later the motor vessel broke up, and the coxswain decided to lie off to leeward to pick up any possible survivors. The life-boat stayed in the area until 5.15. She then returned to Rosslare Harbour to refuel and get another anchor.

Arm Waving from Wheelhouse

At 8.40 in the morning the life-boat was again in the area of the rock. By this time the Irish corvette *Macha* was approaching. She hove to about a mile and a half to seaward of Black rock. The life-boat continued to circle the rock for some time, and then suddenly

her crew saw an arm waving from what remained of the wheelhouse. The Kilmore life-boat *Ann Isabella Pyemont*, one of the 35-foot 6-inches Liverpool type, had also been launched at 10.15 in the morning, and she too tried to reach the wreck. Neither life-boat was able to go alongside.

A helicopter and a Shackleton aircraft had also taken off, and the helicopter succeeded in hauling three men off the wreck and putting them aboard the Kilmore life-boat.

The Kilmore life-boat returned with survivors to her station, which she reached at 1.45 on the afternoon of the 23rd October. The Rosslare Harbour life-boat continued to search for other possible survivors without success and finally reached her station at 9.30 in the evening. The Kilmore life-boat put out once more, and in conjunction with the Arklow life-boat *Inbhear Mor*, one of the 40-foot Watson type, carried out a search for survivors for some seven hours during the afternoon and evening. The dead body of the deck-hand who had put off in the rubber dinghy was finally picked up by helicopter near the Welsh coast.

THE LIFE-BOAT FLEET

152 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 31st December, 1961 - 83,451

Lightvessel Breaks Adrift

AT 9.49 on the evening of the 12th November, 1961, the Deal coastguard informed the Walmer honorary secretary that the East Goodwin lightvessel, which had been buffeted by heavy seas, had broken adrift from her moorings and was driving rapidly southwards over the Goodwin Sands.

The Walmer life-boat *Charles Dibdin* (Civil Service No. 32), which is one of the 42-foot Beach type, was launched at 9.58 in a strong north-easterly gale and a very rough sea. It was two hours after low water. By the time the life-boat reached her the lightvessel's crew managed to let go an emergency anchor. The coxswain asked the master if he and his crew of six wanted to be taken off, but as the lightvessel was still riding securely, the master asked the coxswain to stand by until the Trinity House vessel reached the scene.

Gusting to Force Ten

By midnight the wind was gusting to storm force (force 10) and there was a very rough and confused sea off the Rounds of the South Sands Head. The life-boat could not remain alongside the vessel and therefore stood off and circled the lightvessel as closely as she could. The Trinity House vessel *Vestal* was not due from Harwich till dawn, and the life-boat crew knew they would have to stand by all night.

Conditions grew steadily worse, and one huge sea threw Bowman George Baker on to the deck. He became unconscious, and the other members of the crew, by moving quickly, managed to prevent him being washed overboard. Exhausted though they were, the coxswain and crew decided they must remain until the *Vestal* reached the scene.

She was considerably delayed by the weather, and in the morning a decision was taken to relieve the Walmer boat by another life-boat. This was the life-boat *Cunard*, a reserve boat of the 45-foot 6-inches Watson type, which was on temporary duty at Dover. She left her moorings at 12.55 and relieved the

Walmer life-boat about two o'clock in the afternoon. In the meantime the *Vestal* had also arrived. Conditions were such that the Walmer life-boat could not return to her station, and she made for Dover harbour, which she reached at three o'clock.

Similar Ordeal

The Dover life-boat crew had a similar ordeal to that of the Walmer crew. The life-boat stood by for twelve hours until she in turn was relieved by the Ramsgate life-boat. The Dover boat reached her station at 1.43 early on the morning of the 14th November.

The Ramsgate life-boat *Michael and Lily Davis*, which is one of the 46-foot 9-inches Watson type, had left her station at 11.14 at night. She stood by for eight and a half hours and was then relieved by the Walmer boat, which had put out a second time, on this occasion from Dover harbour, at nine o'clock on the morning of the 14th November. The Walmer life-boat continued to stand by once more, but later in the morning the weather began to improve and it became clear that the lightvessel had safely ridden out the storm and was no longer in danger.

Trinity House's Thanks

The Walmer life-boat reached Dover harbour at 1.20 that afternoon and returned to her station the next morning.

H.R.H. the Duke of Gloucester, Master of Trinity House, sent a telegram conveying his thanks to the three life-boat crews for their help. A telegram was also received from the Secretary of Trinity House expressing the thanks and appreciation of the Elder Brethren.

Both the coxswain and the mechanic of the Walmer life-boat, Frederick Upton and Percy Cavell, were nearing the retirement age at the time, and after the service was over Coxswain Upton described his experiences to the *East Kent Mercury*. These are reproduced by courtesy of that paper :—

"I knew as soon as the *Charles Dibdin* hit the first roller that this was to be no pleasure cruise and for the crew and myself it turned out to be one night of hell.

Tossed About like a Cork

"The nor'-easter and the spring tides meant there was to be no ebb on the dreaded sand and we had to get as fast as we possibly could, cutting part of the South Goodwins on to which we feared the lightship might be drifting. We could see her light, but we did not know whether she had drifted on to the sands or not.

"We were being tossed about like a cork, huge waves were breaking over our boat, and I realised that if the lightship became stuck on the sands, the wind off the banks whipping the seas into mountainous heights would make it difficult for us to get alongside. If she had become stuck I would have tried to get alongside, fully realising the danger of getting smashed up.

"Fortunately the lightship was clear of the sands, so I took the *Charles Dibdin* as close as I possibly could and got Perce Cavell to ask the captain, over the wireless, whether he and the crew wanted to be taken off or whether he wished to remain on his ship and have us stand by.

Master Decides to Stay

"He replied he would stay aboard as he thought his ship would keep clear of the sands. At that time we could have gone alongside, but later it would have been very difficult.

"The seas were tremendous and as the night wore on the waves became bigger and bigger. Unless you have had experience of the seas on the sands you just can't visualise with what force they can hit you; a spot of water will almost knock you out, and the breakers come down like ton weights.

"We had to keep our head into the seas, and with volumes and volumes of

water hitting the ship continually it was a most difficult job.

"We fought the seas and got our drogue over stern, and we kept it over until we berthed in Dover harbour many hours later.

Hit by Wave

"One wave hit George Baker; it almost K.O.'d him and he was only saved from going overboard by two or three of the crew, who hauled him below.

"Some of the crew were able to get a little sleep, but I could not leave the wheel. The rum did its rounds but I stuck to ginger wine. It was as much as I could do to keep her from capsizing, for one mistake out there and we would all have had it. The seas were really bad, we had a very nasty time, though the crew have experienced worse conditions. I was much younger then. As you grow older you think more of the responsibilities, and this perhaps made it one of the worst nights for me.

Went Alongside

"When we went out on Tuesday morning, the seas were not so bad, so we went alongside the South Goodwin lightship and delivered bread and newspapers. As we were moored alongside the lightship, she bobbed up and down, and once she came down with such force that our own double mooring rope snapped just like a piece of cotton. We also delivered bread and newspapers to the Trinity House ship, *Vestal*, but we still could not get near the East Goodwin lightship.

"As we left the lightship at the end of our vigil on Tuesday, the captain wired his thanks to us for having stood by for so long.

"Let me express the thanks of my crew and myself to all those kind people who hauled our boats to safety from the heavy seas as we were out attempting our errand of mercy."

Life-boat Helper Killed on Slipway

MR. JAMES PENTREATH, a shore helper at the Penlee life-boat station, was killed in an accident when the Penlee life-boat was being rehoused on the 30th December, 1961. Mr. R. W. Blewett, another helper, was injured at the same time. The accident occurred after the Penlee life-boat had put out on the receipt of a report during the afternoon that there was a sick man on board the tanker *Varicella* of London, which was expected to arrive at Mounts Bay at five o'clock.

The life-boat *Solomon Browne* was launched at 4.10 in the afternoon in a light north-easterly breeze and a slight sea. It was low water at the time. The life-boat made for Newlyn to embark a doctor and ambulance crew. She arrived alongside the tanker at 5.10 some six miles south of Penzance. The sick man was suffering from appendicitis. He was taken on board the life-boat, which landed him at Newlyn at 6.15. From there he was taken to hospital. The life-boat then left Newlyn to return to her station, which she reached at 6.30.

As she was about to be hauled up into the keelway of the slip a heavy swell carried the life-boat broadside to the north for about ten feet, pulling the winch wire with her. One of the helpers on the northern side managed to jump over the wire, but two others were struck on their legs. One of them, Mr. Blewett, fell into the water; the other, Mr. Pentreath, was knocked on to the rocks before he too fell into the sea.

The other helpers quickly reached the two men and hauled them on to the rocks, but it was found that Mr. Pentreath had been killed and Mr. Blewett had a number of ribs broken. Mr. Blewett was taken to hospital, where he made a good recovery.

An inquest was held at the County Chamber, Penzance, on the 10th January before the Penzance Borough Council and a jury of nine. A verdict was returned of death by misadventure, but the jury added a rider that "consideration should be given for some limitation of age for members of slip crews".

In fact the Institution's regulation No. 40 states: "Shore attendants, shore signalmen, head launchers, winchmen and lightmen must be relieved of their duties if they become incapacitated owing to age, infirmity, ill-health or any other cause; and no person so incapacitated may be employed as a helper."

The honorary medical adviser had confirmed that both Mr. Blewett and Mr. Pentreath, who were aged 72 and 78 respectively, were extremely fit and well able to carry out the work involved in rehousing the life-boat.

At a meeting of the Penlee branch held on the 10th January it was agreed that anyone over the age of sixty-five who wished to volunteer as a shore helper must apply through the coxswain to the branch committee annually, and that the decision to allow the applicant to be a shore helper should rest with the committee.

New Year Honours

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

K.B.E. Vice-Admiral R. A. EWING, C.B., D.S.C., a member of the Committee of Management.

C.B.E. Captain LORD AILWYN, J.P.,

D.L., R.N., a member of the Committee of Management.

M.B.E. Mr. A. E. HARFFEY, winchman of the Hastings life-boat.

The Rev. DR. I. W. SLOTKI, president of the Cheetham Hill (Manchester) branch.

The Port Erin Experiment

BY COMMANDER R. A. GOULD, O.B.E., *Superintendent Engineer.*

THE first life-boat to be fitted with diesel engines was completed in 1936, and since 1952 diesel engines have been installed in all new life-boats. Nevertheless, there are still an appreciable number of life-boats in the fleet which have petrol engines. These older boats are in themselves thoroughly sound, in all respects seaworthy and excellent as life-boats, and the Institution has given much thought to the problems of their modernisation in order to make the best use of them. An experiment has recently been carried out in replacing the petrol engines of an existing life-boat with new diesel engines. The life-boat chosen for this experiment was the 41-foot Watson type boat built in 1939 and stationed at Port Erin in the Isle of Man.

The advantages which it was hoped would be achieved were to increase the life-boat's speed and power, extend her radius of action and increase the life of a perfectly sound hull.

Some increase in Speed

Clearly no great increase of speed could be expected from the existing hull form which embodies all the essential qualities needed in a life-boat. But it was thought that by installing new engines and propellers some increase in speed should be obtained and that there would be a marked increase in the radius of action. In fact the horse power was increased from twin 36 h.p. to twin 47 h.p. engines; the radius of action at full speed was raised from 64 miles to 94 miles, and the speed was increased from 8.12 knots to 8.57 knots.

To achieve these results a number of modifications had to be made. The pitch of the propellers was made slightly coarser, and it was decided to use a different material for the propeller shafts in order to absorb successfully the increased load. The choice for the new material lay between stainless steel and monel, and the latter was chosen. Among other advantages resulting from the choice of monel may well be the

elimination of corrosion in the form of de-zincification of exposed parts.

One of the major problems which the Institution has had to face in more recent years has been that of providing the necessary spare parts for these petrol engines. Commercial firms find small numbers of specialised spares uneconomical to produce and this has necessitated the manufacture of these essential items at the Institution's depot. The use of standard commercial marine engines virtually eliminates this important problem.

Once the decision had been taken to fit diesel engines into the Port Erin life-boat, the choice of the most suitable type of engine still demanded careful thought and comparison. The overall weight of the new installation, the main dimensions and the centre of gravity of the engines all had to remain nearly the same. Water-cooled side exhausts were fitted in lieu of the stern exhaust installation that was in use with the petrol engines, and the original engine bearers were adapted to take the new engines.

The substitution of diesel for petrol engines in an existing life-boat was an engineering problem. The solution of this problem was, however, accompanied by major changes in the manner of operating controls, which may have far-reaching consequences. Ever since motor life-boats were first built close consideration has been given to relating the control of their motive power to prevailing practices among fishermen. Many life-boat coxswains are themselves fishermen, and more than once it has been found that devices and methods used in small fishing boats can with the necessary modifications be adapted for use in life-boats.

A number of fishing boats today have the single-lever system, which permits the boats to be manoeuvred and their speeds to be controlled by the man at the wheel, who is himself some distance from the engines. In the Port Erin boat it was decided to introduce a similar

system. This meant that the coxswain at the wheel could assume full control of the engines, while one mechanic could operate the radio transmitter and the other concentrate on the gauges and instruments. Alternatively a mechanic could stand alongside the coxswain and himself operate the controls from this position. The system of single-lever control is comparatively simple to install with engines which have a hydraulically operated gear; the change from neutral to ahead or astern can be effected by the simple movement of a cock or valve remotely operated by wire and pulley or light rod gearing.

Among other problems to which solutions had to be found before the installation of the diesel engines could be regarded as a complete success were those of quick starting in order to avoid running down the batteries. In life-boats an alternative method of starting engines has to be provided to insure against the danger of a failure in the electric system. The alternative method in the re-engined Port Erin life-boat is a two-ended system of hand cranking.

Because of the constant increase in electrical equipment installed in life-boats the drain on the batteries and dynamo is inevitably great. Life-boats often have to proceed at very low speeds during a prolonged search, using all their electrical devices. This tends to produce a rapid run-down of the batteries, and unless the dynamo has a reasonable output at low revolutions the consequences can be dangerous. The new engines in the Port Erin boat have their dynamos driven by a V belt and pulley carefully selected to meet these particular needs. The dynamos fitted in this life-boat have an adequate output to meet present needs with a reserve for possible future requirements.

The final choice of diesel engine was made after an examination of a wide variety of those engines already on the market. There were in fact comparatively few engines satisfying the particular requirements and dimensions of this type of life-boat, and in the end the choice made was that of a Parson/Ford Porbeagle engine developing 47 h.p. at 1800 r.p.m., or 52 h.p. at 2,000 r.p.m. There is a 2—1 reduction gear with both

engines, but the port propeller is handed in rotation by means of an additional wheel in the gear box.

It is the regular practice of the Institution to send a new type of life-boat, or a life-boat in which there are novel features of major importance, on a long trip round the coast before she goes to her station so that first-hand evidence can be gained of how she reacts to different sea conditions. The Port Erin life-boat, after her conversion had been completed by Messrs. Wm. Osbornes Ltd. of Littlehampton, sailed for Ramsgate on the 28th October, arriving at Port Erin on the 7th November. On the passage to her station she called at the life-boat stations at Gorleston, Humber, Teesmouth, Berwick and Aberdeen. She then sailed through the Caledonian Canal and called at Oban and Campbeltown on the last leg of her trip. This totalled 889 miles, and the fuel consumption for the passage was 3.88 gallons per hour or 1.8 miles per gallon. With the original petrol engines it would have been approximately 1.1 miles per gallon.

Inspectors' Reports

In the course of her passage the Superintendent of Depot and a number of the Institution's district inspectors and district engineers reported on her performance.

The Superintendent of Depot, Commander E. W. Middleton, reported that he was very favourably impressed with the engine controls and wrote: "The engines ran faultlessly and appeared to have perfect driving power. The coxswain and crew all appeared to be delighted with their re-engined boat."

The Northern District Inspector, Lieut.-Commander Roden, who during his passage encountered gales of force 9, described her as "an excellent sea boat."

Similar comments were made by the other district inspectors. The Eastern District Inspector, Lieutenant E. D. Stogdon, for instance, wrote: "An excellent job has been made of re-engining this boat. Her speed through the water was a good 8.5 knots and there was a fine feeling of getting somewhere at that speed in so small a boat.

Having tried the engine controls by the wheel, I can report that I am fully in favour of this arrangement." The Central District Inspector, Commander L. F. L. Hill, wrote: "While taking this boat on passage I found that the new engines and remote control behaved perfectly. Once the coxswains have handled this system they like it very much indeed."

On the 30th January, 1962, after the

life-boat had been for some time on service at her station at Port Erin, and her regular crew had had further experience of her, the honorary secretary of the station, Captain G. D. Madrell, wrote to say how very pleased the branch were with the performance of the boat. On the 15th January the life-boat was out in very heavy weather, and the crew expressed their complete satisfaction with her.

Committee of Management

FOUR new members have been co-opted to the Committee of Management of the Institution. They are Captain R. E. Cowell, C.B.E., R.D., R.N.R.; Mr. P. Denham Christie; Field-Marshal Sir Francis Festing, G.C.B., K.B.E., D.S.O.; and Mr. Peter Guinness.

Mr. Denham Christie has been the coxswain of the Tynemouth life-boat since 1953 and is Vice-Chairman of the Tynemouth life-boat branch. He is a director of Swan Hunter and Wigham Richardson Ltd. and Wallsend Slipway and Engineering Co. Ltd.

Captain Cowell is the Marine Superintendent of P. & O. Lines. In 1953 he was A.D.C. to the Queen.

Sir Francis Festing was commissioned in the Rifle Brigade, and had reached the rank of lieutenant-colonel on the outbreak of the last war. After commanding the Second Battalion of the East Lancashire Regiment and a brigade in Madagascar, he commanded the 36th Division in Burma from 1942 to 1945. He held a number of important com-

mands after the war, including those of Commander, British Forces, Hong-kong, and G.O.C. British Troops in Egypt. He finally reached the summit of his profession with his appointment as Chief of the Imperial General Staff.

Mr. Guinness is joint managing director of Guinness Mahon, merchant bankers. He is an expert small boat sailor, and recently won the Royal Cruising Club Challenge Cup for a cruise to the Lofoten Islands.

Five members of the Committee of Management have been elected Vice-Presidents. They are Air Vice-Marshal Sir Geoffrey Bromet, K.B.E., C.B., D.S.O.; Mr. C. G. Freke, C.I.E.; Lieutenant-Commander the Hon. Greville Howard, R.N.R., M.P.; Admiral Sir William R. Slayter, K.C.B., D.S.O., D.S.C.; and Commander F. R. H. Swann, O.B.E., R.N.V.R.

Mr. Roger Leigh-Wood was appointed Deputy Treasurer of the Institution on the death of Mr. T. O. Gray.

Letter of Appreciation

THE Committee of Management has decided that a letter of appreciation should be sent to Coxswain John Bassett of Eastbourne for his part in the service by the Eastbourne life-boat when the trawler *British Aviator* and the

motor vessel *Crystal Jewel* collided in dense fog on the 23rd September, 1961. A full account of this service, in which thirty-one people were landed, appeared in the December 1961 number of the *Life-boat* on page 193.

Correction

IN the December, 1961, number of the *LIFE-BOAT* on page 177 it was stated that the Falmouth life-boat was

launched on the 16th August. In fact the date of the launch was the 16th July.

Tributes to Life-boat Crews

MANY letters containing tributes to the work of the life-boat crews are received at the headquarters and branches of the Institution. They are, in fact, too numerous to be quoted regularly, but four letters of very different types received recently give some indication of the feelings of people living in this country towards the men who man the Institution's life-boats.

On the 26th October, 1961, three life-boats, those at Cromer, Sheringham and Great Yarmouth and Gorleston, all took part in a long search for an aircraft of the United States Air Force. The search was unsuccessful and the service is briefly referred to on page 215. Commenting on the efforts of the crews of the three life-boats, the Commander of the U.S. 47th Bombardment Wing (Tactical) wrote to the coxswains concerned:

"On behalf of the families of the lost airmen, and the 47th Bombardment Wing, I would like to express sincere appreciation for the assistance rendered by the personnel of the Royal National Life-boat Institution in the air/sea operations carried out during the recent accident involving a B-66 aircraft from this station. In particular, you, as Coxswain, and all the men under your direction, are to be commended for the long hours you devoted, doubtless at personal risk, to this rescue operation.

Prompt Response

"The prompt response by the Royal National Life-boat Institution to participate in the search reflects the true spirit of co-operation that exists between the British populace and the American community.

"Your desire to assist and your untiring efforts are indeed heartwarming, and an assurance that you stand ready to help at any time you may be called upon. Once again, we thank you for your most valued efforts".

A friend of Mrs. Ford, the honorary secretary of the Margate ladies' life-boat guild sent her a donation and wrote:

"It is with very great pleasure I enclose herewith my cheque for three guineas, being a small token of my appreciation of the courage and bravery

displayed by the crews of the life-boats.

"I was staying at Westgate with a friend during the recent gales and, although I have seen pictures and television extracts of the raging seas, I never before realised, until I actually experienced this spectacle, the pluck required to face such perils to save the lives of others. It is for this reason that I send this little gift which I hope will provide some small comfort for these courageous men".

Letter from an Eight-year-old

At the headquarters of the Institution the following letter was received from Windsor:

"I am Richard, 8 years old. I dug a hole in my sand-pit, and made a collection for the brave life-boat men. I have much pleasure in enclosing 5d., (five pence) that I collected.

Good luck to you all.

Yours sincerely,

RICHARD SHEPHERD.

Stamps enclosed".

More moving perhaps than any of these letters was one received as this number of the *Life-boat* was about to go to press. It was addressed to the honorary secretary of the Selsey station branch by Mrs. Thomas Hutchins of Solihull, who wrote:

"Last year my husband, myself and our two boys spent a very happy holiday at Selsey. My youngest son Paul aged 8 years was very taken by the life-boat and its history along with the brave men who sail in her. He was fortunate to see two launchings and returns.

"He died tragically just before Christmas, but had saved quite a lot over the years for a small boy. He always gave from his own pocket money for his favourite good causes, so we decided to divide the money up between them all and I feel sure he would like the life-boat crew of Selsey to be remembered. I am enclosing a P.O. for £2 for them in his name, hoping that it will help in some small way".

Mrs. Hutchins has since expressed her intention of making an annual donation on the anniversary of Paul's birthday.

New Ways of Making Money

After the maiden trip of the latest addition to Lowestoft's trawler fleet, *Silverfish*, owned by the Colne Fishing Co. Ltd., the owners gave the first kit of fish, one of selected plaice, to be auctioned for the Institution's funds. In this way the Lowestoft branch received £23. The buyer was given a bottle of whisky by the owners.

* * *

The Budleigh Salterton Donkey Club raised £100 through donkey racing for the Exmouth and Budleigh Salterton branch.

* * *

Mr. E. D. Short, who collects for the Bristol branch, has visited a thousand ships every year for the past five years in the port of Bristol with a collecting box.

* * *

At the Scarborough flower show the mechanic of the Filey life-boat, Mr. T. C. Willis, prepared a design of a life-boat, and a local florist had a wire frame made from this and then interwove flowers in the frame in life-boat colours, thereby producing one of the most successful exhibits.

* * *

Fine embroidery done by students working under Mrs. F. B. Thompson was exhibited at Miss Louise Campbell's shop in Harrogate, £34 being raised for the Harrogate branch.

* * *

Mrs. Mendus, a member of the Fish-guard and Goodwick ladies' life-boat guild, found a sheep in one of her fields which had been badly mutilated by dogs. She gave it attention, and when the owner was traced he gave a reward which Mrs. Mendus made over to the funds of the guild.

* * *

Four friends living in Belfast, Mrs. W. D. Newel and her daughter and Mr.

and Mrs. Rea, have a weekly game of bridge. All losses are paid to an agreed charity, the charity chosen last year being the R.N.L.I.

* * *

The landlord of the Ship Inn, Mousehole, ran trips in his speed-boat at 2/6 a head and in the evening raffled a bottle of wine, £9 10s. 4d., being raised for the Penlee branch funds.

* * *

£25 were raised last summer at Minehead life-boat station by the sale of tea aprons made and given by Miss W. M. Brooks.

* * *

Mrs. J. Haslewood, honorary secretary of the Bridgnorth branch, has two Siamese cats, whose kittens she sells for two guineas each for branch funds.

* * *

Mr. R. Cheesman of Barnehurst raised £2 15s. for the Crayford branch funds by propagating and selling indoor pot plants.

* * *

The assistant organising secretary for the north-west district helped to extinguish a fire in the house of a lady living in Kirkham. She expressed her gratitude by making a donation to the Institution.

* * *

A grocer in Grasmere gives his customers paper carrier-bags and instead of *charging* asks them to make a contribution in his collecting box.

* * *

Andrew and Timothy Glover of Crewe, aged 9 and 5, held a sale of their old toys and books on their garden wall and raised £2 16s. for branch funds.

* * *

Mrs. F. C. Lee of Maidenhead has made clothes peg holders for over a year and raised more than £22 in this way for branch funds.

Services of the Life-boats in October, November and December 102 Lives Rescued

OCTOBER

DURING October life-boats were launched on service 92 times and rescued 29 lives.

TRAWLER WITH ENGINE BREAKDOWN TOWED IN

Workington, Cumberland. At 11.20 on the morning of the 2nd October, 1961, the coastguard informed the honorary secretary that a trawler was drifting a mile and a half off Workington. The life-boat *Manchester and Salford XXIX* left her moorings at 11.26 in a light southerly breeze and a smooth sea. It was one hour before low water. The life-boat found the trawler *Polly Cook* with a crew of two. The trawler's engine had broken down, and the life-boat towed her to Workington, arriving at 12.20.

THOUSAND-MILE YACHT VOYAGE ENDS IN TOW

Great Yarmouth and Gorleston, Norfolk. At 11.58 on the morning of the 4th October, 1961, the coastguard informed the honorary secretary that a yacht appeared to be in difficulties north of the harbour mouth. At 12.4 the life-boat *Louise Stephens* was launched in a strong southerly wind and a rough sea. It was two hours before low water. The life-boat found the yacht *Pamparo* unable to make Gorleston because of the strong ebb tide. On board the yacht was a teacher from Horning, who was completing a voyage of a thousand miles from Belle-Ile, France. The yacht was taken in tow to harbour, and the life-boat reached her station at 1.13.

TOW TAKEN OVER IN GALE

Weymouth, Dorset. At 7.41 on the morning of the 6th October, 1961, the coastguard informed the honorary secretary that the yacht *Paulina* needed help five miles south of Portland Bill. The life-boat *Lloyd's*, on temporary duty at the station, left her moorings at 8.10 in a south-south-easterly gale and a very rough sea. It was two hours

after high water. Several other vessels and helicopters also joined in the search for the yacht. The motor vessel *City of Waterford* of Dublin found the *Paulina* with her engine broken down and a crew of four twelve miles south-south-east of Anvil Point. The motor vessel took her in tow. The life-boat later took over the tow, and the yacht was brought to Poole. The life-boat eventually reached her station at 9.30.

ESCORT FOR YACHT IN ROUGH SEA

Hastings, Sussex. At 11.26 on the morning of the 6th October, 1961, the coastguard informed the honorary secretary that a small craft was anchored between a mile and a half and two miles south-west of Galley Hill, Bexhill. There did not appear to be anyone on board. At 11.39 the life-boat *M.T.C.* was launched in a strong south-westerly wind and a very rough sea. It was an hour and a half after high water. The life-boat found the yacht *Venus*, with a young man sitting very low in a small cockpit, proceeding on an easterly course under a mizen-reefed main and foresail. In view of the bad weather the coxswain decided to escort the *Venus* to the life-boat station and wirelessly his intentions to the honorary secretary, who on receipt of this information mustered the shore helpers at the water's edge to await the arrival of the yacht. By fine seamanship the young man sailed his yacht ashore, and the waiting helpers pulled her clear of the sea. The life-boat was then housed and made ready for service at 1.30. The young man's father made a gift to the branch funds.

SEARCH FOR AMATEUR FROGMAN

Portrush, Co. Antrim. At 8.12 on the evening of the 6th October, 1961, the coastguard informed the honorary secretary that a sixteen-foot outboard motor boat with an amateur frogman on board was overdue. The frogman had left Port Bradden at 3.30 to investigate a wreck off Port Bradden. At 8.15 the life-boat *Lady Scott (Civil*

Service No. 4) was launched at high water in a gentle south-easterly breeze and a moderate sea. She searched in conjunction with H.M.S. *Camberford*, which eventually found and picked up the outboard motor boat off the mouth of Lough Foyle. The life-boat then returned to her station, arriving at 2.30.

INJURED SEAMAN TAKEN OFF TANKER

Exmouth, Devon. At 7.25 on the evening of the 7th October, 1961, the honorary secretary was informed by the port medical officer that a member of the crew of the Liberian tanker *George Champion* had severe cuts in an arm and needed medical help urgently. At 7.55 the life-boat *George and Sarah Strachan* left her moorings with the port medical officer on board in a light north-westerly breeze and a moderate sea. It was two and a half hours after high water. The life-boat met the tanker six miles south of Beer Head, and the medical officer was put aboard her. After receiving attention the injured man was lowered into the life-boat, which returned to Exmouth, arriving at eleven o'clock. The injured seaman was taken by ambulance to hospital.

MAN LANDED AFTER DINGHY CAPSIZES

Barrow, Lancashire. At two o'clock on the afternoon of the 8th October, 1961, a life-boat shore helper informed the coxswain that a sailing dinghy appeared to be in difficulties off Foulney Island. The life-boat *Herbert Leigh* was launched at 2.20 in a fresh westerly breeze and a choppy sea with her boarding boat in tow. The tide was half ebb. Before the life-boat reached her the sailing dinghy capsized, but another sailing dinghy launched her small boat and rescued the one man aboard. The rescued man was transferred to the life-boat's boarding boat and put ashore at Foulney Island. His dinghy was towed ashore by the life-boat, which reached her station at 3.20.

LIFE-BOAT AND HELICOPTER TO HELP OF ROWING BOAT

Margate, Kent. At 2.22 on the afternoon of the 9th October, 1961, the

coastguard informed the honorary secretary that two men in a rowing boat were being blown out to sea a mile and a half off Epple Bay and were waving a towel attached to an oar to attract attention. At 2.30 the life-boat *North Foreland (Civil Service No. 11)* was launched in a fresh south-westerly wind and a choppy sea. It was an hour and a quarter after high water. As the life-boat was making for the position a helicopter flew over and the crew of the helicopter asked the coxswain by very high frequency R/T if they could be of any help. The nature of the life-boat's mission was explained, and the helicopter flew towards the rowing boat. When the life-boat reached the rowing boat *Corgi II* of Birchington, the two men aboard had been hauled into the helicopter. The life-boat towed the rowing boat to Margate, arriving at 3.45, and the two men in the helicopter were landed at Westgate.

TOW FOR POLISH FISHING VESSEL

Hartlepool, Co. Durham. At 10.30 on the night of the 9th October, 1961, the second coxswain told the honorary secretary that a Polish fishing vessel was aground near the old pier lighthouse. At eleven o'clock, the life-boat *The Princess Royal (Civil Service No. 7)* was launched in a south-westerly wind of near gale force and a moderate sea. It was half an hour after low water. The life-boat found the fishing vessel *Arka* of Gdynia with a crew of ten bumping on the rocks and in a dangerous position. As the crew could speak no English, the second coxswain was put aboard the vessel to help with the securing of a tow rope, and the vessel was then refloated. She was able to reach harbour under her own power, and the life-boat returned to her station, arriving at 12.30.

FATHER THEN SON IN COMMAND OF LIFE-BOAT

Montrose, Angus. At 9.15 on the morning of the 11th October, 1961, the ex-coxswain of the life-boat, Mr. James Paton, heard his son, who is the present coxswain, calling by radio for the help of the life-boat. The son at the time was

fishing in his boat *Rosemary* in Montrose bay, where another fishing boat, *Hazel*, had fouled her propeller with nets. The life-boat *The Good Hope* was launched at 9.35 with Mr. James Paton in command in a fresh south-westerly breeze and a rough sea. It was two and a half hours before low water. In the meantime the fishing boat *Rosemary* had made towards harbour, and she met the life-boat at the mouth of the river South Esk. There Mr. Paton's son assumed command of the life-boat, and Mr. Paton himself went aboard the *Rosemary* and took her into harbour. The life-boat found the *Hazel* with a crew of two and took her in tow, arriving at Montrose harbour at 12.50.

HELICOPTER CRASHES INTO SEA

Ramsgate, Kent. At 6.7 on the evening of the 11th October, 1961, the life-boat *Michael and Lily Davis* had just completed an exercise with a Royal Air Force helicopter off Ramsgate. There was a light south-westerly breeze with a slight sea. The helicopter was returning to its station when the life-boat crew saw it crash into the sea and become partly submerged. The life-boat went immediately to the scene and picked up all four of the helicopter's crew. The life-boat then returned to harbour, and the survivors were taken to Manston by ambulance. Fortunately none of them was hurt. The life-boat reached her station at 6.16.

SICK WOMAN AND INJURED CHILD LANDED

Galway Bay, Co. Galway. At 2.40 on the afternoon of the 13th October, 1961, the local doctor asked the honorary secretary if the life-boat would take a sick woman off the island of Inishere and an injured child from Kilronan and bring them to the mainland at Rossaveel, where they could be taken to hospital. As there was no other suitable boat available, the life-boat *Peter and Sarah Blake*, on temporary duty at the station, left her moorings at three o'clock. There was a moderate southerly breeze and a heavy swell. It was low water. The life-boat brought the woman and the child to the mainland and reached her station at 11.30.

BOAT ESCORTED AFTER SEARCH

Howth, Co. Dublin. At 9.30 on the night of the 13th October, 1961, an hotel manager told the honorary secretary that a friend of his had left Howth in a small outboard sailing boat with another man and a girl for Dun Laoghaire, and that although they had intended to return to Howth by 8.30 they had not arrived. After enquiries had been made of the Baily lighthouse, the Dun Laoghaire lighthouse and the harbour master it was decided to launch the life-boat to search for the missing boat. The life-boat *R.P.L.* left her moorings at 9.55 in a moderate southerly breeze and a choppy sea. It was two hours after low water. At 10.15 a message was received through the Baily lighthouse that the boat had been seen about a mile off Howth Head under sail. The life-boat made for this position, found the boat, and escorted her to Howth, which was reached at 10.30. The Dun Laoghaire life-boat also carried out a search.

BODY RECOVERED FROM SEA

Blyth, Northumberland. At 10.30 on the morning of the 14th October, 1961, the Blyth police informed the honorary secretary that a body had been seen floating in Colleywell Bay, and that as it was nearly low water no small boat could put out from Seaton Sluice to recover it. The life-boat *Winston Churchill (Civil Service No. 8)* was launched at 10.45, towing a small dinghy astern. The sea was smooth, the weather was calm, and it was one hour before low water. The life-boat arrived in Colleywell Bay twenty minutes later, and the honorary secretary from the shore guided the life-boat towards the body. The dinghy was used to pick up the body and the life-boat towed the dinghy to Blyth, arriving at the life-boat slipway at 12.5. The body was then handed over to the police.

STANDING BY HARBOUR BAR IN GALE

Whitby, Yorkshire. On the morning of the 17th October, 1961, the local fishing fleet were at sea when a north-north-westerly gale sprang up. The life-boat *Mary Ann Hepworth* was launched at 11.45 in a very rough sea two hours

after high water. She stood by the harbour bar during the afternoon until all the fishing fleet had returned safely to harbour, and was eventually re-housed at seven o'clock.

FIVE FISHING BOATS ESCORTED IN GALE

Scarborough, Yorkshire. On the 17th October, 1961, several local fishing boats were at sea, and as the weather was rapidly deteriorating it was decided to launch the life-boat to escort them to harbour. The life-boat *J. G. Graves of Sheffield* was launched at 12.10 in a northerly gale and a rough sea. The tide was half flood. Five fishing boats were escorted safely into harbour, and the life-boat reached her station at 1.50.

ESCORT FOR NORWEGIAN VESSEL IN TOW

New Brighton, Cheshire. At 10.40 on the morning of the 20th October, 1961, the coastguard informed the honorary secretary that a vessel appeared to have broken away from two tugs which had been towing her. The life-boat *Norman B. Corlett* left her moorings at eleven o'clock in a strong north-north-westerly breeze and a rough sea. The tide was half ebb. The life-boat met the vessel believed to have broken adrift, the s.s. *Olefoss* of Oslo, near the Burbo buoy. Her tow rope had not in fact broken, but she was sheering badly. The life-boat escorted the two tugs and their tow to New Brighton and then returned to her moorings, arriving at 12.25.

EMPTY LAUNCH TOWED IN

Walton and Frinton, Essex. At two o'clock on the afternoon of the 21st October, 1961, the coastguard informed the honorary secretary that a boat appeared to be drifting north with the ebb tide. As a boat with two people on board had been reported missing, the coastguard asked for the life-boat to be launched to investigate. There was a light south-westerly breeze with a slight sea. At 2.15 the life-boat *Edian Courtauld* was launched. She met the drifting boat about two miles south-east of Walton pier and found her to be the ex-Trinity House launch *Upway*. No

one was on board. The life-boat towed the *Upway* into Walton backwaters, where the launch was moored. The life-boat then reached her station at 7.20.

TOW FOR DISABLED YACHT IN ROUGH SEA

Margate, Kent. At 11.6 on the morning of the 22nd October, 1961, the coastguard informed the honorary secretary that a yacht was in difficulties a mile east of Queen's buoy, and that the motor vessel *Miletence* was standing by until the life-boat arrived. A moderate south-south-westerly wind was blowing with a rough sea. At 11.15 the life-boat *North Foreland (Civil Service No. 11)* was launched on the flood tide. On reaching the position she found the auxiliary sailing yacht *Iselle* disabled by a rope, which had fouled her propeller. Her jib had been blown away, and in the heavy seas she was unmanageable. The life-boat towed the *Iselle* into Ramsgate harbour, as at that state of the tide it would not have been possible to come into Margate. The *Iselle* and her crew of two were placed in the care of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, and the life-boat returned to her station, arriving at 4.29.

FISHING BOAT TOWED IN NEAR GALE

Wicklow. At 3.32 on the afternoon of the 22nd October, 1961, the coxswain learnt that a fishing boat was in difficulties about two miles north of the harbour. At 3.35 the life-boat *J. W. Archer* was launched in a south-by-westerly wind of near gale force and a choppy sea. It was low water. The life-boat found the fishing boat *St. John* of Wicklow with a crew of two. Her engine had broken down and her anchor and cable had been lost. The *St. John* was taken in tow to harbour, and the life-boat reached her station at 4.40.

YACHT DRIFTING IN NEAR GALE

Aldeburgh, Suffolk. At 4.10 on the afternoon of the 22nd October, 1961, the coastguard informed the honorary secretary that a yacht appeared to be in difficulties three miles south-west of Orford light. After further enquiries had been made the life-boat *The Alfred and*

Patience Gottwald was launched at 4.56 in a south-south-westerly wind of near gale force and a rough sea. It was one hour after low water. The yacht *Aileena*, with a crew of two, was found drifting towards the mouth of the river Ore. The life-boat took her in tow to Felixstowe, arriving at 9.15. Because of the weather the life-boat remained overnight, and the life-boat crew received food and accommodation at the Royal Air Force station. The life-boat returned to her station the next morning.

HURRICANE PREVENTS DOCTOR FROM LANDING

Galway Bay. At five o'clock on the afternoon of the 22nd October, 1961, the local doctor requested the use of the life-boat *Peter and Sarah Blake*, on temporary duty at the station, to take him to Inishmaan to attend a seriously injured man. As there was no other suitable boat available, the life-boat crew and a doctor left in the boarding boat for the life-boat. By the time they had boarded the life-boat the wind had reached hurricane force, and as there was no chance of landing on Inishmaan they remained on board until ten o'clock, by which time the storm had abated somewhat. At 1.30 the next afternoon, when the weather had improved considerably, the life-boat left her moorings for Inishmaan with the doctor. The injured man was taken to Rossaveel, and the life-boat reached her station at six o'clock.

PANAMANIAN STEAMER ESCORTED IN STRONG GALE

Porthdinllaen, Caernarvonshire. At 11.47 on the night of the 22nd October, 1961, the coastguard informed the honorary secretary that a vessel was in difficulties ten miles south-west of Bardsey Island. A very strong south-south-westerly gale was blowing with a very rough sea. At 12.20 the life-boat *Charles Henry Ashley* was launched on the ebb tide. The life-boat was washed by a series of heavy seas, which eventually put the radio-telephone out of action. As a result there was for a time no direct communication with the shore, and at the life-boat station there was no means of knowing whether the

life-boat and her crew had been lost or not. In fact the life-boat reached the position indicated and found that the vessel in distress was the Panamanian steamer *Aguila*. Her steering gear had broken down, and a jury rudder had been rigged. The *Aguila* was making slow progress, and after standing by the life-boat escorted her clear of Bardsey Island until she was on a course for Holyhead. The life-boat then returned to her station, arriving at 11.20 in the morning. A doctor living in London, who had heard over the radio that the life-boat had been reported missing, made a substantial contribution as a thank offering for her safe return.

THREE IRISH LIFE-BOATS PUT OUT

On the 22nd October, 1961, the motor vessel *Halronell* ran aground off the Irish coast. The Rosslare Harbour, Kilmore and Arklow life-boats all put out. A full account of this service appears on page 198.

STANDING BY DUTCH MOTOR VESSEL IN GALE

Moelfre, Anglesey. At 12.45 early on the morning of the 23rd October, 1961, Anglesey radio station informed the honorary secretary that the cargo on board the motor vessel *Eemshorn* of Delfzijl had shifted and that the vessel was listing twenty-one miles north-east of Moelfre light. The life-boat *Watkin Williams* was launched at one o'clock in a southerly gale and a very rough sea. It was two hours after high water. The life-boat made for the position indicated, and the master of the *Eemshorn* asked her to stand by. The coxswain decided to wait in the lee of Point Lynas until the life-boat was needed. At 6.29 the master reported that he no longer required the life-boat to stand by, as his vessel was out of danger, and the life-boat returned to her station arriving at seven o'clock.

SICK MAN TAKEN OFF MOTOR VESSEL

Douglas, Isle of Man. At 5.10 on the afternoon of the 23rd October, 1961, the coastguard informed the honorary secretary that a message had been received through Anglesey radio that the motor vessel *Caltex Lisbon* had a seaman on

board suffering from dysentery and wished to land him at Douglas. A moderate south-west wind was blowing with a moderate sea. As no other boats were available which could be launched at low water, the life-boat *R. A. Colby Cubbin No. 1* put out at six o'clock with a doctor on board. The life-boat met the *Caltex Lisbon* about two miles from the harbour. The sick man was transferred to the life-boat and landed at the King Edward pier, where an ambulance was waiting to take him to hospital. The life-boat reached her station at seven o'clock.

ESCORT FOR COASTER IN TOW

Angle, Pembrokeshire. At nine o'clock on the morning of the 24th October, 1961, the coastguard informed the honorary secretary that the coaster *Kylequeen* was in difficulties seven miles south-west of St. Anne's Head. At 9.35 the life-boat *Richard Vernon and Mary Garforth of Leeds* was launched on the ebb tide. There was a near gale blowing from the west-south-west with a rough sea. The life-boat made for the position given, which she reached at 11.42. A tug, which had also been called for, came up with the casualty at 12.30 and took her in tow to Milford Haven. The life-boat escorted them and then returned to her station, arriving at 4.30.

LONGSHORE BOAT TOWED TO HARBOUR

Lowestoft, Suffolk. At 7.47 on the evening of the 25th October, 1961, the coastguard informed the honorary secretary that red flares had been seen south of Lowestoft look-out station. The life-boat *Michael Stephens* left her moorings at 7.55 in a fresh south-south-westerly breeze and a choppy sea. The tide was half flood. While the life-boat was making for the position indicated a flare was seen near Claremont pier. The life-boat found the longshore boat *Bren Jean* of Lowestoft with her engine broken down. She took her in tow to Lowestoft harbour and reached her moorings at 8.30.

TOW FOR YACHT IN GALE

Margate, Kent. At 5.55 on the evening of the 27th October, 1961, the coast-

guard informed the honorary secretary that the master of the *Tongue* lightvessel had wirelessly that a sailing yacht with four people on board was secured astern of the lightvessel. Because of the south-westerly gale blowing and the very rough sea he was concerned for their safety. He sent a further message at 6.33 that the weather conditions were worsening, and the life-boat *North Foreland (Civil Service No. 11)* was launched at 6.48. It was two hours before low water. The life-boat reached the lightvessel at 7.55 but was unable to go alongside the sailing yacht *Intrigue* of London, as she was pitching and rolling heavily in the very rough sea. The life-boat crew succeeded in connecting a tow line, and the life-boat took the yacht in tow. At 11.15, when they were off Margate, the owner informed the coxswain that his yacht had a very long keel and could not take the ground. He then asked if he could be towed to Ramsgate harbour, as he did not want to anchor in the open sea. The life-boat crew gave the crew of the *Intrigue* some refreshments and dry clothing and the life-boat towed the yacht to Ramsgate. A strong tide was running across the harbour entrance, and there was a danger that the yacht might broach to. The life-boat and yacht entered the harbour safely at 5.10, and the life-boat finally reached her station arriving at 6.40.

ESCORT FOR FISHING BOAT IN TOW Porthdinllaen, Caernarvonshire.

At 8.50 on the morning of the 28th October, 1961, the coastguard informed the honorary secretary that the fishing boat *Ees Teyr* of Beaumaris was aground on the south bank of Caernarvon bar. The life-boat *Charles Henry Ashley* was launched at 9.15 in a north-westerly wind of near gale force and a rough sea. It was two hours after low water. On reaching the position indicated the life-boat crew found that the Caernarvon pilot boat was about to take the *Ees Teyr* in tow. The fishing boat's rudder had been pushed up through her deck, and she was leaking badly. The life-boat escorted both boats into Caernarvon dock and reached her station at 3.40.

TOW FOR SMALL OPEN BOAT

Stornoway, Outer Hebrides. At 7.5 on the evening of the 28th October, 1961, the coastguard informed the honorary secretary that a small boat with two people on board had been seen burning flares about a mile south of Arnish light. Contact with the fishing coble *Brenda*, which was lying close by in Branahuic Bay, could not be established, and the coastguard had lost sight of the small boat. A fresh north-north-westerly wind was blowing, and the sea was choppy. At 7.30 the life-boat *The James and Margaret Boyd* put to sea on the flood tide. She found the small open boat with her engine broken down and drifting seawards. She took the boat in tow to Stornoway harbour and reached her station at 8.30.

MOTOR YACHT ESCORTED TO HARBOUR

Dover, Kent. At 5.55 on the evening of the 31st October, 1961, the eastern arm signal station informed the honorary secretary that a yacht was firing red flares off the signal station. The life-boat *Southern Africa* left her moorings at 6.5 in a strong west-south-westerly wind and a moderate sea. It was an hour and a half after high water. The life-boat found the motor yacht *Ocean Reaper*, whose crew had carried out repairs to her steering. She escorted the yacht to a safe berth in the harbour and reached her moorings at 7.40.

ESCORT FOR BOAT USED BY G.P.O. LINESMEN

St. Mary's, Scilly Isles. At 7.20 on the evening of the 31st October, 1961, a Post Office official informed the honorary secretary that a local boat being used by their linesmen, who were engaged in repairing a telephone cable between St. Mary's and Treco, had not returned before darkness, as she usually did, and that this was causing anxiety. A fresh south-westerly wind was blowing with a slight sea. The tide was flooding. At 7.35 the life-boat *Guy and Clare Hunter* was launched. The position in which the repair work was being carried out was known, and on reaching the spot the life-boat found the boat was just weighing anchor to return to St.

Mary's. The engineers had been trying to complete their work after dark. The life-boat escorted the boat back to harbour.

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

Mumbles, Glamorganshire.—October 1st.

Tenby, Pembrokeshire.—October 1st.

Selsey, Sussex.—October 1st.

Bembridge, Isle of Wight.—October 1st.

Shoreham Harbour, Sussex.—October 1st.

Clacton-on-Sea, Essex.—October 2nd.

Walton and Frinton, Essex.—October 3rd.

Redcar, Yorkshire.—October 4th.

Clacton-on-Sea, Essex.—October 6th.

Bembridge, Isle of Wight.—October 7th.

St. Helier, Jersey.—October 8th.

St. Ives, Cornwall.—October 8th.

Newburgh, Aberdeenshire.—October 8th.

Dover, Kent.—October 8th.

Newhaven, Sussex.—October 10th.

Dun Laoghaire, Co. Dublin.—October 13th.

Hastings, Sussex.—October 15th.

Hoylake, Cheshire.—October 15th.

Newhaven, Sussex.—October 16th.

Eastbourne, Sussex.—October 16th.

Margate, Kent.—October 16th.

Plymouth, Devon.—October 16th.

Stromness, Orkneys.—October 16th.

Dungeness, Kent.—October 17th.

Llandudno, Caernarvonshire. —

October 17th.

Bridlington, Yorkshire.—October 18th.

Penlee, Cornwall.—October 18th.

Humber, Yorkshire.—October 19th.

Fleetwood, Lancashire.—October 22nd.

Clacton-on-Sea, Essex. — October 22nd.

Poole, Dorset.—October 22nd.

Beaumaris, Anglesey.—October 22nd.

Weymouth, Dorset.—October 22nd.

Margate, Kent.—October 22nd.

Torbay, Devon.—October 22nd.

Cromer, Norfolk.—October 22nd.

Pwllheli, Caernarvonshire.—October 23rd.

Courtmacsherry.—October 23rd.
Holyhead, Angelsey.—October 23rd.
Holyhead, Anglesey.—October 23rd.
Shoreham Harbour, Sussex.—October 24th.
Criccieth, Caernarvonshire.—October 24th.
Longhope, Orkneys.—October 24th.
Hartlepool, Co. Durham.—October 25th.
Cromer, Norfolk.—October 26th.
Lerwick, Shetlands.—October 26th.
Sheringham, Norfolk.—October 26th.
Port Erin, Isle of Man.—October 27th.
Great Yarmouth and Gorleston Norfolk.—October 27th.
Wells, Norfolk.—October 27th.
Cromer, Norfolk.—October 27th.
Dover, Kent.—October 27th.
New Quay, Cardiganshire.—October 29th.
Great Yarmouth and Gorleston, Norfolk.—October 30th.
Barrow, Lancashire.—October 30th.
Falmouth, Cornwall.—October 31st.

NOVEMBER

DURING November life-boats were launched on service 48 times and rescued 20 lives.

TWO MEN TAKEN OFF SINKING YAWL

Hastings, Sussex. At 9.50 on the morning of the 4th November, 1961, the coastguard informed the honorary secretary that the yawl *Patronita* of Portsmouth needed help eight miles south-east of Hastings. This information had been received from a Dutch merchant vessel. A moderate northerly wind was blowing, and the sea was smooth. At 10.5 the life-boat *M.T.C.* was launched soon after high water. As the life-boat approached the position, it was seen that the *Patronita* was in tow of another merchant vessel, the *Cardiff Brook*. The *Patronita* had lost her mizen mast, and her rigging was fouling her rudder and propeller. She was low in the water, having been holed in her counter when her mast went overboard. As the life-boat closed the *Patronita*, the yawl's mainmast fell aft along the whole length of her deck, causing further damage. The life-boat went

alongside and took off the two men on board together with their belongings. By this time there were more than four feet of water below the *Patronita's* decks, and she seemed unlikely to remain afloat much longer.

The coxswain of the life-boat and the master of the *Cardiff Brook* agreed that the *Patronita* should remain in tow until she reached a position of safety or sank. The life-boat then returned to Hastings with the two survivors. Soon after leaving the scene the tow parted, and the *Cardiff Brook* continued on her way. The *Patronita* was last seen lying beam on and wallowing with wreckage about her. When the life-boat reached Hastings, the two rescued men were placed in the care of the police, and later members of the life-boat crew helped to dry their clothes and generally saw to their welfare. The life-boat reached her station at 12.37.

TWO MEN TAKEN FROM CAGE OF BUOY

Clacton-on-Sea, and Walton and Frinton, Essex. At 5.10 on the afternoon of the 4th November, 1961, an anticipatory message was received at Clacton from the coastguard that two men in a local rowing boat were overdue. They had set out from Holland Haven at 7.30 that morning to fish off shore. A light north-westerly wind was blowing with a smooth sea. A number of enquiries had to be made, as nothing was known of the whereabouts of the boat, and at 9.10 the life-boat *Sir Godfrey Baring* was launched at nearly high water. Because of the offshore wind it was thought that the boat might have drifted into the area covered by the Walton and Frinton life-boat, and a request was passed on to the station asking for her help in the search. The Walton life-boat was launched at ten o'clock, and the two life-boats searched a wide area until daylight. The Clacton life-boat then searched the south side of the Gunfleet Sands, and at eight o'clock she found the rowing boat secured to the Gunfleet Spit buoy. The two men who had been aboard her were found inside the bell cage of the buoy. With considerable difficulty, as there was by now a heavy sea, the life-boat was brought alongside the buoy. The second

coxswain managed to climb on to the buoy and help the two men into the life-boat. They were very exhausted. The life-boat returned with the men immediately to Clacton pier, and an ambulance, which had been summoned, took them to hospital. The life-boat reached her station at 9.15. The rowing boat had been left secured to the buoy, and the Walton life-boat picked it up and brought it to Clacton pier. She then returned to her station, arriving at 11.5.

TWO LONGSHORE BOATS TOWED IN

Great Yarmouth and Gorleston, Norfolk. At 11.26 on the night of the 7th November, 1961, the coastguard informed the honorary secretary that a small boat was trapped under the north pier and that cries for help had been heard by the watchman at the end of the pier. A strong south-by-easterly wind was blowing with a moderate sea. The tide was ebbing. At 11.29 the life-boat *Louise Stephens* was launched. She found the longshore boat *Schemz* half full of water and with her engine broken down. The life-boat took off the two men on board and towed the *Schemz* to harbour. News was then received that a longshore fishing boat appeared to be in difficulties in Yarmouth roads, and the coxswain was asked to investigate. The life-boat found the *Judith Ann* with her engine broken down and dragging her anchor. She had a crew of four. The life-boat towed the *Judith Ann* to harbour and reached her station at 1.20.

DISABLED TRAWLER TAKEN IN TOW

Tenby, Pembrokeshire. At 2.50 on the morning of the 10th November, 1961, the coastguard informed the honorary secretary that a flare had been seen about three miles west-by-north of Rhossilli Head. The position of the flare was later confirmed, and it was learnt that two fishing vessels had been seen earlier in approximately the same position. A gentle south-easterly wind was blowing with a moderate sea. At 3.5 the life-boat *Henry Comber Brown* was launched on the flood tide. A flare was seen to the west of Helwick, and eventually the life-boat went alongside the Lowestoft trawler *Helping Hand*. The trawler had been disabled when

her trawl had fouled her propeller. The life-boat put two tow ropes aboard the *Helping Hand*, but these soon parted. A hawser was then passed from the *Helping Hand*, and the life-boat was able to tow her to shallow water off Tenby harbour, where she was beached. The life-boat reached her station at 10.10.

LIFE-BOAT STANDS BY RELIEF BOAT

Cloughey, Co. Down. At 10.32 on the morning of the 12th November, 1961, the coastguard passed on to the honorary secretary a report from a woman living in Ballywater that a boat was said to have disappeared near Buckie Pots off Burial Island. At 10.55 the life-boat *Constance Calverley* was launched in a moderate north-easterly breeze and a rough sea. It was two and a half hours after low water. The life-boat carried out a search but found nothing. While returning to her station the life-boat found the motor boat *Laura*, which was bringing relief to the South Rock lightvessel. The *Laura* had engine trouble, and the life-boat stood by while her crew carried out repairs. After the *Laura's* engine had been repaired the life-boat returned to her station, arriving at 4.44.

CABIN CRUISER TOWED IN ROUGH SEA

Bembridge, Isle of Wight. At 8.23 on the evening of the 12th November, 1961, the coastguard informed the honorary secretary that the sailing boat *Cameo* with a man and a boy on board was overdue from Langstone harbour. She had left the harbour at 12.30 on a fishing trip and had been due to return at 4.30. The *Cameo* was fitted with an outboard motor and had last been seen at three o'clock at the boom defence at Dolphin Gap with engine trouble. The life-boat *Jesse Lumb* was launched at 9.18 in a strong north-easterly breeze and a rough sea. It was two hours after low water. A cabin cruiser, which had gone to the help of the *Cameo* when her engine had broken down, reported that the sailing boat was proceeding towards Langstone fairway buoy under sail. At 11.4 the life-boat found the *Cameo* and took her in tow to Langstone harbour. Because of the weather the life-boat did



By courtesy of]

[Evening Standard

WALMER LIFE-BOAT STANDING BY LIGHTVESSEL

(See page 200)



By courtesy of]

[N. V. Cavell

WALMER CREW AFTER RETURNING FROM LIGHTVESSEL

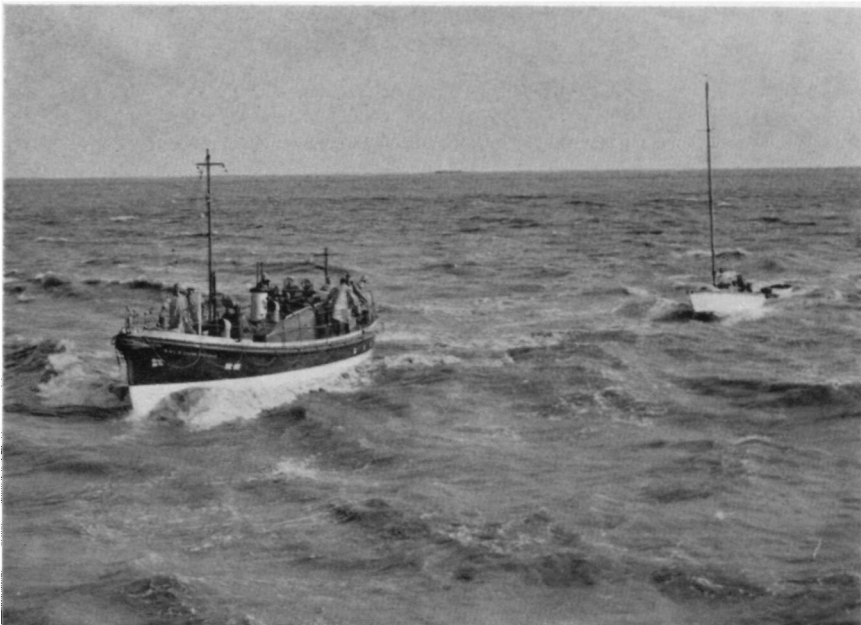
(See page 200)



By courtesy of]

[East Kent Times

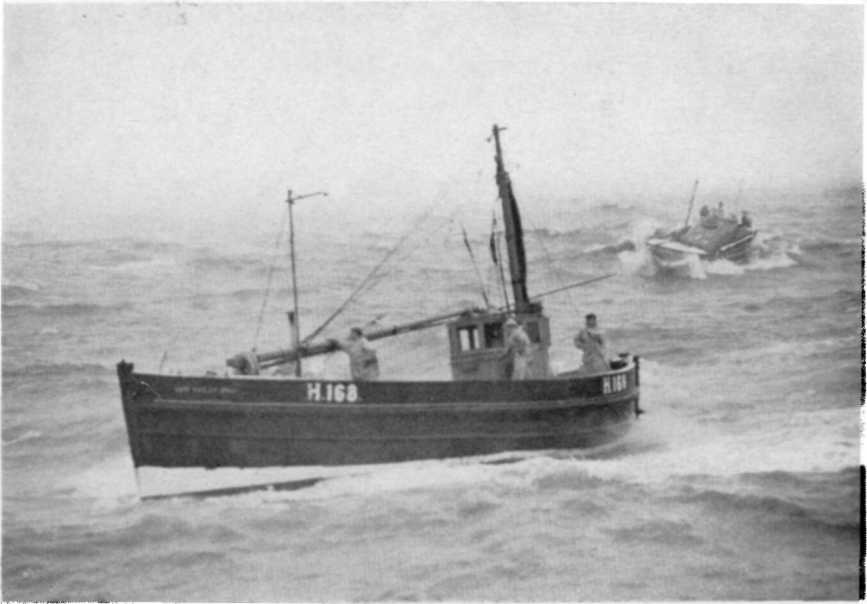
RAMSGATE CREW RETURN FROM EAST GOODWIN LIGHTVESSEL
(See page 200)



By courtesy of]

[Eastern Daily Press

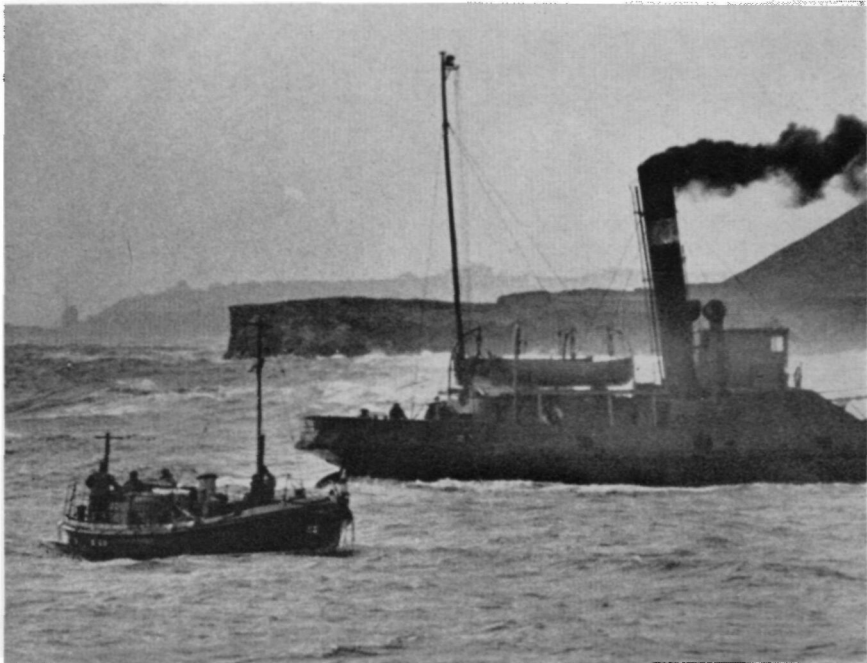
GORLESTON LIFE-BOAT AND YACHT
(See page 216)



By courtesy of]

[Yorkshire Evening Post

BRIDLINGTON LIFE-BOAT STANDS BY KEEL BOAT
(See page 228)



By courtesy of]

[Ivor Nicholas

WORKINGTON LIFE-BOAT STANDS BY DREDGER
(See page 227)



By courtesy of]

[Esso Petroleum Co. Ltd.

LAUNCH OF THE ANGLE LIFE-BOAT



By courtesy of]

[Liverpool Daily Post & Echo

PORTHDINLLAEN CREW RETURN FROM SERVICE

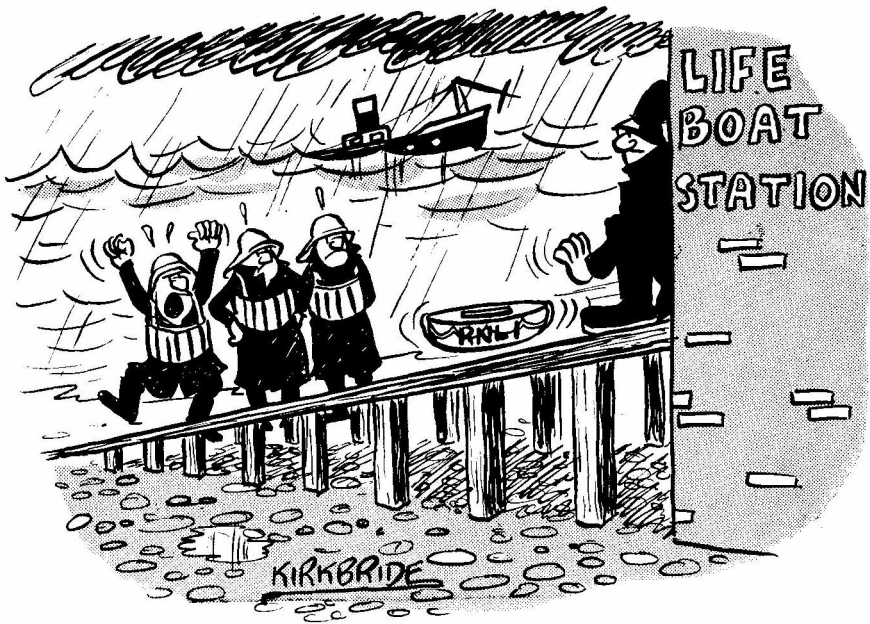
(See page 212)



By courtesy of]

[R. Nisbet

ST. ABBS LIFE-BOAT ON SERVICE



By courtesy of]

[Manchester Evening News

“NO, YOU FOOL—THE OTHER ONE!”



By courtesy of]

[Daily Mirror

TRANSFERRED FROM SELSEY LIFE-BOAT TO HELICOPTER
(See page 227)



By courtesy of]

[Planet News Ltd.

WALMER LIFE-BOAT AND NORWEGIAN TANKER
(See page 229)



By courtesy of]

[Daily Herald]

TANKER'S CAPTAIN LANDED AT PENLEE
(See page 232)



By courtesy of

[Scottish Daily Express

SICK CHILD LANDED AT LERWICK
(See page 233)

not return to her station but made for Cowes, where she was moored at 2.15. She was rehoused on the 15th November.

LIGHTVESSEL BREAKS ADRIFT

On the evening of 12th November, 1961, the East Goodwin lightvessel broke adrift. The *Walmer*, Dover and Ramsgate life-boats were all called out. A full account of their services appears on page 200.

NEAR CAPSIZE WHEN GOING TO POLISH VESSEL

Clacton-on-Sea, Essex. At 7.43 on the morning of the 14th November, 1961, the coastguard informed the honorary secretary that an unidentified coaster was aground near Barrow no. 6 buoy and was believed to need help. A strong north-east was blowing with a very rough sea. At 8.24 the life-boat *Sir Godfrey Baring* put to sea from Brightlingsea, where she had remained overnight after a previous service, as weather conditions had prevented her from returning to her station. The tide was ebbing. The life-boat passed through the Spitway and Barrow Deep to no. 6 buoy, and found the motor vessel *Krutynia* of Szczecin hard on the sandbank with seas breaking all over her.

When she was within a hundred yards of the *Krutynia* two heavy seas hit the life-boat broadside on, nearly capsizing her, but she cleared herself and settled on an even keel. Shallow water prevented the life-boat from approaching nearer to the *Krutynia*, and because of language difficulties no communication could be established. The life-boat continued to stand by, waves fourteen to fifteen feet in height making conditions in the shallow water extremely treacherous. At 12.15 the tug *Napia* from London arrived to give help if needed. Shortly afterwards the *Krutynia* refloated on the tide and continued on her way. Because of the weather the life-boat could not have been rehoused at her station, and she returned to Brightlingsea, which she reached at 4.15. She remained there until the 18th November, by which time the doors of the boathouse, which had been damaged by the heavy seas, had been repaired.

STANDING BY FISHING BOAT ON ROCKS

Arranmore, Co. Donegal. At 5.45 on the morning of the 18th November, 1961, a man living in Burtonport told the honorary secretary that a fishing boat had grounded in Arran roads. The life-boat *W. M. Tilson* left her moorings at six o'clock in a gentle south-easterly wind and a moderate sea. The tide was half ebb. The life-boat found the fishing boat *Ard Crona* on the rocks, but the fishing boat's crew of seven decided to stay aboard. The life-boat stood by until the fishing boat refloated and then returned to her station, arriving at noon.

YACHT IN COLLISION WITH BARGE

Weston-super-Mare, Somerset. At 8.5 on the evening of the 19th November, 1961, the Walton Bay signal station informed the honorary secretary that the yacht *Belle Isle* had been in collision with a barge near Chapple rock in the River Severn. Two men had been on board the yacht. One had been picked up, but the other was missing. Further information was obtained, and at 8.45 the life-boat *Fifi and Charles* was launched in a gentle north-easterly breeze and a slight sea. It was two hours before low water. The life-boat carried out a search for the missing man but found only an inflated ship's raft and a lighted life-buoy, which were picked up. The life-boat reached her station at 2.10 in the morning. It was later learnt that the yacht was the 60-foot motor launch *Isabella*, which had become a total wreck. Relations and friends of the dead man made contributions to the Institution's funds.

BELGIAN TRAWLER AND MOTOR VESSEL IN COLLISION

The Humber, Yorkshire. At seven o'clock on the evening of the 20th November, 1961, the coastguard informed the coxswain superintendent that a cargo vessel and a trawler had been in collision and that the skipper of the trawler needed medical attention urgently. The trawler *Jules Deyne* of Ostend had sunk, and the motor vessel *Fulham VIII* of London, which had collided with her, had rescued her crew

of six and was making towards the Humber lightvessel. At 7.25 the life-boat *City of Bradford III* was launched with a doctor on board in a moderate easterly wind and a slight sea. It was two and a quarter hours after high water. The life-boat came up with the *Fulham VIII* two miles east of the Spurn lightvessel and put the doctor aboard. He found that the skipper had died. The motor vessel and the life-boat then made for the Bull lightvessel, where the sea was calmer, and then the doctor, the six rescued seamen and the body of the trawler's skipper were transferred to the life-boat, which brought them to Grimsby, where they were landed. The life-boat left Grimsby at 12.35 early on the 21st November and reached her station at 1.30 in the morning.

FISHING BOAT TOWED TO HARBOUR

Great Yarmouth and Gorleston, Norfolk. At 12.43 early on the morning of the 23rd November, 1961, the coastguard informed the honorary secretary that SOS signals were being sent from a small boat drifting south of Welling-ton pier. The life-boat *Louise Stephens* was launched at 12.50 in a gentle south-westerly wind and a choppy sea. It was two hours before low water. The life-boat found a small fishing boat, with one man on board, adrift with no anchor. The fishing boat's engine had broken down, and a member of the life-boat crew was put aboard to help connect a tow line. The life-boat then towed the boat into harbour and reached her station at 2.30.

TOW FOR DRIFTING PILOT CUTTER

Lytham-St. Anne's, Lancashire. At 9.45 on the morning of the 23rd November, 1961, the coastguard informed the honorary secretary that the Preston pilot cutter *St. Anne* had asked for the help of the life-boat as she had broken down one mile south of Petes light. The life-boat *Sarah Townsend Porritt* left her moorings at 10.10 in a fresh west-north-westerly wind and a rough sea. It was an hour and a quarter before high water. The life-boat found the cutter with a crew of six in heavy breaking seas with her rudder

carried away and dragging her anchor. She took her in tow to the navigation barge off Lytham and reached her moorings at 11.45.

RESCUE OF CREW OF MOTOR VESSEL

Angle, Pembrokeshire. At 2.10 on the morning of the 25th November, 1961, the coastguard informed the honorary secretary that red flares had been seen about ten miles from St. Anne's Head. A light south-west wind was blowing with a moderate but confused sea. The tide was flooding. At 2.50 the life-boat *Richard Vernon and Mary Garforth of Leeds* was launched. She found the motor vessel *St. Kilda* of Glasgow listing heavily, her cargo having shifted. Six of her crew had been taken aboard the motor vessel *Barry Hill*, and the captain, mate and chief engineer were on board the ship's boat, which was alongside the *St. Kilda*. These three men were taken on board the life-boat, and then the other six members of the crew were transferred to the life-boat from the *Barry Hill*. The life-boat landed them at Milford Haven at ten o'clock and reached her station at 11.10. The *St. Kilda* became a total wreck.

LAUNCH AND PUNT TAKEN IN TOW

Coverack, Cornwall. At 2.15 on the afternoon of the 26th November, 1961, the coxswain received a message from a resident of St. Keverne that a motor boat appeared to be in distress off the Manacles. The life-boat *William Taylor of Oldham* was launched at 2.30 in a light north-by-easterly breeze and a calm sea. It was an hour and a half after low water. The life-boat found the motor launch *Mermaid*, with a small punt tied astern, drifting with her engine broken down two and a half miles east of Coverack. The two people on board the *Mermaid* were taken on board the life-boat, which then towed the launch and the punt to Gillian. The life-boat reached her station at five o'clock.

COLLISION BETWEEN TANKER AND TRAWLER

Ramsey, Isle of Man. At 8.58 on the morning of the 28th November, 1961, the coastguard informed the honorary

secretary that a collision had occurred between a tanker and a trawler off Point of Ayre. The tanker *Auspicity* of London had been badly holed amidships and was being escorted by two trawlers to Ramsey Bay. It was decided to launch the life-boat *Thomas Corbett* at 10.20 to give any help needed. There was a light south-south-westerly breeze and a smooth sea. It was one hour after low water. The master of the tanker was taken ashore in the life-boat to report the damage to her owners and was later taken back to his ship. The life-boat then accompanied the vessel, which had been lying half a mile off shore, into Ramsey harbour, where she was berthed at 2.15.

DREDGER AND HOPPER BREAK FROM MOORINGS

Workington, Cumberland. At 2.30 on the morning of the 29th November, 1961, the coastguard informed the honorary secretary that a dredger and a hopper had broken from their moorings off Workington and were drifting ashore. The life-boat *Manchester and Salford XXIX* left her moorings at 2.45 in a west-south-westerly gale and a very rough sea. It was half an hour after high water. The life-boat found the dredger and hopper aground, and as attempts to refloat them could not be made until the afternoon the life-boat returned to her station, which she reached at 5.15. She put out again at two o'clock in the afternoon and stood by while the dredger was refloated and the hopper towed to a safer position. The life-boat finally reached her station at 5.10.

ESCORT FOR DUTCH VESSEL IN TOW

Lytham-St. Anne's, Lancashire. At 3.5. on the morning of the 30th November, 1961, the coastguard informed the honorary secretary that the motor vessel *Hada II* of Rotterdam was ashore on Salters bank but in no immediate danger. Forty minutes later the coastguard reported that the vessel was dragging her anchor and had asked for help. The life-boat *Sarah Townsend Porritt* left her moorings at 4.35 in a south-westerly gale and a very rough sea. It was high water. The life-boat

found the motor vessel anchored one cable south of the 13½-mile light just inside Salters bank. A very heavy sea was running, and waves were breaking over the vessel's wheelhouse. Her rudder had been damaged, and a member of the life-boat crew was put aboard to give advice. A tug was summoned, but she was unable to approach the *Hada II* until noon. The life-boat stood by until the motor vessel refloated and then escorted the tug with the vessel in tow as far as Lytham. The life-boat reached her station at four o'clock.

SICK MAN TAKEN BY LIFE-BOAT THEN HELICOPTER

Selsey, Sussex. At 12.5 on the afternoon of the 30th November, 1961, the honorary secretary received a request from the Superintendent of Trinity House, Cowes, for the life-boat to take off a sick man from the Owers lightvessel as soon as the weather had moderated enough for her to go alongside. At 8.32 the next morning the Owers lightvessel reported that the conditions were suitable for the operation, and the life-boat *Canadian Pacific* was launched with a doctor on board in a moderate to fresh westerly wind and a moderate sea. It was two hours before low water. The sick man was taken off the lightvessel and brought to Selsey, which was reached at 11.30. A helicopter was waiting there to convey the man to hospital.

COBLE ESCORTED TO BEACH

Flamborough, Yorkshire. At 4.17 on the afternoon of the 30th November, 1961, the coastguard informed the honorary secretary that a small fishing coble appeared to be broken down north-north-west of the coastguard look-out. The life-boat *Friendly Forester* was launched at 4.40 in a strong northerly wind and a moderate sea. It was one hour after low water. As the life-boat was taking the water, a message was received that the fishing coble *Margaret James* had managed to get under way again, but it was decided to escort the coble safely to the beach. The life-boat reached her station at 7.15.

BOAT REPORTED MISSING FROM SHIPYARD

Teemouth, Yorkshire. At 7.20 on the evening of the 29th November, 1961, the coxswain told the honorary secretary he had received a message that a boat was overdue from Gray's shipyard. She had last been seen at 3.45, and after further enquiries had been made the life-boat *Sarah Jane and James Season* was launched at 8.10 in a moderate westerly wind and a slight sea. It was nearly high water. The coxswain made for Gray's shipyard at Seaton Snook to learn what he could of the boat's movements. On the passage to Seaton Snook a fire was seen, and on going to investigate the life-boat found the missing boat aground in the river Tees. The one man aboard had set fire to some petrol to attract attention. The man was taken on board the life-boat and two of the life-boat's crew went aboard the boat aground, which was the motor launch *Grey Falcon*. The life-boat towed her into deep water and continued to tow her to the shipyard. The life-boat reached her station at 10.12.

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

New Brighton, Cheshire.—November 1st.

New Brighton, Cheshire.—November 1st.

Aldeburgh, Suffolk.—November 3rd.

Barrow, Lancashire.—November 3rd.

Stromness, Orkneys.—November 6th.

Hartlepool, Co. Durham.—November 8th.

Dover, Kent.—November 8th.

New Brighton, Cheshire.—November 10th.

Coverack, Cornwall.—November 10th.

St. Ives, Cornwall.—November 11th.

Torbay, Devon.—November 11th.

Falmouth, Cornwall.—November 11th.

Arranmore, Co. Donegal.—November 12th.

Portrush, Co. Antrim.—November 12th.

Clacton-on-sea, Essex.—November 13th.

Dover, Kent.—November 13th.

Selsey, Sussex.—November 14th.

St. Mary's, Scilly Isles.—November 14th.

Bembridge, Isle of Wight.—November 14th.

Swanage, Dorset.—November 18th.

Aldeburgh, Suffolk.—November 20th.

Dunmore East, Co. Waterford.—November 22nd.

Plymouth, Devon.—November 26th.

North Sunderland, Northumberland.—November 27th.

DECEMBER

DURING December life-boats were launched on service 63 times and rescued 53 lives.

BOAT FOUND IN DISTRESS DURING LIFE-BOAT EXERCISE

Sunderland, Co. Durham. At 10.30 on the morning of the 3rd December, 1961, the life-boat *Edward and Isabella Irwin* was launched for a routine exercise in a heavy swell. As she was leaving the harbour the coxswain saw the small motor boat *Catherine May* in distress about a hundred yards from Roker pier. He immediately made for her and found that the motor boat's engine had broken down. There were three people on board the *Catherine May*. The life-boat took her in tow to the south dock and then put to sea again to continue her exercise.

FISHING VESSELS ESCORTED IN GALE

Bridlington, Yorkshire. At 10.30 on the morning of the 4th December, 1961, the harbour master informed the honorary secretary that one of the fish merchants had heard that the motor fishing vessel *Janet* had steering trouble. As the weather was growing worse it was decided to launch the life-boat *Tillie Morrison Sheffield II*. A number of other fishing vessels were also at sea. The life-boat was launched at 11.15 in a south-easterly gale and a rough sea; it was two and a half hours before high water. She found the *Janet* off Flamborough Head and escorted her to harbour. Nine other fishing vessels were also escorted to harbour, and the life-boat reached her station at 3.45.

THREE VESSELS NEAR ROCKS IN GALE

Plymouth, Devon. At 1.53 early on the morning of the 5th December, 1961, the coastguard informed the honorary secretary that a ship had drifted dangerously close to the rocks near the Mount Batten look-out. The assembly signal was made at 1.59, and just as the crew were boarding the life-boat a message was received that the vessel was moving away from the rocks. The crew stood by until 2.50, when a further report was received that the vessel appeared to be at a safe anchorage. Forty minutes later the coastguard informed the honorary secretary that two more vessels were close inshore off Mount Batten, and at 3.55 the life-boat *Thomas Forehead and Mary Rowse* left her moorings in a strong west-south-westerly gale. There was a rough sea and it was high water. Arriving in Jennycliff Bay, the life-boat found both vessels steaming towards the centre of Plymouth Sound, where eventually they anchored under the guidance of a pilot cutter and escorted by the life-boat. The master of one of the vessels, the *Nimrod*, thanked the coxswain for his help, and the life-boat returned to Millbay docks at 5.30. Because of the weather she could not reach her moorings until 7.45.

LIFE-BOAT STANDS BY AS VESSELS CROSS BAR

Whitby, Yorkshire. At eleven o'clock on the morning of the 7th December, 1961, the second coxswain discussed with the honorary secretary the possible danger to the fishing fleet at sea, as the weather was growing worse, and it was decided to launch the life-boat *Mary Anne Hepworth* at 11.55. There was a light south-westerly wind and a rough sea. The tide was half ebb. The life-boat stood by the harbour bar while seven fishing vessels returned safely to harbour. She reached her station at 3.55.

COBLE ENTERS HARBOUR AT THIRD ATTEMPT

Scarborough, Yorkshire. On the afternoon of the 7th December, 1961, conditions deteriorated considerably at the harbour entrance. The motor fishing coble *Florence* had approached the harbour twice and both times had to put

to sea again. The life-boat *J. G. Graves of Sheffield* was therefore launched at 3.20 in a light south-westerly wind and a rough sea. It was nearly high water. The life-boat found the *Florence* one mile south-south-east of Scarborough. She escorted her in and reached her station at 3.45.

INJURED MAN TAKEN OFF MOTOR VESSEL

Donaghadee, Co. Down. At 7.13 on the evening of the 7th December, 1961, the motor mechanic passed on to the honorary secretary a message from the coastguard at Orlock. This was that the motor vessel *Durhambrook* of London had asked for the life-boat to bring out a doctor to attend a man who had been injured by an explosion on board. The life-boat *Sir Samuel Kelly* left her moorings at 7.20, with a doctor on board, in a light southerly breeze and a moderate sea. The tide was half flood. She met the *Durhambrook* off Millisle, and the injured man was taken on board. The life-boat then returned to Donaghadee, arriving at nine o'clock. An ambulance was waiting to take the man to hospital.

NORWEGIAN TANKER AGROUND ON GOODWINS

Walmer, Kent. At 2.12 on the morning of the 8th December, 1961, the coastguard informed the honorary secretary that a vessel appeared to be aground a mile and a half north-west of the East Goodwin lightvessel. The vessel had made no distress signals, but as she was in a dangerous position the life-boat *Charles Dibdin (Civil Service No. 32)* was launched at 2.35. There was a varying southerly wind of near gale force, and it was two and a half hours before low water. The life-boat reached the stranded tanker *Thorsheimer* of Sandefjord shortly after four o'clock. She guided a number of tugs through shallow water and helped to secure hawsers, but the tanker did not refloat on the first high tide. The tug masters decided not to make an attempt on the night tide and the life-boat returned to her station, which she reached at 10.45. The next morning she left at 8.40 to stand by the *Thorsheimer* while further attempts were made to refloat the tanker.

These were successful, and the life-boat finally reached her station at 12.15.

SICK MAN TAKEN OFF ISLAND

Howth, Co. Dublin. On the morning of the 8th December, 1961, the Baily lighthouse keeper informed the honorary secretary that an elderly man on Lambay Island, who had recently undergone an operation, was in urgent need of hospital treatment. Because of severe weather it was not possible to use a local boat, and at 9.25 the life-boat *R.P.L.* put out. There was a south-easterly gale and a rough sea. It was two hours before high water. The coxswain made for Lambay Island, where the sick man was embarked. The life-boat then brought him to the mainland, when a doctor attended him, and reached her station at 3.20.

COASTER AGROUND IN FOG

Arbroath, Angus. At six o'clock on the evening of the 9th December, 1961, the coastguard informed the honorary secretary that a vessel was ashore half a mile east of Arbroath. The life-boat *The Duke of Montrose* was launched at 6.11 in calm weather. There was a slight swell and dense fog. It was two and a half hours before low water. There was not enough water to allow the life-boat to go alongside the vessel, which was the coaster *Dominance* of London, and she stood by until the *Dominance* re-floated at 11.20. The life-boat escorted the coaster to Dundee and then returned to her station, arriving at 12.30 early in the morning.

INJURED MAN TAKEN OFF TRAWLER

Berwick-upon-Tweed, Northumberland. At 9.30 on the night of the 9th December, 1961, the coxswain received a message from a director of the Boston Sea Fishing Company that the skipper of their trawler *Blacktail* had reported that a deckhand had been injured in the throat. The trawler, which was a hundred miles north-east of Berwick, was due to arrive there between eight and nine o'clock the next morning. After consultation with the honorary medical adviser it was decided that a doctor should be taken to the trawler by the life-boat. The life-boat *William and*

Mary Durham was launched at 3.4 in the morning in a gentle westerly breeze and a smooth sea. It was almost high water. The life-boat came up with the *Blacktail* six miles north-east of Berwick, but a freshening south-easterly wind prevented the doctor from being put on board. As the man did not need immediate medical help, both the trawler and the life-boat continued towards Berwick. A mile off shore the man was transferred to the life-boat, which landed him at nine o'clock. He was then taken to hospital.

CREW RESCUED FROM DUTCH MOTOR VESSEL

St. David's, Pembrokeshire. At 6.20 on the morning of the 10th December, 1961, the coastguard informed the honorary secretary that the motor vessel *Wiema* of Groningen had developed a heavy list through her cargo shifting. Her position was ten miles west of the Smalls lighthouse. The life-boat *Swn-y-Mor* (Civil Service No. 6) was launched at 6.45 in a westerly wind of near gale force and a rough sea. It was nearly high water. The life-boat went alongside the *Wiema* and took on board two members of her crew. The master, mate and engineer remained on board, and the *Wiema* continued towards Fishguard harbour at two to three knots, escorted by the life-boat. The vessel was sinking fast, and six miles west of the North Bishop's the other three men were taken on board the life-boat. The Trinity House vessel *Argus* then reached the scene, and the master and mate of the *Wiema* were transferred to her from the life-boat. The *Argus* proceeded to Fishguard, and the life-boat, with three survivors on board, returned to her station, arriving at 5.45. The three survivors were given food and clothing before taking the night train to London. The *Wiema* sank some two hours after the life-boat reached her station. The managers of the *Wiema's* company made a donation to the Institutions funds.

SICK MAN TAKEN OFF TANKER

Penlee, Cornwall. At one o'clock on the afternoon of the 12th December, 1961, the port medical officer informed

the honorary secretary that a seventeen-year-old apprentice on board the tanker *Border Falcon* of Newcastle was ill and needed a doctor. The tanker was due to arrive in Mounts Bay at five o'clock, and the medical officer asked for the help of the life-boat. At three o'clock he informed the honorary secretary that the *Border Falcon* would be four miles south of Penzance at 5.30, and at 4.30 the life-boat *Solomon Browne* was launched in dense fog. There was a moderate south-westerly wind and a rough sea. The tide was half ebb. The life-boat made for Newlyn to embark a doctor and an ambulance crew. She arrived alongside the tanker at 5.30, and the sick man was lowered into the life-boat. He was landed at Newlyn at 6.45, but because of the weather the life-boat did not return to Penlee until the next day.

CREW RESCUED FROM LISTING TANKER

Falmouth, Cornwall. At 6.30 on the morning of the 13th December, 1961, the coastguard informed the honorary secretary that red flares were seen off Greek Point. There was a strong south-south-west wind blowing, and the sea was rough. At 6.55 the life-boat *Crawford and Constance Conybeare* put out. On reaching the position given, she found the tanker *Allegrity* of London rolling with a 60° list about two miles south-east of the point. The captain of the *Allegrity* requested the coxswain to take off the crew. The angle of the list and the heavy seas were clearly going to make this a difficult operation.

The life-boat succeeded in coming alongside, and twelve men jumped and slid down into her. The captain, however, refused to leave his ship. Because of the heavy seas the life-boat had to sheer off, but after she had made a second run alongside the *Allegrity* the captain was persuaded to leave. Meanwhile the vessel was listing more and rolling dangerously.

When the life-boat left the *Allegrity* the second time the captain was asked to check the number of his crew, and it was found that one man was missing. The coxswain of the life-boat ordered a search and the man was seen struggling

up from below the deck of the tanker. He was hailed, but when the life-boat went alongside once more he refused to jump. Two of the crew of the life-boat then went to his help and lifted him down, and he was found to be suffering from shock. The life-boat continued to stand by the *Allegrity* for an hour, having already sent messages asking for the services of a tug and an ambulance. Apart from the man suffering from shock, another member of the *Allegrity's* crew had injured his leg. When the coxswain was satisfied that the life-boat crew had rendered all the help they could, the life-boat returned to her station, which she reached at 11.30.

SICK LIGHTHOUSE KEEPER TAKEN OFF

Galway Bay. On the 13th December, 1961, the Assistant Commissioner of Irish Lights asked the honorary secretary if the life-boat would take a sick keeper off the Slyne Head lighthouse when the weather permitted. At the time of his request there was a very strong south-south-easterly wind with a heavy, broken sea. The next day a further message was received from Loop Head lighthouse asking for the life-boat to go to Slyne Head and attempt to take off the sick lightkeeper. At 10.30 in the morning the life-boat *Peter and Sarah Blake*, on temporary duty at the station, put out at high water with a dinghy in tow. She reached Slyne Head and the dinghy brought the sick keeper to the life-boat. The sick man was landed at Cleggan, where the life-boat refuelled. She then returned to her station, which she reached at 3.30 the next morning.

FISHING BOATS ESCORTED INTO HARBOUR

North Sunderland, Northumberland. At 3.20 on the afternoon of the 13th December, 1961, the assistant motor mechanic told the honorary secretary that several fishing boats were unable to enter the harbour. There was a heavy sea at the harbour mouth. At 3.36 the life-boat *Grace Darling* was launched in a light south-south-westerly wind and a rough sea. The tide was half ebb. The life-boat escorted three fishing boats safely into harbour and reached her station at 5.40.

DRIFTER TOWED CLEAR OF SANDS

Great Yarmouth and Gorleston, Norfolk. At 7.15 on the evening of the 13th December, 1961, the coastguard informed the honorary secretary that the drifter *Star of Hope* was stranded on the Scroby Sands and was asking for help. There was a light south-west-by-west breeze. It was cloudy and misty, and the sea was slight. At 7.23 the life-boat *Louise Stephens* was launched at low water. She found the *Star of Hope* aground on the south part of the sands. The drifter was not anchored, although her engines had broken down. The life-boat anchored and then dropped down to the *Star of Hope* and fired a line over her. At this point the life-boat was bumping the bottom. The drifter's tow line was attached to the life-boat's veering line and made fast. The drifter was aground on a lee shore, and if the wind had freshened her position would have been very dangerous. Eventually the life-boat managed to pull the drifter's head round and towed her clear of the sands. She then towed her into Yarmouth Roads, where the drifter's engines were started again, and escorted her into harbour. The life-boat reached her station at 9.26.

MASTER AND DUTCH DOCTOR TAKEN OFF VESSEL

Penlee, Cornwall. On the 16th December, 1961, the port medical officer informed the honorary secretary that the motor vessel *Naess Pioneer* of London, which was 120 miles from the Scilly Isles, was making for Mounts Bay to land her master, who was very ill. She had engine trouble, and her expected time of arrival was not known. At three o'clock on the afternoon of the 18th December the motor vessel was reported to be three miles south of Penzance, and the life-boat *Solomon Browne* was launched in a fresh east-south-easterly wind and a moderate sea. It was one hour after high water. The life-boat made for Newlyn to embark a doctor, a relief master and an engineer. She went alongside the *Naess Pioneer* and put the relief master and the engineer aboard. The sick master and a Dutch doctor, who had gone aboard the previous day, were then transferred to the life-boat,

which reached Newlyn at 4.30. The master was taken to hospital. The life-boat remained at Newlyn until the 27th January, as weather conditions prevented her from being rehoused at her station earlier.

DOCTOR TAKEN TO DANISH TANKER

Barrow, Lancashire. At 5.15 on the afternoon of the 17th December, 1961, the coxswain told the honorary secretary a local shipping agent had informed him that a member of the crew of the tanker *Olivia Maersk* of Copenhagen had fallen down a ladder and had injured his back. The tanker, which had anchored off Heysham, had asked for a doctor. As the Heysham pilot boat was due to visit the tanker, attempts were made to contact a doctor in Heysham, but no doctor was available. The life-boat *Herbert Leigh* was therefore launched at 6.10 with the honorary medical adviser on board. She reached the tanker at 7.5, and the injured man, who was believed to have a fractured spine, was transferred to the life-boat and landed at Heysham harbour, where an ambulance was waiting to take him to hospital at Morecambe. The life-boat arrived back at her station at 10.30.

CREW RESCUED FROM FISHING VESSEL ON ROCKS

Peterhead, Aberdeenshire. At 5.33 on the evening of the 19th December, 1961, the coastguard informed the honorary secretary that red flares had been seen north of the coastguard look-out. The life-boat *Julia Park Barry of Glasgow* was launched at 5.48 in a light, variable breeze and a slight sea. It was low water. The life-boat found the motor fishing vessel *Balnagask* of Aberdeen aground on the reef of rocks at Scotston Head. She rescued her crew of eleven and landed them at Peterhead at 8.20. At the request of the fishing vessel's skipper and also of customs officials the life-boat returned to the *Balnagask* to take possession of some valuable papers and bonded goods. When she reached the *Balnagask* the second time, she found the trawler *Loch Doon* of Hull trying to pull her off the rocks, but the attempt was unsuccessful. The life-boat finally

reached her station at 2.47 in the morning.

LIFE-BOAT STANDS BY MOTOR BARGE AWASH

Margate, Kent. At 12.44 early on the morning of the 23rd December, 1961, the coastguard informed the honorary secretary that a red flare had been seen in the Gore channel. This was confirmed later, and the position was given as four miles north of Herne Bay. The lights of the vessel firing the flares could be seen. A strong east-south-east wind was blowing with a very rough sea. It was cloudy, and the temperature was at freezing point. At 1.15 the life-boat *North Foreland* (Civil Service No. 11) was launched soon after high water. On reaching the position given the life-boat found the motor barge *Nicola Dawn* of Rochester anchored between the West Last and East Spaniard buoys. The *Nicola Dawn* was deeply laden, her decks were awash, and she was rolling very heavily. Seas were going right across her. Her engines had broken down when near the West Last buoy, but partial repairs had then been carried out and the barge had managed to reach deeper water and anchor. The master of the *Nicola Dawn* intended to wait until daylight before attempting to get under way again. The life-boat therefore stood by until 7.30, when the *Nicola Dawn* continued on her way to Sheerness. The life-boat made for Margate, but because of heavy and confused seas at the harbour entrance she had to wait outside until nearly high water, when it was possible to make a safe entry into the harbour. As weather conditions made it impossible to re-house the life-boat before the 28th December, she remained moored alongside the quay with a watchman on board.

TOW OF FRENCH FISHING VESSEL TAKEN OVER

Bembridge, Isle of Wight. At 4.1 on the afternoon of the 23rd December, 1961, the coastguard informed the honorary secretary that the s.s. *Cheshire Coast* had reported that she had a small fishing vessel in tow eight and a half miles south of Nab Tower. The *Cheshire Coast* continued towards the Needles,

but at 4.55 the tow parted, and the coastguard told the honorary secretary that the steamer was having great difficulty in reconnecting it. At 5.50 the life-boat *Jesse Lumb* put out from Cowes, where she had been moored after her annual visit to the Nab Tower lighthouse with Christmas fare, in a strong east-north-easterly wind and a rough sea. It was low water. The life-boat came up with the *Cheshire Coast* and the fishing vessel *Patience* of Dieppe, which had a crew of eight and whose engine had broken down, ten miles south-east of St. Catherine's lighthouse. At 10.30 the life-boat took the *Patience* in tow and made for Spithead escorted by the *Cheshire Coast*. On reaching the lee of the west side of the Isle of Wight, the *Cheshire Coast* left as she was no longer needed, and the life-boat towed the *Patience* to a safe berth at Cowes, which was reached at 11.55 the next morning. Because of the severe weather the life-boat remained at Cowes until she returned to her station on the 27th December.

INJURED SEAMAN TAKEN OFF MOTOR VESSEL

Ramsgate, Kent. At 7.3 on the evening of the 26th December, 1961, the Deal coastguard informed the honorary secretary that the motor vessel *Austerity* of London had wirelessly that one of her crew was injured and that she wished to land him. At 7.20 the life-boat *Michael and Lily Davis* put to sea in a strong easterly wind and a rough sea. The tide was ebbing. She came up with the *Austerity* three miles north-east of North Foreland and found that the injured man's hand had been crushed. She took him aboard and landed him at her station, where an ambulance was waiting, at 9.18.

SICK CHILD TAKEN OFF ISLAND

Lerwick, Shetlands. At 3.57 on the afternoon of the 27th December, 1961, the medical officer of health for Shetland rang up the honorary secretary to say that a three-year-old girl on Fair Isle was believed to have appendicitis. He asked if the life-boat would bring her to Lerwick, where she could be taken

to hospital. No other boat was available, and at 6.7 the life-boat *Claude Cecil Staniforth* left her moorings with a doctor on board. She made for Fair Isle in a moderate north-westerly breeze, a rough sea and an ebbing tide. She reached the island at 10.40, and the doctor went ashore. At 11.30 he and the girl and the girl's father were taken on board, and the life-boat then returned to Lerwick, which she reached at 4.30 in the morning. An ambulance was waiting for the girl.

SICK MAN TAKEN OFF GREEK STEAMER

Penlee, Cornwall. On the 27th December, 1961, news was received at the life-boat station that the s.s. *Okeanis* of Piraeus, which was bound for London, had a sick man on board who needed a doctor. At 6.10 the life-boat *Solomon Browne* was launched in a light easterly breeze and a moderate sea. The tide was flooding. She embarked a doctor and an ambulance crew at Newlyn and then made for the ship, which had reached a position three miles south of Penzance. The doctor and ambulance men went aboard and found that the patient was suffering from peritonitis. The life-boat took him on board and landed him at Newlyn at 10.10. He was taken to hospital, but he did not recover. Because of the weather the life-boat remained at Newlyn until the next morning.

BOWMAN FINDS FISHING VESSEL AGROUND

Kirkcudbright. At 11.10 on the night of the 28th December, 1961, the bowman told the honorary secretary that the local motor fishing vessel *Liberty* was on the rocks at Ross Island with engine trouble. She had one man aboard. The bowman had found the *Liberty* while he had been fishing in his own boat. The life-boat *J. B. Couper* of Glasgow was launched at 11.45. There was a moderate west-south-westerly wind and a slight sea. It was two hours after low water. The life-boat reached the fishing vessel and helped her to re-float on the high tide. She then returned to her station, which she reached at six o'clock in the morning.

LIFE-BOAT STANDS BY AT HARBOUR BAR

Amble, Northumberland. At 9.10 on the morning of the 29th December, 1961, the coastguard informed the honorary secretary that the fishing vessel *Sunshine* of Port Seton was making for Amble. Because of the severe weather it was suggested that the life-boat should be launched to stand by the harbour bar. At 9.33 the life-boat *Millie Walton* left her moorings in a strong north-westerly wind and very rough sea. It was one hour after high water. The life-boat stood by until the *Sunshine* had entered harbour safely and reached her moorings at 10.21.

STANDING BY AT BAR FOR EIGHT VESSELS

Whitby, Yorkshire. On the morning of the 29th December, 1961, the local fishing fleet were at sea in weather which was growing worse. A heavy ground swell was making the harbour bar very dangerous, and it was decided to launch the life-boat *Mary Ann Hepworth* at noon. There was a strong east-north-easterly wind and a moderate sea. The weather was overcast with snow showers. The life-boat stood by the bar until eight motor fishing vessels had entered harbour safely. She reached her station at three o'clock.

SHORE HELPER KILLED

Mr. James Pentreath, a shore helper, was killed when the Penlee life-boat was being rehoisted on the 30th December, 1961. A full account of the accident appears on page 201.

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

St. Peter Port, Guernsey.—December 1st.

Galway Bay.—December 1st.

Llandudno, Caernarvonshire.—December 2nd.

Dungeness, Kent.—December 3rd.

Hastings, Sussex.—December 3rd.

Arranmore, Co. Donegal.—December 4th.

Amble, Northumberland.—December 4th.

Galway Bay.—December 4th.

Valentia, Co. Kerry.—December 5th.

Padstow, Cornwall.—December 5th.

Penlee, Cornwall.—December 5th.

Fenit, Co. Kerry.—December 5th.

Hastings, Sussex.—December 6th.

Plymouth, Devon.—December 9th.

Aberdeen.—December 9th.

Llandudno, Caernarvonshire.—December 10th.

St. David's, Pembrokeshire.—December 11th.

Aldeburgh, Suffolk.—December 11th.

Workington, Cumberland.—December 13th.

Lerwick, Shetlands.—December 15th.

Walton and Frinton, Essex.—December 16th.

Berwick-upon-Tweed, Northumberland.—December 19th.

Tynemouth, Northumberland.—December 19th.

St. David's, Pembrokeshire.—December 23rd.

Broughty Ferry, Angus.—December 25th.

New Brighton, Cheshire.—December 27th.

Peterhead, Aberdeenshire.—December 28th.

Fraserburgh, Aberdeenshire.—December 29th.

Hartlepool, Co. Durham.—December 30th.

Weymouth, Dorset.—December 31st.

Fraserburgh, Aberdeenshire.—December 31st.

Penlee, Cornwall.—December 31st.

Book Reviews

Fire Aboard by FRANK RUSHBROOK (The Technical Press, 1961) is a most comprehensive work by a man who first became a fireman in 1938 and has since held a number of responsible posts concerned with the task of fire fighting. There is a historical section describing early methods of combating fire at sea; detailed descriptions are given of modern training and equipment; there is a useful summary of legislation; and accounts are included of famous fires both at sea and on board ships in port. The book is excellently illustrated and

produced, and for all those concerned with the challenging task of trying to overcome the effects of fires at sea it provides an admirable work of reference.

The Rev. Edgar Newgass has published his *Collected Poems* some of which have religious themes and many of which are inspired by the familiar sights of the countryside, particularly in Sussex. There is a series of poems on life-boats which are heartfelt tributes to the men who man the boats. The publishers are A. E. Callam.

Obituary

MR. R. C. BAVERSTOCK, former Assistant Secretary of the Institution, died on the 21st October. He joined the Institution's staff in 1909, and after a break during the first world war, when

he served in the army, he was in the service of the Institution for 44 years. He held the post of Accountant for 16 years and in 1948 was appointed Assistant Secretary. He retired in 1953.

Portrait on the Cover

THE portrait on the cover is of Coxswain Frederick Swarts, of Barry Dock, who has been coxswain since the 1st April, 1956. For nearly ten years before that he was second coxswain.

Since he became a boat's officer Barry Dock life-boats have rescued 20 lives. The photograph is reproduced by courtesy of Mr. E. J. Winstone.

Services of the Life-boats in 1961

Date 1961	Station	Casualty	Service
Jan. 1	Weymouth	M.V. <i>Vectis Isle</i>	Saved boat and rescued 5.
" 4	Kirkcudbright	F.V. <i>Polly Cook</i>	Saved boat and rescued 2.
" 4	Penlee	M.V. <i>Mille Heering</i>	Landed an injured man.
" 5	Troon	S.S. <i>Harry R. Jones</i>	Gave help.
" 6	Scarborough	3 fishing vessels	Escorted 3 boats.
" 6	Troon	S.S. <i>Harry R. Jones</i>	Landed 17.
" 6	Weymouth	Motor yacht <i>Nanyao</i> and S.S. <i>Pavlos</i>	Landed 2.
" 6	Dover	Motor yacht <i>Nanyao</i>	Saved boat and rescued 1.
" 6	Whitby	8 local fishing vessels	Escorted 8 boats.
" 7	Mallaig	Patient needing a doctor	Took doctor to island.
" 9	Wick	M.T. <i>Else</i>	Gave help and landed 2.
" 11	Lerwick	M.F.V. <i>Sheryl</i>	Rescued 3.
" 12	Padstow No. 1	M.F.V. <i>Moonlit Waters</i>	Landed an injured man.
" 12	Arklow	M.F.V. <i>St. Maur</i>	Saved boat and rescued 5.
" 13	Cromer No. 2	M.V. <i>Jura</i>	Gave help.
" 14	Troon	Cabin cruiser <i>Rebecca</i>	Saved boat.
" 15	Yarmouth (I.O.W.)	Sailing dinghy	Stood by dinghy.
" 16	Boulmer	F.V. <i>Haleyon</i>	Gave help.
" 17	Mallaig	Trawler <i>Saffa</i>	Stood by vessel.
" 18	Dunmore East	Coaster <i>Galtee</i>	Gave help.
" 18	Broughty Ferry	M.V. <i>Tasman</i>	Escorted boat.
" 20	Douglas	M.F.V. <i>Ailsa</i>	Gave help.
" 21	New Brighton	Coaster <i>Lurcher</i> and M.V. <i>Stamattos G. Embiricos</i> in collision	Landed 12.
" 21	Yarmouth (I.O.W.)	Motor launch <i>Flamingo</i>	Gave help.
" 24	Stornoway	M.F.V. <i>Colinne</i>	Put doctor on board.
" 24	St. Peter Port	German destroyer <i>Scharnhorst</i>	Gave help.
" 24	North Sunderland	F.V. <i>Twilight</i>	Escorted boat.
" 24	Galway Bay	Patient needing a doctor	Took doctor to island.
" 26	Mallaig	Sick person	Brought patient to main-land.
" 27	Margate	Boat from M.V. <i>Hilda</i>	Gave help.
" 27	Walmer	F.V. <i>Adriana Johanna</i>	Stood by vessel.
" 27	Weymouth	M.V. <i>Tjoba</i>	Escorted vessel.
" 28	Lerwick	Patient at Fair Isle	Brought sick woman to main island.
" 29	Cullercoats	Rowing boat with outboard engine	Saved boat and rescued 2.
" 29	Arranmore	Sick woman	Landed a sick woman.
" 29	Helvick Head	Trawler <i>Sainte Cathérine</i>	Saved boat and rescued 9.
" 31	Baltimore	Motor launch	Escorted boat.
Feb. 3	Kirkcudbright	Aircraft	Recovered wreckage.
" 5	Troon	Men stranded on harbour beacon	Rescued 2.
" 5	Poole	Small motor cruiser	Saved boat and rescued 1.
" 6	Filey	Fishing cobbles	Escorted 2 cobbles.
" 6	Ballycotton	Open fishing boat	Saved boat and 1.
" 7	Lowestoft	Trawler <i>Georges Ferges</i>	Put doctor on board.
" 8	Aith	Men on uninhabited island	Rescued 2.
" 12	Dungeness	F.V. <i>Jacqueline Roberta</i>	Saved boat and 3.
" 12	Howth	Boy fallen over cliff	Landed a body.
" 13	Torbay	M.V. <i>Anja</i>	Escorted vessel.
" 14	Lytham-St.-Anne's	Yacht <i>Clwyd</i>	Stood by vessel.
" 15	Dover	M.V. <i>Britta</i>	Gave help.
" 16	Amble	M.V. <i>Calvijn</i>	Stood by vessel.
" 16	Cromer No. 1	Haisbro' lightvessel	Gave help.
" 16	North Sunderland	M.V. <i>Calvijn</i>	Gave help.
" 17	Dungeness	Naval tanker <i>C.632</i>	Gave help.
" 18	Penlee	M.V. <i>Leersum</i>	Landed a sick man.
" 18	Southend-on-Sea	Boat from tanker <i>Sira</i>	Gave help.
" 19	Walmer	Speed boat and motor boat <i>Heida</i>	Saved 2 boats and rescued 7.
" 20	Humber	Humber lightvessel	Landed an injured man.
" 23	St. Helier	Auxiliary cutter <i>Bel Espoir</i>	Saved yacht and landed 1.

Date 1961	Station	Casualty	Service
Feb. 24	Great Yarmouth and Gorleston	M.V. <i>Gudveig</i>	Gave help and landed 28.
" 24	Caister-on-Sea	M.V. <i>Gudveig</i>	Gave help.
" 24	Lowestoft	M.V. <i>Gudveig</i>	Gave help.
" 26	Rhyl	Rowing boat with motor	Rescued 3.
" 26	St. Peter Port	2 sick people on Sark	Took two sick people to Guernsey.
" 26	Valentia	Surgical case	Took surgeon to Valentia.
Mar. 2	Filey	Fishing cobles	Escorted 9 fishing cobles.
" 3	Fenit	F.V. <i>Rose</i>	Saved boat and rescued 2.
" 4	Troon	M.V. <i>Lascar</i>	Saved vessel and rescued 4.
" 8	Wick	M.F.V. <i>Loyal Friend</i>	Rescued 5.
" 8	Cromer No. 1	Collier <i>Corstair</i>	Landed a sick man.
" 9	St. Mary's	Trawler <i>Petit-Jean Yves</i>	Saved vessel and landed 5.
" 10	Dunmore East	M.F.V. <i>Provide</i>	Saved boat and rescued 3.
" 11	Mumbles	S.S. <i>Martaban</i>	Escorted vessel.
" 11	Llandudno	Dinghy	Saved dinghy.
" 12	Great Yarmouth and Gorleston	Small sailing yacht	Saved boat and rescued 1.
" 14	Hastings	F.V. <i>Alethea-Anne</i>	Gave help.
" 15	Troon	Tanker <i>Sol</i>	Gave help.
" 16	Tenby	Helwick lightvessel	Landed a sick man.
" 16	St. Helier	F.V. <i>Sea Belle</i>	Gave help.
" 18	Yarmouth (I.O.W.)	Small boat <i>Santa Anna</i>	Gave help.
" 19	Ramsgate	{ Dinghy M.V. <i>Shiralee</i>	Saved boat and rescued 3. Gave help.
" 20	Torbay	Ex-R.A.F. launch <i>Florida</i>	Gave help.
" 21	Galway Bay	Sick child from Middle Island	Took sick child to main- land.
" 25	Stornoway	Trawler <i>Aldershot</i>	Gave help.
" 26	Bembridge	S.S. <i>Alchymist</i>	Landed a sick man.
" 26	Hartlepool	M.F.V. <i>Embrace</i>	Saved boat and rescued 4.
" 26	Walmer	Motor boat <i>Teddy Bear</i>	Escorted boat.
" 26	Sunderland	M.F.V. <i>Linga</i>	Rescued 3.
" 26	Ramsey	Sailing boat <i>Dolores</i>	Gave help.
" 26	Selsey	People on derelict Mulberry harbour	Landed 4.
" 26	Great Yarmouth and Gorleston	Sailing yacht <i>Hustler</i>	Rescued 1.
" 27	North Sunderland	F.V. <i>Sovereign</i>	Gave help.
" 27	Whitby	Six local fishing boats	Escorted six boats.
" 28	North Sunderland	Three fishing boats	Escorted three boats.
" 28	Lytham-St.-Anne's	M.V. <i>Christian</i>	Escorted boat.
" 30	Minehead	Yacht <i>Lundy Lady</i>	Saved boat and rescued 6.
" 31	Exmouth	Open fishing boat <i>Madam Moon</i>	Escorted boat.
" 31	Walmer	Motor boat <i>Teddy Bear</i>	Escorted boat.
" 31	Hastings	F.V. <i>Linda</i>	Gave help.
" 31	Shoreham Harbour	Sailing dinghy	Stood by.
April 1	Rhyl	Speed boat	Saved boat and rescued 5.
" 4	Bridlington	Six motor fishing vessels	Escorted 6 boats.
" 4	Filey	Nine fishing cobles	Escorted 9 boats.
" 4	St. David's	Open boat	Saved boat and landed 3.
" 4	Boulmer	Three local fishing cobles	Escorted 3 cobles.
" 4/5	Aith	Sick man at Foula	Landed sick man from island.
" 6	Margate	Sailing dinghy	Saved boat and rescued 2.
" 14	Rosslare Harbour	Tusker Rock lighthouse	Landed an injured man.
" 15	Dover	Fishing boat <i>D.R.64</i>	Escorted boat.
" 15	Porthdillnaen	F.V. <i>Ees Teyr</i>	Gave help.
" 19	Port Erin	S.S. <i>Tuskar</i>	Landed 6.
" 21	Great Yarmouth and Gorleston	M.V. <i>Frandor</i>	Gave help and landed 6.
" 22	Bembridge	Motor yacht <i>Coral</i> <i>Star</i>	Gave help.
" 22	Shoreham Harbour	Yacht <i>Aquilla</i>	Gave help.

Date 1961	Station	Casualty	Service
April 25	Barmouth	Lobster fishing boat <i>Blossom</i>	May Stood by.
" 25	Rhyl	Trawler <i>Faith Star</i>	Escorted boat.
" 26	Berwick-on-Tweed	Tanker <i>Clydefield</i>	Landed an injured man.
" 26	Margate	Yacht <i>Dutchy</i>	Gave help.
" 27	Barra Island	M.F.V. <i>Reform</i>	Landed an injured man.
" 27	Cullercoats	F.V. <i>Mizpah</i>	Escorted boat.
May 2	Yarmouth (I.O.W.)	Yacht <i>Iyrana</i>	Saved boat and rescued 7.
" 5	Humber	Bull light vessel	Landed an injured man.
" 5	Ramsey	Boy fallen over cliff	Landed on injured boy, thereby saving his life.
" 5	Barmouth	F.V. <i>May Blossom</i>	Rescued 1.
" 6	Arklow	Motor cruiser <i>Falcon</i>	Rescued 3.
" 6	Weymouth	Naval whaler	Saved boat.
" 6/7	Walton and Frinton	Yachts <i>Petanus</i> and <i>St. Barbara</i>	Saved 2 boats and rescued 12.
" 7	New Brighton	Yacht <i>Rondinella</i>	Saved boat and rescued 3.
" 7	Redcar	Yacht <i>Till Then</i>	Saved boat and rescued 2.
" 8	Galway Bay	Sick man on Island of Inisturk	Landed a sick man, thereby saving his life.
" 8	Ramsgate	Yacht <i>Ally Sloper</i>	Gave help.
" 11	Beaumaris	Motor cruiser <i>Helen</i>	Gave help.
" 12	Troon	Cabin cruiser <i>Iona Maid</i>	Gave help.
" 13	Bembridge	Boy fallen over cliff	Landed an injured boy.
" 14	Rhyl	Small yacht	Saved boat.
" 14	North Sunderland	F.V. <i>Harvest Queen</i>	Gave help.
" 15	Hartlepool	F.V. <i>Border Queen</i>	Gave help.
" 15	Valentia	F.V. <i>Ros Bui</i>	Gave help.
" 16	Hastings	F.V. <i>Dorothy Melinda</i>	Gave help.
" 16	Lowestoft	M.V. <i>Ameland</i>	Escorted vessel.
" 16/17	St. Peter Port	Yacht <i>Overlord</i>	Saved boat and landed 6.
" 17	Baltimore	Trawler <i>Rhos Brizhde</i>	Gave help.
" 17	Penlee	S.S. <i>Olympos</i>	Landed a sick man.
" 19	Blyth	Fishing coble <i>Venture</i>	Gave help.
" 20	Walmer	Two canoes	Recovered two canoes.
" 20	Clacton-on-Sea	Motor Cruiser <i>Persaro II</i>	Saved boat and rescued 2.
" 20	Walton and Frinton	Yachts <i>Tessa</i> and <i>Tringa</i>	Saved boat and rescued 2. Gave help.
" 21	Portpatrick	Man fallen over cliff	Landed an injured man.
" 23	Beaumaris	Motor launch	Saved boat.
" 23	Stromness	Sule-Skerry lighthouse	Recovered a body.
" 25	St. Peter Port	Ketch <i>Missel-Thrush</i>	Gave help.
" 25	Moelfre	Boat from tanker <i>North Monarch</i>	Saved boat and rescued 8.
" 25	Penlee	F.V. <i>Susan</i>	Saved boat and rescued 2.
" 25	St. Ives	M.F.V. <i>White Heather</i>	Saved boat and rescued 4.
" 26	Port St. Mary	Yacht <i>Helma II</i>	Saved boat and landed 2.
" 27	Port St. Mary	Rowing boat	Landed a man.
" 27	North Sunderland	F.V. <i>Kindly Light</i> and pleasure boat <i>Mercury</i>	Escorted 2 boats.
" 27	Dover	Crashed aircraft	Landed pilot.
June 1	Teesmouth	Yacht <i>Sybil Kathleen</i>	Saved boat and rescued 3.
" 2	Troon	Catamaran <i>Swallow</i>	Gave help.
" 3	Holyhead	Man fallen over cliff	Landed a body.
" 3	Howth	Man fallen over cliff	Landed a body.
" 3	Anstruther	Motor launch <i>Skylark</i>	Gave help.
" 4	Troon	Taking out doctors	Took two doctors to island.
" 8	Shoreham Harbour	Small sailing boat	Stood by.
" 9	Dover	M.V. <i>Nowa Huta</i> and M.V. <i>Eingrid Leonhardt</i>	Stood by.
" 10	Great Yarmouth and Gorleston	Yacht <i>Aline II</i>	Saved boat and rescued 2.
" 11	Selsey	Yacht <i>Alcina</i>	Saved boat and rescued 5.
" 11	Barrow	F.V. <i>Miranda</i>	Gave help.
" 11	Margate	Yacht <i>Navette</i> and others	Escorted 4 yachts.
" 11	Ramsgate	Outboard motor boat	Gave help.
" 12	Barmouth	Yacht <i>Silver Minx</i>	Escorted boat.
" 13	Barrow	F.V. <i>Sheen</i>	Gave help.

	Date 1961	Station	Casualty	Service
June	13	Walmer	Royal Marines' canoe	Saved boat and rescued 1.
"	14	North Sunderland	Fishing boats	Escorted 6 boats.
"	16	Penlee	M.V. <i>Doriefs</i>	Landed a sick child.
"	16	New Brighton	Converted boat <i>Shandra</i>	Escorted boat.
"	16	Dover	Army personnel cut off by tide	Rescued 4.
"	17	Llandudno	Dinghy	Landed 2.
"	18	Dungeness	Small fishing boat <i>Little Dick</i>	Saved boat and rescued 2.
"	18	Skegness	Dinghy <i>Bluebell</i>	Landed 1.
"	18	Dunbar	Yacht <i>Maida</i>	Gave help.
"	18	Dunbar	Yacht <i>Askadel</i>	Gave help.
"	18	Fleetwood	Dinghy races	Gave help.
"	18	Teesmouth	Converted ship's boat <i>Samartha</i>	Saved boat.
"	24	Cullercoats	Small rowing boat	Saved boat and rescued 3.
"	25	Angle	Cargo ship <i>Etrug</i>	Stood by and landed 9.
"	25	Penlee	M.V. <i>La Colina</i> and M.V. <i>Meigus</i>	Landed 2 sick men.
"	28	St. Ives	Skiff <i>Boy John</i>	Landed 1.
"	28	St. Mary's	F.V. <i>Enfant-des-Houles</i>	Stood by.
"	28	Sennen Cove	F.V. <i>Enfant-des-Houles</i>	Gave help.
"	28	Aldeburgh	Motor cruiser <i>De Santille</i>	Gave help.
"	28	North Sunderland	Longstone lighthouse	Landed a sick man.
"	28	Arranmore	Injured nurse and patients	Landed injured nurse and 2 patients.
"	29	Campeltown	Cabin cruiser <i>Flamingo</i>	Escorted boat.
"	30	Exmouth	Cabin cruiser <i>Gladina</i>	Gave help.
"	30	Lizard	Yacht <i>Bullfrog</i>	Saved boat and rescued 2.
July	1	Hastings	Yacht <i>Lady Alice</i>	Saved dinghy and rescued 1.
"	1	Valentia	Injured man on rock	Landed an injured man.
"	1	Tynemouth	{ Small rowing boat	
"			{ Injured man in water	Gave help.
"	1	Ramsgate	Motor yacht <i>Sandra</i>	Gave help.
"	2	Hastings	Dinghy	Gave help.
"	2	Lowestoft	Sailing dinghy <i>Sunya</i>	Saved boat and rescued 2.
"	2	Llandudno	Three rowing boats and a motor boat	Gave help.
"	2	Clacton	Four sailing dinghies	Gave help.
"	2	Margate	Sailing dinghy <i>Squall</i> and yacht <i>Valerie</i>	Saved dinghy and landed 1.
"	2	Fowey	Dinghy <i>Karina</i>	Saved boat.
"	3	Moelfre	Motor boat <i>Hebie 2</i>	Saved boat and rescued 2.
"	3	Dungeness	Motor cruiser <i>Dorothy</i>	Stood by.
"	3	Stornoway	M.V. <i>Annika</i>	Gave help.
"	3	Islay	Yacht <i>Caragh</i>	Saved boat and rescued 2.
"	3	Salcombe	Motor launch <i>Frisky</i> and dinghy	Gave help.
"	3	Workington	Trawler <i>Ailsea</i>	Saved boat and rescued 3.
"	3	Ramsgate	Motor cruiser <i>Vixen</i>	Saved boat and rescued 4.
"	4	Mallaig	Small boat	Saved boat.
"	4	Broughty Ferry	Small fishing vessel	Saved boat.
"	5	Girvan	Ailsa Craig lighthouse	Landed an injured man.
"	5	Donaghadee	Boys stranded on rocks	Rescued 2.
"	6	Blyth	Swimmers	Gave help.
"	6	Barry Dock	Yacht <i>Amanda Jane</i>	Escorted boat.
"	6	Anstruther	Cabin cruiser <i>Widgeon</i>	Gave help.
"	7	Great Yarmouth and Gorleston	Body at sea	Landed a body.
"	8	Moelfre	Motor boat <i>Laura II</i>	Saved boat and rescued 1.
"	8	Anstruther	Motor launch <i>Maggie</i>	Saved boat and rescued 4.
"	9	Amble	Sailing dinghy	Rescued 2.
"	9	Dunbar	2 small fishing boats	Rescued 3.
"	9	Llandudno	Capsized sailing dinghy	Saved boat.
"	10	Fishguard	Motor launch <i>Sea Lion</i>	Gave help.
"	11	Amble	F.V. <i>Green Pastures</i>	Saved boat and rescued 2.
"	11	Fowey	Harbour commissioners' launch and sailing dinghies	Escorted 3 boats.
"	11	Fowey	Dinghy <i>Babioli</i>	Saved boat.
"	12	Boulmer	2 fishing cobbles	Escorted two boats.
"	12	Newbiggin	2 fishing cobbles	Escorted two boats.
"	13	Bembridge	Sailing yacht	Gave help.
"	13	Yarmouth (I.O.W.)	Yacht <i>Timandar</i>	Saved boat and rescued 3.
"	13	Sheringham	Crab boats	Escorted 4 boats.

Date 1961	Station	Casualty	Service
July 14	Dunmore East ..	Coaster <i>Maartje</i> ..	Gave help.
" 14	Selsey ..	Catamaran ..	Saved boat and rescued 6.
" 14	Kilmore ..	Coaster <i>Maartje</i> ..	Gave help.
" 14	Wells ..	Yacht <i>Boy John</i> ..	Saved boat and rescued 2.
" 14	Hartlepool ..	Launch <i>Devotion</i> ..	Gave help.
" 15	Newhaven ..	Cabin cruiser <i>Sea Rover</i> ..	Saved boat and rescued 2.
" 16	Girvan ..	Motor cruiser <i>Dodo II</i> ..	Gave help.
" 16	Clacton-on-Sea ..	Yacht <i>Philamelle</i> ..	Stood by.
" 16	Torbay ..	M.F.V. <i>Renovate BM74</i> ..	Escorted boat.
" 16	Falmouth ..	Canoe ..	Saved canoe.
" 16	Portrush ..	Bathers ..	Landed a body.
" 19	Great Yarmouth and Gorleston ..	Fishing boat <i>YH 354</i> ..	Gave help.
" 19/20	Lerwick ..	M.F.V. <i>Reward</i> ..	Gave help.
" 21	Boulmer ..	Fishing coble <i>Just Reward</i> ..	Saved boat and rescued 3.
" 21	The Mumbles ..	Capsized canoe and speed boat	Saved speed boat.
" 21	Poole ..	Motor launch ..	Gave help.
" 23	Portrush ..	Capsized dinghy ..	Saved dinghy.
" 24	Margate ..	Cabin cruiser <i>Bermari</i> ..	Gave help.
" 25	Mallaig ..	M.F.V. <i>Taffy Again</i> ..	Rescued 2.
" 26	Selsey ..	Yacht <i>Mitchala</i> ..	Gave help.
" 26	Tenby ..	Cabin cruiser <i>Teakwood</i> ..	Saved boat.
" 27	Stornoway ..	S.S. <i>Cairngowan</i> ..	Landed an injured man.
" 27	Hartlepool ..	Small boat ..	Saved boat.
" 29	Portrush ..	Child over cliff ..	Landed a body.
" 29	Walton and Frinton ..	Yacht <i>Panacea</i> ..	Gave help.
" 30	The Mumbles ..	Body in the sea ..	Landed a body.
" 30	Fowey ..	Yacht <i>Polyanna</i> ..	Escorted boat.
" 30	Howth ..	Dinghies ..	Saved 2 dingies and rescued 2.
" 31	Lowestoft ..	Cabin cruiser <i>Carema</i> ..	Saved boat and rescued 2.
Aug. 1	Tenby ..	Man over cliff ..	Landed an injured man.
" 1	Montrose ..	F.V. <i>Isla</i> ..	Saved boat and rescued 2.
" 3	Beaumaris ..	Yacht <i>Rake's Retreat</i> ..	Saved boat and rescued 4.
" 3	Angle ..	Fishing boat ..	Landed 2.
" 3	Clacton-on-Sea ..	Yacht <i>Cramarye</i> ..	Gave help.
" 3	Plymouth ..	Cabin cruiser <i>Mary Ann</i> ..	Escorted boat.
" 3/4	Weymouth ..	Yacht <i>Fylanna</i> ..	Escorted vessel.
" 4	Clacton-on-Sea ..	Yacht <i>Janet</i> ..	Gave help and landed 2.
" 4	Hastings ..	Yacht <i>Sungea Biru</i> ..	Saved dinghy.
" 5	Torbay ..	Motor boat ..	Saved boat and rescued 1.
" 5	New Quay ..	Four racing yachts ..	Saved 4 boats and rescued 12.
" 5	Walton and Frinton ..	Motor cruiser <i>Carousel</i> ..	Gave help and landed 2.
" 5	Moelfre ..	{ Motor boat .. Small boat ..	{ Gave help. Saved boat.
" 5	Cromarty ..	Dinghy ..	Saved boat and rescued 1.
" 5	Tynemouth ..	Fishing cruiser <i>Frithjof</i> ..	Landed an injured man.
" 5	Tynemouth ..	Helicopter ..	Rescued 4.
" 5	Clacton-on-Sea ..	Yacht <i>Spray</i> ..	Gave help.
" 6	Walmer ..	2 sailing dingies and rescue boat	Saved 3 boats and rescued 4.
" 7	Falmouth ..	F.V. <i>Perseverance</i> and small boats	Escorted boats.
" 8	Tenby ..	R.A.F. launch ..	Gave help.
" 8	Tenby ..	Yacht <i>Marjory Caw</i> ..	Saved boat and rescued 1.
" 8	Falmouth ..	Yacht <i>Beeleigh</i> ..	Saved boat and gave help.
" 8	Clovelly ..	Fishing boat <i>BD 26</i> ..	Saved boat and rescued 1.
" 8	St. Peter Port ..	Speed boat <i>Rikiki</i> ..	Gave help and landed 2.
" 8	Rhyl ..	Yacht ..	Escorted boat.
" 8	Clacton-on-Sea ..	Man in sea ..	Rescued 1.
" 8	Hartlepool ..	Pontoon and launch ..	Landed 22.
" 8	Southend-on-Sea ..	Barge <i>Knox</i> ..	Gave help.
" 8	Southend-on-Sea ..	Yacht <i>Cee Jay</i> ..	Gave help.
" 8	Redcar ..	Fishing boat <i>Rhoda II</i> ..	Gave help.
" 8	Tenby ..	Boy in cave ..	Stood by.
" 8	Bridlington ..	{ Yacht <i>Valkyran</i> .. M.F.V. <i>Winifred</i> ..	{ Gave help and landed 3. Escorted boat.
" 9	Sheringham ..	Small yacht ..	Saved boat and rescued 3.
" 9	Newbiggin ..	Dinghy ..	Saved boat and rescued 2.

Date 1961	Station	Casualty	Service
Aug. 9	Moelfre	{ Small boat	No service.
		{ Sailing boat	Rescued 2.
" 10/11	Swanage	Sailing yacht <i>Yangtze</i>	Gave help.
" 11/12	St. Mary's	F.V. <i>Mary Ann</i>	Gave help.
" 12	Rosslare Harbour	Barrells light vessel	Landed an injured man.
" 12/13	Humber	Fishing vessel <i>Royal Charter</i>	Gave help.
" 13	Blyth	F.V. <i>Girl Doris</i>	Gave help.
" 13	Fowey	Boys trapped on rocks	Landed 2 boys.
" 13	Weymouth	F.V. <i>Our Jennie</i>	Saved boat and rescued 2.
" 13	Hastings	Yacht <i>Aimée-Léone</i>	Saved boat.
" 14	Dungeness	Motor cruiser <i>Lamonette</i>	Saved boat and rescued 3.
" 14	New Quay	F.V. <i>Gwylan</i>	Saved boat and rescued 3.
" 14	Clacton-on-Sea	Motor boat <i>Calamity Jane</i>	Saved boat.
" 14	Howth	Dinghy	Saved boat.
" 14	Barra Island	Sick person needing hospital treatment	Landed a sick person.
" 14	Wicklow	M.F.V. <i>Ros Sennan</i>	Gave help.
" 15	Sheringham	Converted ship's boat	Rescued 4.
" 15	Hartlepool	Pontoon, caisson and diving boat	Escorted diving boat and landed 22.
" 15	Arklow	Sailing dinghy	Landed 5.
" 15	Girvan	Injured man on Ailsa Craig	Landed an injured man.
" 15	Penlee	S.S. <i>Kent</i>	Landed a sick man.
" 15	Cromer No. 2	Crab boats	Escorted 3 boats.
" 16	Fraserburgh	Bather	Landed a body.
" 16	Padstow No. 1	Motor boat <i>Good Intent</i>	Saved boat and rescued 1.
" 17	Dungeness	Yacht <i>Pippa</i>	Saved boat and rescued 3.
" 17	Mallaig	Sailing dinghy	Saved boat.
" 18	Galway Bay	Sick child	Conveyed sick child to mainland.
" 18	Margate	Yacht <i>Impulsive</i>	Gave help.
" 18	Pwllheli	Speed-boat and motor boat	Saved 2 boats and rescued 3.
" 19	Hartlepool	Pontoon	Landed 7.
" 19	Humber	Yacht <i>Alycone</i>	Gave help.
" 19	Plymouth	Dinghy and R.A.F. launch	Escorted boats.
" 19	Llandudno	Reported flares and submerged boat	Saved boat.
" 19	Filey	Persons cut off by tide	Gave help.
" 20	Newhaven	Yacht <i>Panta-Genesta</i>	Gave help.
" 20	Hastings	Sailing dinghy <i>Wanton</i>	Saved boat.
" 20	Shoreham Harbour	Yacht <i>Pinnacle</i>	Gave help.
" 20	Redcar	Dinghy	Escorted boat.
" 21	Clogher Head	Small boat	Saved boat and rescued 3.
" 21	Boulmer	Sailing dinghies	Saved 2 boats and rescued 2.
" 21	Selsey	Yacht <i>Valerie</i>	Rescued 5.
" 21	Ballycotton	M.F.V. <i>St. Mary</i>	Saved boat and rescued 6.
" 23	Kilmore	Trawler <i>Girl Alice</i>	Saved boat and rescued 4.
" 24	Dunbar	F.V. <i>Negus</i>	Saved boat and rescued 2.
" 25	Rosslare Harbour	M.V. <i>Kenrix</i>	Escorted vessel.
" 26	St. Ives	People cut off by tide	Stood by.
" 26	Redcar	F.V. <i>Liberty</i>	Gave help.
" 27	Fenit	Yacht <i>Valentia</i>	Saved boat and rescued 2.
" 27	Moelfre	Small sailing yacht	Saved boat.
" 28	Ramsey	R.A.F. motor launch No. 1653	Escorted launch.
" 28	Rhyl	Motor cruiser	Saved boat.
" 28	Weston-super-Mare	Sailing boat and dinghy	Saved boat and rescued 5.
" 29	Runswick	M.F.V. <i>Coronation Queen</i>	Stood by.
" 29	Fishguard	Yacht <i>Enterprise</i>	Saved boat.
" 29	Montrose	Ketch <i>Zoraida II</i>	Gave help.
Sept. 1	Salcombe	Canoe	Saved canoe and rescued 2.
" 3	Flamborough	Man over cliff	Gave help.
" 3	Newhaven	Yacht <i>Day</i>	Escorted yacht.
" 3	Bembridge	Sailing dinghy	Gave help and landed 2.
" 3	Walmer	Yacht <i>Tadpole</i>	Gave help.
" 3	Walton and Frinton	Ex-fishing smack <i>Quix</i>	Saved boat and rescued 3.
" 4	Dover	Yacht <i>Pack of Cards</i>	Saved boat.
" 4	Workington	Fishing boat <i>Early Mist</i>	Saved boat and landed 3.
" 4	Southend-on-Sea	Cabin cruiser <i>Honolulu</i>	Rescued 4 and a cat.

Date 1961	Station	Casualty	Service
Sept. 4	Southend-on-Sea	Cabin cruiser <i>Honolulu</i>	Saved boat.
" 6	Arbroath	Pleasure boat <i>Montrose</i>	Gave help.
" 7	Hartlepool	Pontoon	Landed 22.
" 7	Newhaven	Cabin cruiser <i>Warwick</i>	Saved boat and landed 2.
" 7	Clacton-on-Sea	Catamaran and motor boat	Escorted boats.
" 7	Ramsgate	M.V. <i>Fram</i>	Gave help.
" 9	Margate	Fishing vessel <i>Valkyrie</i>	Gave help.
" 9	Galway Bay	Sick child	Conveyed sick child to mainland.
" 9	Ramsgate	Coaster <i>Eildon</i>	Gave help.
" 10	Mumbles	Trawler <i>Madre Dolorosa</i>	Landed 32.
" 10	Tenby	Yacht <i>Iliyad</i>	Rescued 3.
" 11	Bridlington	Yacht <i>Kestrel</i>	Gave help.
" 11	Humber	Dinghy	Stood by dinghy.
" 12	Dover	Small boat	Saved boat and rescued 1.
" 12	Hartlepool	Motor boat	Saved boat and rescued 2.
" 14	Rosslare Harbour	Man on Tuskar Rock	Landed 1.
" 14	Donaghadee	Motor boat <i>Zelda</i>	Saved boat and rescued 2.
" 15	Rhyl	Yacht <i>Blue Nobby</i>	Saved boat.
" 15	Port Erin	Marooned people	Landed 5.
" 16	Lerwick	Fishing boat <i>Golden Harvest</i>	Gave help.
" 16	Dover	F.V. <i>DR64</i>	Gave help.
" 16	New Brighton	Coaster <i>Paul Westers</i>	Escorted boat.
" 16	Mallaig	F.V. <i>Violet</i>	Saved boat and rescued 2.
" 16	Blyth	Fishing boat <i>Miss Therm</i>	Landed 2.
" 16	Mallaig	F.V. <i>Virgin</i>	Saved boat.
" 16	St. Helier	M.V. <i>Heron</i>	Landed 6 and 2 bodies.
" 16	Mallaig	Ketch <i>Owl</i>	Gave help.
" 16	Tynemouth	Fishing boat <i>Miss Therm</i>	Gave help.
" 17	Plymouth	Dinghy	Gave help.
" 19	Filey	Fishing coble	Escorted coble.
" 19	Penlee	Sick man	Landed a sick man.
" 21	Aith	Fishing vessel <i>Sea Gleaner</i>	Gave help.
" 23	Tynemouth	Sick man	Landed a sick man.
" 23	Galway Bay	Patient on Inishere Island	Gave help.
" 23	Eastbourne	Tanker <i>British Aviation</i> and M.V. <i>Crystal Jewel</i>	Landed 31.
" 24	St. Peter Port	Yacht <i>Airy Mouse</i>	Gave help.
" 24	Penlee	M.V. <i>Iron Horse</i>	Landed a sick man.
" 25	Seaham	F.V. <i>Silver Spray</i>	Saved boat and rescued 4.
" 25	Beaumaris	Yacht <i>Pandora</i>	Gave help.
" 26	Southend-on-Sea	Tanker <i>Auriety</i>	Landed a sick man.
" 28	Arbroath	Three fishing boats	Escorted three boats.
" 29	Galway Bay	Sick child	Took sick child to mainland.
" 30	Yarmouth, (I.O.W.)	Sailing dinghy	Gave help.
Oct. 2	Workington	Trawler <i>Polly Cook</i>	Gave help.
" 4	Great Yarmouth and Gorleston	Yacht <i>Pompero</i>	Gave help.
" 6	Hastings	Small yacht <i>Venus</i>	Saved boat and rescued 1.
" 6	Portrush	Outboard motor boat	Gave help.
" 6	Weymouth	Yacht <i>Paulina</i>	Gave help.
" 7	Exmouth	Tanker <i>George Champion</i>	Landed an injured man.
" 8	Barrow	Sailing dinghy	Gave help and landed 1.
" 9	Hartlepool	Fishing vessel <i>Aika</i>	Saved boat and rescued 10.
" 9	Margate	Small rowing boat <i>Corgi II</i>	Saved boat.
" 11	Montrose	Fishing vessel <i>Hazel</i>	Saved boat and rescued 2.
" 11	Ramsgate	Helicopter	Rescued 4.
" 13	Howth	Sailing boat	Escorted boat.
" 13	Galway Bay	Sick woman at Inishere. Injured child at Kilronan.	Brought a sick woman and injured child to Rossa- veel.
" 14	Blyth	Body in sea	Landed a body.
" 17	Scarborough	Five fishing boats	Escorted five boats.
" 17	Whitby	Local fishing fleet	Stood by fishing fleet.
" 20	New Brighton	S.S. <i>Ulefoss</i>	Escorted vessel.
" 21	Walton and Frinton	Ex-Trinity House launch	Saved boat.
" 22	Wicklow	Fishing vessel <i>St. John</i>	Saved boat and rescued 2.
" 22	Aldeburgh	Yacht <i>Ailenna</i>	Saved boat and rescued 2.
" 22	Margate	Sailing boat <i>Iselle</i>	Saved boat and rescued 2.

Date 1961	Station	Casualty	Service
Oct. 22	Rosslare Harbour ..	M.V. <i>Halronell</i>	Stood by vessel.
" 22	Porthdinllaen	S.S. <i>Aguila</i>	Escorted vessel.
" 22	Galway Bay	Injured man on <i>Inishmaan</i> ..	Took a doctor to <i>Inishmaan</i> and brought injured man to Rossaveel.
" 23	Douglas	M.V. <i>Caltex Lisbon</i>	Landed a sick man.
" 23	Moelfre	M.V. <i>Eemshorn</i>	Stood by vessel.
" 23	Kilmore	M.V. <i>Halronell</i>	Stood by and landed 3.
" 24	Angle	Coaster <i>Kylequeen</i>	Escorted vessel.
" 25	Lowestoft	Longshore boat <i>Bren Jean</i> ..	Gave help.
" 27	Margate	Yacht <i>Intrigue</i>	Saved boat and rescued 4.
" 28	Stornoway	Small boat	Saved boat and rescued 2.
" 28	Porthdinllaen ..	Fishing vessel <i>Ees Teyr</i> and pilot boat	Escorted boats.
" 31	St. Mary's	Small boat <i>Mab</i>	Escorted boat.
" 31	Dover	Motor yacht <i>Ocean Reaper</i> ..	Escorted boat.
Nov. 4	Hastings	Yawl <i>Patronita</i>	Landed 2.
" 4	Walton and Frinton ..	Dinghy	Saved boat.
" 4	Clacton-on-Sea	Rowing boat	Rescued 2.
" 7	Great Yarmouth and Gorleston	Two fishing boats	Saved boats and rescued 6.
" 10	Tenby	Trawler <i>Helping Hand</i>	Gave help.
" 12	Bembridge	Sailing boat <i>Cameo</i>	Saved boat and rescued 2.
" 12	Cloughy	Motor boat <i>Laura</i>	Stood by boat.
" 12	Walmer	East Goodwin lightvessel ..	Stood by vessel.
" 13	Dover	East Goodwin lightvessel ..	Stood by vessel.
" 13	Ramsgate	East Goodwin lightvessel ..	Stood by vessel.
" 14	Walmer	East Goodwin lightvessel ..	Stood by vessel.
" 14	Clacton-on-Sea	M.V. <i>Krutynia</i>	Stood by vessel.
" 18	Arranmore	Fishing vessel <i>Ard Crona</i> ..	Stood by vessel.
" 19	Weston-super-Mare ..	Launch <i>Isabella</i>	Saved raft and lifebuoy.
" 20	Humber	Trawler <i>Jules Deyne</i> and S.S. <i>Fulham VIII</i>	Landed 5 and a body.
" 23	Lytham-St. Anne's ..	Pilot cutter <i>St. Anne</i>	Saved boat and rescued 6.
" 23	Great Yarmouth and Gorleston	Fishing boat	Saved boat and rescued 1.
" 25	Angle	M.V. <i>St. Kildare</i>	Rescued 3 and landed 6.
" 26	Coverack	Motor launch <i>Mermaid</i> and small boat	Gave help.
" 28	Ramsey	M.V. <i>Auspicity</i>	Gave help.
" 29	Workington	Dredger and hopper	Stood by vessels.
" 29	Teesmouth	Motor launch <i>Guy Falcon</i> ..	Saved boat and rescued 1.
" 29	Workington	Dredger and hopper	Stood by vessels.
" 30	Lytham-St. Anne's ..	M.V. <i>Hada II</i>	Gave help.
" 30	Flamborough	Fishing coble <i>Margaret James</i>	Escorted boat.
Dec. 1	Selsey	Owers lightvessel	Landed a sick man.
" 3	Sunderland	Motor boat <i>Catherine May</i> ..	Saved boat and rescued 3.
" 4	Bridlington	Ten fishing vessels	Escorted 10 vessels.
" 5	Plymouth	M.V. <i>Nimrod</i>	Escorted vessel.
" 7	Donaghadee	M.V. <i>Durham Brook</i>	Landed injured man.
" 7	Scarborough	Fishing boat <i>Florence</i>	Escorted boat.
" 7	Whitby	Seven fishing boats	Stood by boats.
" 8	Howth	Sick man on Lambay Island ..	Brought a sick man to mainland.
" 8	Walmer	Tanker <i>Thorsheimer</i>	Gave help.
" 9	Walmer	Tanker <i>Thorsheimer</i>	Stood by vessel.
" 9	Berwick-on-Tweed ..	Trawler <i>Blacktail</i>	Landed a sick man.
" 9	Arbroath	M.V. <i>Dominance</i>	Escorted vessel.
" 10	St. David's	M.V. <i>Wiema</i>	Rescued 5.
" 12	Penlee	Tanker <i>Border Falcon</i>	Landed a sick man.
" 13	North Sunderland ..	Three fishing boats	Escorted three boats.
" 13	Falmouth	Tanker <i>Allegrity</i>	Rescued 14.
" 13	Great Yarmouth and Gorleston	Drifter <i>Star of Hope</i>	Saved boat and rescued 10.
" 14	Galway Bay	Slyne Head lighthouse	Landed a sick man.
" 17	Barrow	Tanker <i>Olivia Maersk</i>	Landed an injured man.
" 18	Penlee	M.V. <i>Naess Pioneer</i>	Landed an injured man thereby saving his life.

Date 1961	Station	Casualty	Service
Dec. 19	Peterhead	M.F.V. <i>Balnagask</i>	Rescued 11.
„ 19	Peterhead	M.F.V. <i>Balnagask</i>	Gave help.
„ 23	Bembridge	Trawler <i>Patience</i>	Saved boat and rescued 8.
„ 23	Margate	Barge <i>Nicola Dawn</i>	Stood by vessel.
„ 26	Ramsgate	M.V. <i>Austerity</i>	Landed an injured man.
„ 27	Penlee	S.S. <i>Okeants</i>	Landed a sick man.
„ 27	Lerwick	Sick girl on Fair Isle	Brought sick girl to main-land.
„ 28	Kirkcudbright	M.F.V. <i>Liberty</i>	Stood by boat.
„ 29	Whitby	Eight fishing boats	Stood by boats.
„ 29	Amble	F.V. <i>Sunshine</i>	Stood by boat.
„ 30	Penlee	Tanker <i>Varicella</i>	Landed a sick man.

SUMMARY OF THE YEAR'S WORK

Lives rescued by life-boats	416
Lives rescued in other ways for whose rescue the Institution gave rewards	91
Total lives rescued	507
People landed from vessels in which they might have been in danger ..	350
Boats and vessels which life-boats saved or helped to save	146
Boats and vessels which life-boats stood by, escorted to safety, or helped	324
Total number of launches, including those in which for various reasons no services were rendered	960

R.N.L.I. FOREMEN OF WORKS

Vacancies exist in the life-boat service for skilled men with experience of dock and harbour construction or maintenance for the post of foreman of works.

Apply in writing for terms of conditions and service to :

Messrs. LEWIS and DUVIVIER
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