

THE LIFE-BOAT

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Notes of the Quarter

A NUMBER of outstanding services were carried out by life-boat crews in the first quarter of 1962. Of these one of the finest was by a life-boat crew in the Irish Republic; another was by a crew in Northern Ireland, and a third by the crew of a station in the Outer Hebrides. The Galway Bay crew, who in recent years have found that much of their activity has taken the form of conveying doctors to remote islands and landing patients on the mainland, had an opportunity to distinguish themselves when a vessel went aground in a south-westerly gale in January. By a splendid example of teamwork eight men and a dog were rescued. Another fine service occurred when the Cloughey life-boat rescued the crew of five from the Dutch coaster *Frida Blokzijl*, nine attempts in all having to be made to bring the life-boat alongside. Two survivors only were rescued by the Stornoway life-boat when a motor fishing vessel went aground, but that they are alive today was due to an exceptional feat of seamanship and the great courage shown by the coxswain and the assistant mechanic in dragging the two survivors safely on board the life-boat. Full accounts of all these services are to be found later in these pages.

NEW RESUSCITATION APPARATUS

The Institution has developed a new apparatus for the resuscitation of those rescued from drowning. The instrument, which allows the mouth-to-mouth principle of resuscitation to be used, consists of an airway which is inserted in the mouth of the patient and is connected to a length of coiled hose, at the other end of which is an air-valve fitted to a mouthpiece for the use of the person operating. The hose makes the equipment easier to use in the confined space and difficult conditions of a life-

boat at sea. It also minimises the risk of infection. Prototypes of the apparatus were produced at the depot at Boreham Wood and have been demonstrated to crews at life-boat stations. When manufacture has been completed every life-boat will be supplied with it.

The mouth-to-mouth principle of resuscitation, which is increasingly favoured by medical authorities, was in fact applied by Elisha when he raised the Shunammite's son. II Kings iv, 34 and 35, reads: "And he went up, and lay upon the child, and put his mouth upon his mouth, and his eyes upon his eyes, and his hands upon his hands; and he stretched himself upon the child; and the flesh of the child waxed warm. Then he returned, and walked in the house to and fro; and went up, and stretched himself upon him: and the child sneezed seven times, and the child opened his eyes."

FLAG-DAY CONTRIBUTIONS

On the 20th March, 1962, which was Life-boat Day in the Greater London area, a letter was handed in at the Institution's head office. It was anonymous and stated simply "a voluntary contribution for the good work you do at sea from an old woman nearing the end". Inside the envelope were one hundred £1 notes. This splendid contribution was naturally a source of delight to all those who had spent the day collecting in the streets, and although such windfalls must be expected to be rare, they may well raise in our minds the question of the appropriate sum which the average individual may be expected to give to the Life-boat Institution or to any other charity meriting support. Before the war 6d. was perhaps a reasonable contribution from an average worker who felt that the cause to be supported was a worthy

one, but of no special concern to him. 6d. at that time would buy among other commodities a packet of ten reasonably good cigarettes. Ten cigarettes of the same kind today cost 2/3d., and to regular collectors who have watched closely over the years the sums which the average citizen puts in a collecting box, it may well seem that today the sum of 2/- or 2/6d. is by no means a large sum to put in a collecting box. The experience of other charitable organisations on this point would be of interest.

AMERICAN TRIBUTE

A pleasant ceremony, indicative of the close co-operation between the rescue services in Great Britain and those of the United States, took place at Walmer in February, 1962, when a dinner was held by the Goodwin Sands and Downs branch. It was to mark the retirement of Coxswain Fred Upton, and at the dinner Captain H. L. Morgan, Senior Officer of the United States Coast Guard in Europe, read out and presented a letter sent by Admiral A. C. Richmond, Commandant of the United States Coast Guard. The letter ended: "I hope that this letter will convey the appreciation of those who owe you so

much and who, I am sure, join me in saying 'Well done!' and wishing you health and happiness in your well deserved retirement." Another presentation on the 27th January was made to ex-Coxswain Upton by the Civil Service Life-boat Fund, when at the annual dinner of the Deal Post Office Sports and Social Club Mr. Donald Bailiff, Head Postmaster, presented an inscribed gold watch.

LIGHTVESSELS' ANCHORS

In the March 1962 number of *The Life-boat* an account was given of the service by three Kent life-boats when the East Goodwin lightvessel broke adrift. It was stated on page 200 that "by the time the life-boat reached her the lightvessel's crew managed to let go an emergency anchor." The statement was factually correct, but it has been pointed out by Trinity House that it could perhaps give a misleading impression. In fact on board each lightvessel Trinity House provides two emergency anchors which are always kept in such a state of readiness that they can be let go at a moment's notice by the cutting of a piece of spun yarn or by the release of a well-greased bolt.

Eight Men and a Dog Rescued from the Rocks

AT 11.30 on the morning of the 16th January, 1962, the honorary secretary of the Galway Bay life-boat station, Father Joseph McNamara, was told by the Galway harbour master that the coaster *June* of Rotterdam was aground on the reefs off Mutton Island near the entrance to Galway docks. The harbour master had tried to reach the coaster but had had to abandon the attempt because of the conditions. There was a south-south-westerly gale gusting to storm conditions and a very rough sea. The sky was overcast with rain and hail. It was about an hour and a quarter before high water.

The life-boat crew had some difficulty in boarding the life-boat *Mabel Marion Thompson*, which is one of the 45-foot 6-inch Watson type, but the life-boat put out from Kilronan at 12.30. She

had to cover some twenty-four miles to reach the coaster and found her about 3.45.

Bows on a Rock

The coaster was listing about 20 degrees to port. Her bows were on a rock rather more than a cable and a half south-south-west of Mutton Island lighthouse. The depth of water round her stern was only about a fathom and a half, and there was no chance for the life-boat to go alongside. Coxswain Coleman Herson came to the conclusion that his best chance of rescuing the crew was by breeches buoy, but the weather began to improve and the master decided not to abandon ship. The life-boat therefore put into Galway docks.

About seven o'clock in the evening, when the weather had grown worse

again, a message was received from the *June* by radio-telephone that she was holed and was making water fast. Some of her crew had managed to reach Mutton Island and others were following.

At 7.15 the Galway Bay life-boat put out once again. She took a 12-foot double-ended boat, which had been lent by another Dutch coaster in the harbour, in tow. Two other men put out in the life-boat in addition to the normal crew. They were one of the harbour commission's employees, Mr. Michael Carric, whose local knowledge might, it was thought, be helpful. The other was the owner of the *June*, a Dutchman who could help to translate.

Gusting to Strong Gale

The wind was now in the south-west and gusting to strong gale force. The sea was still very rough, and hail and rain squalls had reduced visibility. It was now about an hour and a quarter before low water, and the ebb tide was setting to the southward at about one knot.

The survivors from the coaster were sheltering in the base of the untended lighthouse, and Coxswain Hernon brought the life-boat as close to the lighthouse landing as the depth of water allowed.

The open boat with a line made fast

was manned by two members of the crew, Assistant Mechanic Bartley Mullen and Thomas Joyce. They rowed her alongside the landing and six men were taken off. On returning to the life-boat Assistant Mechanic Mullen was replaced by Patrick Quinn, a champion curragh racer, and five unsuccessful attempts were made to reach the landing, but each time the small boat was beaten back. She was twice swamped and had to be baled out.

Final Attempt Successful

The next attempt was successful, and the two remaining survivors and the dog were taken aboard the boat. The rescue was completed at 10.15, and the life-boat landed all the survivors at Galway at 10.58. She remained at Galway until the next day, when she returned to Kilronan, arriving at four o'clock in the afternoon.

For this service the bronze medal for gallantry has been awarded to:—Coxswain Coleman Hernon, Assistant Mechanic Bartley Mullen, Crew Member Thomas Joyce and Crew Member Patrick Quinn.

Medal service certificates have been issued to the other members of the crew: Bowman Stephen McDonagh, Motor Mechanic Michael Derrane and crew members Martin Conneely, John Gill and Martin O'Donnell.

THE LIFE-BOAT FLEET

152 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 31st March, 1962 - 83,506

Two Survivors Dragged from Fishing Vessel

AT eight o'clock on the evening of the 30th January, 1962, the coastguard informed the honorary secretary of the Stornoway life-boat station in the Outer Hebrides, Captain Alexander Mackay, that a fishing vessel was aground off Battery Point in Stornoway Bay. She was the motor fishing vessel *Maimie* of 14 tons and had two men and a woman on board.

Injured Hand Badly

She had left shortly before from Stornoway and had broken down about one mile north of Arnish Point and drifted on to the rocks, but no distress signals had been seen or heard. A wind of storm force was blowing from the south-south-west, and there was a very rough sea. The weather was overcast with showers of rain and sleet. It was nearly low water.

The Stornoway life-boat, *The James and Margaret Boyd*, which is one of the 52-foot Barnett type, left her moorings at 8.25. She reached the casualty ten minutes later, and Bowman Malcolm MacLeod fired a parachute flare. In doing so he injured his hand badly, and Coxswain Malcolm MacDonald decided his first duty was to land the bowman at Stornoway for treatment. He did so, and the life-boat immediately returned to the fishing vessel, which she reached for the second time at nine o'clock.

Coxswain MacDonald anchored a few yards to the southward and two rocket lines were fired over the *Maimie*. Both lines missed, partly because of the strong wind and partly because the life-boat was lying end on to the casualty.

Clambered on to Rocks

The coxswain then weighed anchor and made for a position to the east of the fishing vessel, which now offered a better target. He anchored again and four more lines were fired. The last of these fell across the vessel.

There were rocks between the life-boat and the fishing vessel, and these made it impossible to use a breeches buoy. Coxswain MacDonald therefore told the fishing vessel's crew by loud hailer to clamber over the rocks with a

line secured to each of them; it would then be possible to pull them aboard the life-boat.

One of the men did in fact clamber on to the rocks several times, but he seemed unwilling to leave his companions behind, and repeatedly returned when he saw that they were making no attempt to follow him. Unfortunately he had no life-line and was washed away and drowned. Had he obeyed the coxswain's instructions he would possibly have been saved.

By this time the tide had risen considerably and the fishing vessel was being washed high on to the rocks, but despite repeated efforts Coxswain MacDonald was unable to bring the life-boat in closer to her. H.M.S. *Malcolm* was at anchor in the bay at the time and helped to illuminate the scene by searchlight.

Drifted Raft Down

About two o'clock in the morning, when it was high water, the life-boat went alongside H.M.S. *Malcolm* and borrowed a raft. She then returned to the position in which she had first anchored, and succeeded in drifting the raft down on to the fishing vessel. The two people remaining on board the vessel made no attempt to climb on to the raft, and it seemed that they were unable to do anything to help themselves.

Coxswain MacDonald decided that the only chance of a rescue lay in manoeuvring the life-boat close enough for the two survivors to jump on board. He appreciated that there was a serious danger that the life-boat would be severely damaged.

Once again he anchored close to the southward and then veered down on to the fishing vessel, closing the raft which was still alongside.

Jumped Across Raft

Coxswain MacDonald and the assistant mechanic, John MacDonald, then jumped across the raft and dragged the two survivors into the life-boat. The mechanic took charge in the absence of the coxswain, as the usual second coxswain was not present. While she was

alongside the fishing vessel the life-boat touched bottom several times, but she was not seriously damaged. Her port propeller was fouled by a fishing net, which had floated off the casualty, and the port engine stopped.

With the survivors on board the life-boat went ahead on her starboard engine and the anchor was weighed by hand.

The life-boat finally reached her station

at 3.40 in the morning.

For this service the silver medal for gallantry has been awarded to Coxswain Malcolm MacDonald. The bronze medal has been awarded to Mechanic John MacLeod and Assistant Mechanic John Macdonald. Medal service certificates have been issued to the other members of the crew: Murdo MacLean, M. Campbell, William MacDonald and H. MacAngus.

Five Men Rescued from Dutch Coaster

AT 1.8 on the afternoon of the 7th March, 1962, the coastguard informed the honorary secretary of the Cloughey life-boat station in County Down, Mr. S. C. B. Bryans, that the Dutch coaster *Frida Blokzijl* of 270 tons was drifting ashore near Strangford Lough fairway buoy and needed help immediately.

A gale was blowing from the south-east and there was a very rough sea with considerable broken water. The weather was overcast with some mist. It was one hour after high water.

The Cloughey life-boat, *Constance Calverley*, which is one of the 35-foot 6-inch Liverpool type, put out at 1.50. At 2.35 she reached the casualty, whose position was then one mile south of the Butter Pladdy buoy. The coaster's steering gear was out of action, and her master was using the engines in an effort to keep her off the dangerous lee shore.

Seven Separate Attempts

Coxswain Walter Semple made seven separate attempts to bring the life-boat alongside the coaster, but the motion of both vessels was so violent that it proved a difficult and hazardous operation. At times the seas were reaching the upper edge of the coaster's sheer-strake, a height of about fifteen feet.

At the seventh attempt the life-boat successfully closed the coaster, and four men managed to jump aboard. The master decided to remain in the ship. The time was then 3.25, and Coxswain Semple, fearing the effects of exposure on the four rescued men, decided to land them as soon as possible. The life-

boat reached Portavogie at 4.35, where the four men were landed. Meanwhile local fishing boats stood by the Dutch coaster.

The weather conditions had been growing worse, and the wind now increased to a strong gale. At six o'clock the life-boat was again near the coaster, which by this time had let go both her anchors. She was dragging towards the shore to the north-west and yawing and surging heavily. At 6.10 the master asked to be taken off.

Light Now Failing

The light was now failing, and Coxswain Semple had to try to bring the life-boat alongside once more in conditions which had grown worse. At his second attempt the life-boat came close enough for the master to be able to jump aboard. The life-boat then returned to Portavogie, which was reached at 7.30 in the evening.

In his attempts to bring the boat alongside the casualty the coxswain received valuable help throughout from the mechanic, George Young.

For this service the bronze medal for gallantry has been awarded to Coxswain Walter Semple, and the thanks of the Institution inscribed on vellum have been accorded to Motor Mechanic George Young. Medal service certificates have been issued to the other members of the crew: Second Coxswain John Donnan, Bowman Walter Beggs, Emergency Mechanic A. Walls, and crew members George Calvert and James McMaster.

Annual General Meeting

H.R.H. PRINCESS MARINA, DUCHESS OF KENT, President of the Institution, attended the annual general meeting of the governors of the Institution on the 6th March, 1962. Reporting on the past year's work, Earl Howe, Chairman of the Committee of Management, said :

" My first duty to-day is to report to you on the work of the Royal National Life-boat Institution in 1961, and a very remarkable year it was. Last year our life-boats were called out more than 960 times. That is a record in peace time and it has only once been exceeded, and that was during the war in the year of the battle of Britain. I would ask you to consider the fact that life-boats put out to vessels in distress at sea more often in 1961 than in any other year since this Institution was founded 138 years ago. It is true that the figure was exceeded once, as I say, in 1940, but then the life-boats were continually being called out to go to the rescue of aircraft and their pilots.

" There were, of course, frequent gales at all seasons of the year and that, to a large extent, accounts for the tremendous demands upon our life-boat crews. But it is a fact that year after year life-boats tend to be called out more often. In other words, the work of the life-boat service is continually growing, and its needs become correspondingly greater.

Death of a Shore Helper

" The number of people whose lives were saved by the direct action of our life-boats last year was 416, and I am glad to be able to report that in spite of the huge number of calls no member of a life-boat crew lost his life on service last year. There was, however, one very sad event. Mr. James Pentreath, at Penlee, was killed on the slipway as the life-boat was returning after a service. Mr. Pentreath was a shore helper. That is to say, he was one of those who help to launch the life-boats and to bring them back again when their service is completed. Sometimes I am inclined to think that not enough credit is given to those who serve ashore.

Public admiration can be stirred by the action of crews who put out in force 10 gales, who stand by vessels in distress through a winter's night or carry out a dangerous and difficult rescue. It is very right that this should be so, because no praise is too high for the men who man our life-boats, but we must also pay a fitting tribute to our shore helpers, who also turn out at a moment's notice, perhaps in the middle of the night. Mr. Pentreath, who lost his life last year, was one of a number of invaluable voluntary workers for the life-boat service all round the coast.

" During the year we took a number of important decisions to provide new forms of equipment and new devices for the help of our crews. Some of the details appear in the report, of which you all have a copy. We sent six new life-boats to their stations during the year, two of them being the new Oakley life-boats, which are completely self-righting. Our expenditure on the construction and repair of life-boats amounted, in fact, to more than £300,000.

Institution's Finances

" This brings me to a consideration of the state of our finances as a whole. Last year, and the year before when I stood on this platform, I had to report that in the preceding years our expenditure was greater than our income. In fact, we were slightly in the red. I am happy to say that I do not have to make the same statement this year. Last year there was, as the accounts before you will show, a surplus. At first sight this looks very gratifying, but the fact is that the great bulk of the increase in our revenue came from legacies. We are deeply indebted to those who have provided for the life-boat service in their wills, but one point we must remember, and that is that the receipts from legacies inevitably fluctuate year by year. Our revenue from the living, as opposed to the dead, showed in fact that there was only a small increase, and we have no ground for complacency. Indeed, the opposite is the case and our needs will continue to grow.

"We did have a successful year, and it was largely due to the tremendous efforts made by our voluntary workers all over Britain and Ireland, those members of branches and guilds on whom the whole success of the life-boat service really depends and to whom it is due. We cannot thank them too highly for what they have done.

Inspiration from President

"The full report of the year's work is in front of you. I have mentioned only a few special points, and I will shortly propose that the report and accounts be adopted, but before I do so there is one, at any rate, very pleasant and gratifying task I have to perform. That is—and I know you will all join with me enthusiastically in my task—to welcome once more to this meeting our Royal President, Her Royal Highness Princess Marina. To all of us in the life-boat service, whether we serve on the Committee of Management, as crews, shore helpers or workers round the coasts, as members of branches and guilds or as members of the staff, Your Royal Highness's constant, close and personal interest in the service is a continual inspiration to us, and we are particularly happy at this meeting, which is held to record the work of such an outstanding year in the annals of the Life-Boat Institution, that Your Royal Highness should be present.

"I also want to say how delighted we are to welcome as our guest once again Lord Brabazon of Tara. A few years ago he addressed this meeting, and so truly did he catch the spirit of the life-boat service and so happily and inspiringly did he address us that we all felt we should like to have him back with us again. We are indeed privileged that he has been able to come."

Presidential Address

The report and accounts for 1961 were adopted and the president, vice-president, treasurer and other members of the Committee of Management and the auditors were elected.

The President then gave her address. After thanking the Chairman for his welcome she said :

"I always consider it a privilege to be on this platform and to take part in this meeting, which provides, as you have just said, an opportunity for reviewing the work of the life-boat service during the past year. And 1961 was certainly an outstanding year in the history of this Institution.

"This meeting is also an occasion for conferring awards on certain people who have given outstanding service. They may be coxswains or other members of life-boat crews, who have won medals for gallantry. But awards are also made to those who have no direct connection with the life-boat service but who, inspired by the same spirit, put out in their own boats to the rescue of those in difficulties or danger. This afternoon, for example, a boy of thirteen will be rewarded on this platform for his remarkable courage and presence of mind in saving the life of a girl at Appledore ; I am sure you will join me in congratulating him.

Devotion and Public Service

"And then there are those who have worked for twenty or more years on behalf of the Institution ; just think what that means in terms of devotion, of hard work and of public service. In honouring these particular individuals we recognise, through them, the thousands of people all over the country who give up their time voluntarily to help the life-boat cause. Down the years it has been a very real pleasure for me to meet many of these wonderful people ; we cannot express sufficient gratitude to them.

"Last year, as some of you will know, I named the new life-boat at Broughty Ferry which replaced the one lost so tragically in the disaster of 1959. There I had the chance of meeting the new crew ; the men who volunteered so readily and promptly to replace their comrades who had given their lives. This is typical of the wonderful spirit of Broughty Ferry and, may I say, of many other life-boat stations along our coasts. This year, I look forward to my visit to Sheringham, to naming the new boat there, and to meeting the members of her crew.

"Now I should like to finish these

few words with a special announcement which, I know, will be of interest and pleasure to you all. Lord Howe, our Chairman, has been connected with the Life-Boat Institution for forty-three years ; for all this time he has been a member of the Committee ; for ten of those years he was Deputy Chairman, and for the last six our Chairman. His colleagues on the Committee of Management have decided to recognise the great contribution he has made to the work of the Institution, in which he has been joined by his wife—herself an honorary life-governor.

Life-boat Named After Chairman

“ I am therefore delighted to be the first to tell you that a new life-boat is to be named *The Earl and Countess Howe*. I am sure you will all agree that this is a fitting recognition of their magnificent services to this Institution.

“ It remains for me, as in former years, to send every possible good wish to the crews of life-boats throughout these islands, and to express our continued support for all those who work on the local committees and the many volunteer members of branches up and down the country.”

Princess Marina presented :

TO COXSWAIN JOHN STONEHOUSE of Tees-mouth the bronze medal for gallantry for the rescue of the crew of three of the yacht *Sybil Kathleen* on the 1st June, 1961 ;

TO RICHARD SIDNEY BOWDEN of Appledore an engraved wristlet watch for the rescue in a 9-foot dinghy of a girl swimmer on the 18th July, 1961.

LORD BRABAZON OF TARA, the guest speaker, then said :

“ We are now passing from the sublime to the ridiculous. There is a story told of a traveller who was going out west among a lot of the Comanches, and they asked him to make a speech. He did his best to make a speech and it was not going very well and he got very nervous. However, the man on his right said : ‘ Don’t be alarmed ; we’re not gunning for you but for the man who asked you to come.’ Well, in this case, it is Lord Howe. And this is

the second time he has done it, but I beg for your mercy towards him because he is a very old friend of mine.

“ Now he has told us about what this remarkable Institution has done during the year, and how wonderful it is to think that with all the efforts put in, no lives were lost among the life-boat crews. That is, first of all, something to congratulate ourselves upon. Then I do not think that people in general realise that this service averages fifty lives a month saved. That is something I never knew and I consider it nothing short of wonderful. Reading through the report, I see that your organisation since it started has saved 83,000 lives from the sea. That is also very wonderful.

“ Then, of course, apart from the brave people who indulge in rescue work, there is the organisation, and it is very gratifying to find that you had a surplus last year. Lord Howe did draw attention to the fact that you have got half a million from legacies. It is really a matter of whether you subscribe when you are alive or when you are dead, but I recommend you to do it while you are alive because you will not pay so much to the Government in tax. You might remember that.

Hear Two Maroons

“ I have got a new idea for collecting money. I, like many who live in this country, spend part of my holiday by the sea, and everything is lovely when it is lovely, but then a day will arrive when the temperature goes down and the house is rocked by wind and you say to yourself, as you are cosily installed in front of a fire, probably looking at the television and eating chestnuts : ‘ I am delighted that I have not got to go out to-night.’ Then suddenly you hear two maroons and you realize that some of your fellow men committed to the job are going out on the sea in that weather to try to rescue people in distress, and you say to yourself : ‘ Thank God it isn’t me.’ In those circumstances there is not a man or woman, I believe, who would not empty their pockets into a collecting box if they had got it by the side of their bed, and I suggest that such collecting

boxes should be distributed to all visitors to the sea.

"In these days of dangers it has always seemed very remarkable to me that any of us are alive at all. What with the atom bomb, the plastic bomb, all the traffic accidents, smallpox and aeroplanes falling every day out of the sky, this is very remarkable. A thing which always surprises me is that although a tremendous fuss—quite rightly—is made about the 6,000 people who are now killed on the roads, 7,000 people are killed in the home. How they manage to kill themselves is very remarkable. I suppose that people fall downstairs, that young people electrocute themselves in the bathroom—and, as you know, all children have suicidal tendencies; they either walk out of the window or into the fire. But it is a very remarkable death roll, and when you look at this death roll and assess the hazards of this world there is undoubtedly one place which is safe, and that is a British liner. If you are a passenger in a British liner you are about as safe as you ever will be in this life, because they have lost no lives in the last two years, and I hope if you are in a liner you will remember those remarkable figures while you are being seasick.

Sailing Small Boats

"I cannot help saying a word about seasickness. All my life I have been a terribly bad sailor. One year after the first war my wife insisted that I should go to the Isle of Wight, and being an obedient husband I went down there, and everyone was indulging in the absurd practice of sailing small boats. I was pushed into doing it finally. I started sailing small boats and I enjoyed it very much and, most extraordinary, the rougher it was the more I enjoyed it. Having spent a very pleasant summer at Bembridge I left with the firm conviction that this idea of being seasick was purely psychological and that I had cured myself of it. I had to go north by road to get to the west coast, and, would you believe it, I was seasick on the ferry between Birkenhead and Liverpool. I must say that that put me firmly in my place, but how the crews of life-boats stand the bouncing about

in a heavy short sea in the middle of the night and are not ill, is beyond me. They must be very remarkable people indeed.

Rescues in August

"Looking through your figures, I see that most rescues take place in August. There is a popular idea that August is a fine month for weather, but it is rapidly being displaced. What is interesting is that though you have to pass a test and be examined if you want to drive a motor-car, you can go on the sea without any form of knowledge or training, and I am glad to see that this organisation is trying to do its best about that. But do not let me discourage anyone from going on the sea because you will get as much enjoyment out of it as you ever will from anything in your life. It is a real holiday; it is a new world and, indeed, it has its own language and jargon, and that you ought to understand, although it takes a little time to acquire. I well remember a young friend of mine thinking he would go out in a club boat. They were trying to haul up the mainsail and got into a most frightful tangle, and on seeing this a well-wishing friend said: 'You had better belay the halyards.' That is absolutely pure Greek to anyone who does not know the jargon of the sea.

"There was another thing which amused me. I was sailing in a race and was on the starboard tack and my son was about to ram me, and his crew shouted at him 'Ware ship!' That does not mean anything to anybody, does it? I sail every year in a small boat, and I have been used to public life, and you know what public life is like: you are called every name under the sun and no one ever pays you a compliment. Well, I had the greatest compliment ever paid to me, this year. The wind had got up to 6 or 7 when we were out, and it was a nasty blow. In these small boats there is no time to reef and we were being knocked about and the sea was very short. It was not just spray, but buckets of it hit you in the chest, a form of torture which comes with that kind of amusement, and luckily I got round the windward mark first. My

crew stood up—a splendid young man—shook himself like a terrier and turned to me and said, if I may slightly paraphrase it in view of the presence of Her Royal Highness : ‘ I consider you are a ruddy wonderful old beggar.’ That was the finest compliment I have ever had paid to me.

In Sight of Bembridge Life-boat

“ Now in case you consider that I am reckless, I am not at all. I always sail within sight of the Bembridge life-boat, a very wise thing to do, and one of these days they will rescue me. Well, I want on behalf of all those people who sail ships, or small ships, to say that thanks from them go to all in your organisation—all those who go down to the sea in ships and have their business in deep waters. Not only do I want to do that; I want to convey the thanks of all those lesser folk who go out in dinghies and have their business in very shallow waters. I hope they will be seen in increasing numbers ; they will find the sea very lovable but rather cruel.

“ I have the greatest pleasure in moving the resolution standing in my name.”

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

Awards to Honorary Workers

The resolution was carried unanimously, and Princess Marina then presented the certificate of an honorary life governor to :

MR. WILLIAM JAMES, former honorary secretary of the Runswick station branch.

Her Royal Highness then presented a bar to the gold badge to :

MRS. A. G. DOGGART, Selsey;
and gold badges to :

MISS H. M. MOIR, Edinburgh;
MR. J. R. WISEMAN, Filey;
MR. R. T. INNES, Kirkcaldy;
MR. G. S. STORM, Nairn;
MRS. T. C. RAINFORD, Preston;
MR. J. SHARPLES, Rishton;
MRS. J. F. UNDERWOOD, St Andrews;
MRS. J. B. COULTHURST, Skipton;
MRS. D. SOWDEN, Southampton.

Field-Marshal Sir Francis Festing, a member of the Committee of Management, moved a vote of thanks to the President, saying :

“ It is a great privilege for me, as a very recently elected member of the Committee of Management, to propose this vote, which I am sure will be carried with enthusiasm and acclaim. It is, of course, a vote of thanks to Her Royal Highness the President of the R.N.L.I. If I may say so, what she has done for us this afternoon is to transform what would otherwise have been, perhaps, a somewhat routine record of the activities of the R.N.L.I. into something which is an inspiration to us all. I feel that it is a great inspiration to all of us; on the one hand to those who spend their lives helping in the great work of the Institution and, for instance, at the other extreme, to the lad Richard Bowden from Appledore. It is a memorable function for all of us and one that we shall not easily forget, in fact that we shall not forget. I would also say how particularly delighted we are that our President should have made the very happy announcement that a life-boat is to bear the name of the Earl and Countess Howe.”

Debt of Gratitude Grows

Seconding the vote, Captain Lord Ailwyn, a vice-president and a member of the Committee of Management, said:

“ It is a great honour to be allowed to second the vote of thanks which has been so eloquently moved by the Field-Marshal. Those of us who have, through the years, been associated closely with the work of the Royal National Life-Boat Institution are supremely conscious of the great benefit we have always had in having you, Madam, as our President. There are, in public life, active and working presidents and there are passive and figurehead presidents. Your Royal Highness has never allowed

yourself to be one of the latter category. You have never hesitated to answer any call made upon you, whether here or on the coast. Each year our debt of gratitude to your Royal Highness grows greater, as do our respect and admiration for your indefatigable work and your inspiring example, and it is with genuine feeling and great sincerity that I beg leave to second this vote of thanks."

The vote of thanks was carried with acclamation.

Supporting Princess Marina on the platform were the Mayor and Mayoress of Westminster; the member of Parliament for Cleveland; the mayors and mayoresses of forty-two towns and boroughs; the chairmen of two urban district councils; representatives of the

Ministry of Transport; donors of life-boats or their representatives, including the Civil Service Life-boat Fund and the Canadian Pacific Steamship Company; representatives of charitable trusts which have actively supported the life-boat service; honorary life-governors and vice-presidents of the Institution; members of the Committee of Management; the President of the Ladies' Life-boat Guild, and a vice-chairman of the Central London Women's Committee of the Institution.

In the evening those who had received awards for gallantry and their families saw the Crazy Gang show at the Victoria Palace and in the interval went on the stage to meet the principal members of the cast.

Belgian Trawler in Distress off Kentish Coast

AT 2.24 on the morning of the 11th January, 1962, the Deal coastguard informed the honorary secretary of the Margate life-boat station, Mr. H. B. Fleet, that a small vessel had been seen by the Dutch motor vessel *Lingestroom* showing red lights two miles north-east of the Tongue lightvessel. It was an anticipatory message, for the coastguard was trying to get more information from the lightvessel.

At 3.7 the coastguard reported that the vessel was now burning flares three miles north-north-east of the lightvessel. Mr. Fleet ordered the maroons to be fired, and at 3.30 the Margate life-boat *North Foreland (Civil Service No. 11)*, which is one of the 46-foot 9-inch Watson type, put out. It was high water, a near gale was blowing from the south-south-west, and there were rain squalls. At 4.50 the life-boat reported seeing a small light, and five minutes later the *Lingestroom*, which had picked up the vessel on her radar screen, reported her position as being six and three quarter miles north-north-east of the Tongue lightvessel. The Margate life-boat came up with the casualty at 5.15 and found her to be the Belgian trawler *Vert Rouwen*. The trawler, which was about 50 feet in length and drawing 11

feet, had a crew of five. She was rolling heavily and during the night had lost both her anchors. Coxswain Denis Price decided to try to tow the trawler to Margate roads.

By now the wind had increased to a whole gale. The tide was setting north-east at $1\frac{1}{2}$ knots, and there was a heavy sea running. Towing began at 5.35, but little headway was made. After the vessel had been in tow for nearly five hours the tow parted. By then the life-boat and the trawler were still near the Kentish Knock sands. When the tow was reconnected the coxswain could do little but try to keep the trawler clear of the sands, for the crew still refused to abandon ship.

Increased to Violent Storm

The wind continued to increase until noon, by which time there was a violent storm, but later it decreased gradually. Between 10.30 and 2.30 in the afternoon the tow parted five times. During attempts to reconnect the tow the life-boat suffered damage to her port fender belting, and the coxswain feared she might be damaged under water.

When the tow parted for the fifth time the life-boat was abeam of the South Knock buoy, and by this time there was enough water for the trawler

to drift over the sands without risk of damage. Coxswain Price asked for the help of a tug and of the Ramsgate life-boat.

Second Life-boat Called Out

The Ramsgate life-boat *Michael and Lily Davis*, which is also one of the 46-foot 9-inch Watson type life-boats, left her moorings at 2.45. The Margate life-boat continued to stand by until the Ramsgate boat reached her at 5.28. The Margate life-boat then returned to her station, where she arrived at nine

o'clock. The Ramsgate life-boat stood by until a tug reached the trawler at 10.18 in the evening. She then returned to her station, where she arrived at 2.30 in the morning.

The Margate life-boat was out on service for over eighteen hours, and in view of the very arduous conditions the Committee of Management voted extra monetary rewards to her crew.

The British Consul in Ostend received a letter of appreciation from the skipper of the Belgian trawler.

Portrait on the Cover

THE photograph on the cover is of Coxswain Frederick Palmer of Weymouth, who first joined the Weymouth crew in 1926. Since then Weymouth life-boats have been launched on service 240 times and have rescued 180 lives. He was appointed second coxswain in 1931 and coxswain in 1946.

In 1948 Coxswain Palmer was awarded the bronze medal for gallantry

for the rescue of three men from a yacht, and less than a year later he won the silver medal for a difficult and dangerous rescue from an old steam tug. In 1961 he was awarded the thanks of the Institution inscribed on vellum for outstanding seamanship when the coaster *Vectis Isle* went aground. The photograph is reproduced by courtesy of Mr. Colin Rogers.

Children's Book Recommended

Miss Mary F. Moore has managed to convey a remarkable amount of valuable information about life-boats, coastguards, lighthouses and light-vessels in a very easily readable form in her *Life-boats and Lifesaving* (Macmillan, 2/6).

The story is told largely through two children, Peter and Sheila, who ask questions of a merchant seaman, a life-boat honorary secretary, a coastguard and a lightkeeper, and the answers are clear and informative.

There are one or two minor inaccuracies in the account of the building of the first life-boats, and it seems strange that the honorary secretary of the Lytham-St. Anne's life-boat station, who is clearly identified, should be given the name Kenyon instead of Kennedy. But the book can be warmly recommended for the easy and friendly manner in which the story of rescue services at sea is told. There are a number of interesting photographs and skilful drawings.

Award for Bravest Act of Lifesaving

THE Maud Smith award for the bravest act of life-saving by a member of a life-boat crew in 1961 has been won by Coxswain John Stonehouse of Teesmouth for the rescue of the crew of three of the yacht *Sybil Kathleen* on the 1st June.

A full account of the service appeared

in the December, 1961, number of the LIFE-BOAT on page 135.

The award, which is an annual one made, according to the terms of a will, by the Committee of Management of the Institution, was won the year before by Coxswain Patrick Power of Dunmore East.

Services of the Life-boats in January, February and March 52 Lives Rescued

JANUARY

DURING January life-boats were launched on service 59 times and rescued 34 lives.

DOCTOR TAKEN TO LIGHTVESSEL

Broughty Ferry, Angus. At 5.15 on the afternoon of the 1st January, 1962, the harbour master informed the honorary secretary that a member of the crew of the Abertay lightvessel had fallen down the engine-room ladder and was badly injured. A doctor was needed immediately. There was a light west-north-westerly breeze with a slight sea. At 5.30 the life-boat *The Robert* was launched at low water with a doctor on board. The life-boat put the doctor aboard the Abertay lightvessel and later embarked the injured man and the doctor and landed them at Broughty Ferry. The injured man was taken by ambulance to hospital. The life-boat reached her station at 7.15.

SICK MAN TAKEN OFF MOTOR VESSEL

Southend-on-Sea, Essex. At 12.45 early on the morning of the 2nd January, 1962, the coastguard told the honorary secretary that he had received a message from the motor vessel *Devonbrook* of London, which was bound for London, that one of her crew was ill and that she would be off Southend about 1.45. The message asked if the life-boat would take out a doctor, and at 1.40 the life-boat *Greater London II (Civil Service No. 30)* was launched with a doctor on board. There was a moderate northerly wind, the sea was slight, and the tide was ebbing. The life-boat found the vessel a mile and a half to the south-east of her station and put the doctor and three men with a stretcher on board. The sick man was then transferred to the life-boat, which wirelessly for an ambulance to meet her at Southend, where she arrived at three o'clock.

FRENCH TRAWLER TOWED OFF ROCKS

St. Ives, Cornwall. At 6.17 on the morning of the 4th January, 1962, the coastguard informed the honorary secretary that the motor trawler *Gai Floréal* of Dieppe was in difficulties three miles west of St. Ives Head. The life-boat *Edgar, George, Orlando and Eva Child* was launched at 6.45 in a light north-easterly wind and a slight swell. The tide was half ebb. The life-boat went alongside the trawler, which was ashore on rocks at Porthzennor Cove, at 7.20. The trawler's master declined to leave his ship, and the life-boat stood by. Soon afterwards the shore life-saving apparatus teams arrived, and seven of the trawler's crew of sixteen were taken off by them, one man injuring his leg.

As the floodtide made, the trawler drove further on to the rocks, and when she was almost afloat the life-boat coxswain laid out one of the trawler's anchors as a kedge, but this did not hold and the trawler drifted further inshore. The coxswain again laid out a kedge anchor, and this second attempt to heave the trawler off was also unsuccessful. A further attempt was made to tow the trawler off, but by this time she had drifted half her length further inshore and her propeller was foul of the rocks and could not be used. After a quarter of an hour the life-boat managed to tow the trawler clear, and she was able to proceed under her own power to St. Ives with a member of the life-boat's crew on board to act as pilot. The life-boat reached her station at 3.30 in the afternoon.

SICK LIGHTKEEPER TAKEN OFF

Howth, Co. Dublin. At 4.57 on the afternoon of the 5th January, 1962, the Commissioners of Irish Lights rang up the honorary secretary and asked if the life-boat would take a relief keeper to the Rockabill lighthouse and land a sick man from the lighthouse. The Commissioners' boat could not be used, and

at 5.51 the life-boat *R.P.L.* embarked the keeper and made for the lighthouse with a dinghy in tow. There was a fresh south-westerly breeze and a rough sea. The tide was flooding. The life-boat reached the lighthouse at 6.15, and three men put off in the dinghy to bring back the sick man and land the relief keeper. The strong tide and swell made this operation difficult, but the patient was safely ferried to the life-boat, which took him to Skerries, arriving at 8.15. The man was landed, and the life-boat then returned to her station, which she reached at 10.55.

SICK MAN TAKEN TO MAINLAND

St. Mary's, Scilly Islands. At 11.40 on the morning of the 6th January, 1962, a local doctor asked the honorary secretary if the life-boat could take a man to Penzance for an emergency operation for acute appendicitis. A helicopter was standing by, but thick fog prevented it from taking off. No other boat was available, and at 11.50 the life-boat *Guy and Clare Hunter* was launched with the sick man and a nurse on board. The life-boat made the journey to the mainland in a light westerly breeze and a moderate sea and reached Penzance at 4.12. The man was transferred to a waiting ambulance, and the life-boat then returned to the station, arriving at 9.20.

DOCTOR TAKEN TO ISLAND

Galway Bay. At 5.15 on the afternoon of the 6th January, 1962, the local medical officer asked the honorary secretary if the life-boat would take him to Inishere Island to attend an urgent medical case. As there was no other suitable boat available, the life-boat *Mabel and Marion Thompson* left her moorings at 5.45 in a south-westerly gale and a rough sea. The tide was ebbing. The life-boat landed the doctor on Inishere Island and returned to her station at 9.15.

STEAMER AND MOTOR VESSEL IN COLLISION

Dover, and Walmer, Kent. At 12.13 early on the morning of the 8th January, 1962, the coastguard informed the

Dover honorary secretary that a collision had taken place between two vessels, the s.s. *Sabac* and the m.v. *Dorington Court* six miles east-by-south of the eastern arm of Dover harbour. There was a light westerly wind and a smooth sea. It was foggy. The Walmer honorary secretary was also informed at 12.17. The Dover life-boat *Cunard*, on temporary duty at the station, left her moorings at 12.32, and the Walmer life-boat *Charles Dibdin* (*Civil Service No. 32*) was launched at 12.31. It was high water. When the Dover life-boat reached the position several vessels were in the area and had picked up survivors, some of whom were badly injured. Because of bad visibility parachute flares were used during the search, and the Dover life-boat picked up four bodies. By this time the Walmer life-boat had also reached the scene, and she extended her area of search towards the East Goodwin lightvessel. One body was picked up and this was later transferred to the Dover life-boat. Thick fog hampered the search, in which a Shackleton aircraft and a helicopter also took part.

The Dover life-boat returned to her station at 12.30 to land the five bodies, and after refuelling she returned to the area to continue the search. Meanwhile the Irish coaster *City of Cork* had reported by radio to the Walmer life-boat that a number of bodies could be seen almost two and a half miles south-east of the South Goodwin lightvessel. The life-boat made for this position and picked up seven bodies, which she landed at Dover. She reached her station at 4.30. No more bodies were found by the Dover life-boat, and she also reached her station at 4.30. The owners of the *Sabac* made a donation to the Institution's funds and gifts to both life-boat crews.

STANDING BY MOTOR VESSEL IN GALE

Barry Dock, Glamorganshire. At 6.40 on the evening of the 8th January, 1962, the coastguard informed the coxswain that the master of the motor vessel *Candourity* of London had asked for the life-boat to stand by his vessel,

which was aground one mile south-west of Breaksea Point. The life-boat *Rachel and Mary Evans* was launched at 6.55 in a strong west-south-westerly gale and a very rough sea. It was two hours before high water. The life-boat found the *Candourity* with her engine room flooded and stood by until tugs and her sister ship had towed her to a safe anchorage. The life-boat then returned to her station, which she reached at 4.15 in the morning.

TOWLINE PASSED TO DANISH MOTOR VESSEL

Wick, Caithness-shire. At 11.55 on the morning of the 9th January, 1962, the coastguard informed the honorary secretary that the Danish motor vessel *Jens Emil* had broken down four miles east of Wick. The life-boat *City of Edinburgh* was launched in a strong south-westerly wind and a rough sea. It was two hours before high water. The life-boat came up with the *Jens Emil* and stood by her until the motor trawler *Gilmar* arrived. She helped to pass a topline to the *Jens Emil*, and when the two vessels were under way the life-boat returned to her station, which she reached at 2.20.

TWO LIFE-BOATS PUT OUT TO BELGIAN TRAWLER

On the 11th January, 1962, the Margate and Ramsgate life-boats put out to the help of the Belgian trawler *Vert Rouwen*, which had lost both her anchors in a gale. A full account of this service appears on page 255.

TWO COBLES ESCORTED IN GALE

Scarborough, Yorkshire. On the 11th January, 1962, it was decided to launch the life-boat *J. G. Graves of Sheffield* at three o'clock in the afternoon to escort two local fishing cobles into harbour as the weather had deteriorated considerably. There was a strong westerly gale and a rough sea. It was one hour after high water. The life-boat came up with the fishing cobles *Premier* and *Kingfisher* about two miles south-east of Scarborough. She escorted them safely into harbour and reached her station at 3.50.

DUTCH MOTOR VESSEL ESCORTED IN GALE

Southend-on-Sea, Essex. At 2.55 on the morning of the 13th January, 1962, the life-boat *Greater London II (Civil Service No. 30)* had just returned to her station from investigating a report of a white flare in the area of Grain Spit when the coastguard informed the coxswain that a Dutch ship appeared to have engine trouble three miles north-east of the pier. There was a westerly gale with a rough sea, and it was two hours before high water. The life-boat found the motor vessel *Tjoba* of Groningen dragging her anchor and drifting towards the boom. The master of the *Tjoba* told the coxswain that he wanted to go to the Southend loading jetty but was not sure of its position. The life-boat escorted the vessel to the jetty and reached her station at five o'clock.

FRENCH TRAWLER REFLOATED

Stornoway, Hebrides. At 3.50 on the morning of the 14th January, 1962, the coastguard informed the honorary secretary that a French trawler was ashore six miles south of Tarbert harbour. The life-boat *The James and Margaret Boyd* left her moorings at 4.30 in a moderate westerly wind and a rough sea. The tide was half ebb. The coastguard later reported that the trawler *Massabielle* of Lorient, with a crew of fifteen, was aground on Stockinish Island on the east coast of Harris. The life-boat reached the stranded vessel at 8.30, and after running out a kedge anchor and making fast a tow line she succeeded in refloating the *Massabielle*. Two members of the life-boat's crew were then put on board, and the trawler continued under her own power to Stornoway, where she arrived at two o'clock. The life-boat reached her station at 2.40.

FISHING BOAT ESCORTED IN NEAR GALE

Plymouth, Devon. At 12.46 on the afternoon of the 15th January, 1962, the coastguard informed the honorary secretary that the fishing boat *June-Lippet*, which was returning to Plymouth from a fishing trip, was making heavy

weather in a northerly wind of near gale force and a rough sea. The position of the fishing boat was then three miles west of Rame Head. The life-boat *Thomas Forehead and Mary Rowse* left her moorings at one o'clock at high water. She came up with the *June-Lippet*, which had a crew of four, one mile south-west of Rame Head and escorted her safely into Plymouth Sound and to the Barbican. The life-boat reached her station at three o'clock.

LIFE-BOAT STANDS BY AS BOATS CROSS BAR

Arbroath, Angus. At 3.35 on the afternoon of the 15th January, 1962, the coastguard informed the motor mechanic that two local fishing boats were awaiting the tide to enter harbour. There was a strong south-east gale and a very rough sea. The fishing boats were contacted by radio and reported that as conditions were worsening they would not attempt to enter harbour until 6.30. At 6.10 the life-boat *The Duke of Montrose* was launched. She stood by the harbour entrance until both boats had crossed the bar safely and then returned to her station, arriving at 7.20.

DUTCH MOTOR VESSEL ESCORTED IN GALE

Moelfre, Anglesey. At 8.20 on the evening of the 15th January, 1962, the coastguard informed the honorary secretary that the motor vessel *Frida Blokzijl* of Vlaardingen, Netherlands, was drifting with her steering damaged ten miles north-east of Point Lynas. The life-boat *Watkin Williams* was launched at 8.35 in a strong southerly gale and a very rough sea. It was two hours before low water. The life-boat reached the position given at 10.10 and in company with other vessels began to search for the *Frida Blokzijl*. Very poor visibility hampered the search, but the disabled vessel was found and the life-boat went alongside her at 11.25. Five minutes later her master reported that the steering gear had been repaired and the Dutch vessel made for Moelfre Bay escorted by the life-boat. The life-boat reached her station three o'clock in the morning.

FOUR GALWAY BAY MEDALS

On the 16th January, 1962, the Galway Bay life-boat rescued eight men and a dog from the Dutch coaster *June*. A full account of this service, for which four bronze medals for gallantry were awarded, appears on page 246.

FISHING COBLE ESCORTED TO HARBOUR

Filey, Yorkshire. On the morning of the 17th January, 1962, a local fishing coble was at sea in weather which was growing worse. At 11.15 the life-boat *The Isa & Penryn Milsted* was launched in a south-westerly gale and a rough sea. The tide was half flood. The life-boat escorted the fishing coble *Enterprise* safely into harbour and reached her station at 2.10.

FISHING VESSEL ENTERS HARBOUR IN TOW

Anstruther, Fife. At 10.5 on the morning of the 17th January, 1962, the coastguard informed the honorary secretary that two fishing vessels, one in tow of the other, were approaching the harbour. There was a strong south-south-westerly gale and a very rough sea. It was two hours before high water. The honorary secretary decided to launch the life-boat *James and Ruby Jackson* at 10.21 to stand by the harbour entrance. The motor fishing vessel *Ocean Herald* entered the harbour safely, towing the motor vessel *Harvest Reaper*. At 12.30 the life-boat was moored in the inner harbour as a precautionary measure, as several other local boats were still at sea. It was found impossible to rehouse the life-boat until the following afternoon.

DOCKERS TAKEN OFF DUTCH MOTOR VESSEL

Arklow, Co. Wicklow. On the evening of the 17th January, 1962, the motor vessel *Antilla* of Groningen, outward bound from Arklow to Rotterdam with a crew of ten, grounded 150 yards north-east of Arklow north pier. Twenty dockers were put aboard the vessel to lighten her cargo and so enable her to refloat. At eleven o'clock on the night of 18th January the vessel's agent asked the honorary

secretary if the life-boat would land the dockers, as the weather was deteriorating and the local fishing boats were unable to go alongside the *Antilla*. The life-boat *Inbhear Mor* was launched at 11.20 in a strong south-westerly wind and a confused sea. The tide was half ebb. The twenty dockers were transferred to the life-boat and landed, and the life-boat reached her station at 11.44.

DOCTOR TAKEN OUT TO STEAMER

Humber, Yorkshire. At ten o'clock on the morning of the 18th January, 1962, the coastguard informed the coxswain superintendent that the s.s. *Bencruachan* of Leith was making for Spurn with an injured man on board. The vessel was due at Spurn light-vessel at one o'clock. The life-boat *City of Bradford II*, on temporary duty at the station, was launched at 12.10 with a doctor on board. There was a moderate west-south-westerly wind and a slight sea. It was two and a half hours after low water. The life-boat met the *Bencruachan* and put the doctor aboard. The injured man, who had a broken neck and fractured skull, was found to be dead. The doctor rejoined the life-boat, which returned to her station at 2.45. The vessel proceeded to Grangemouth to land the body.

TWELVE COBLES ESCORTED TO SHORE

Filey, Yorkshire. At ten o'clock on the morning of the 22nd January, 1962, it was decided after consultation with the coastguard to launch the life-boat *The Isa & Penryn Milsted*, as several local fishing cobles were at sea in deteriorating weather. The life-boat put out at eleven o'clock in a west-by-northerly gale and a very rough sea. It was low water. The life-boat escorted twelve fishing cobles safely ashore and reached her station at 2.30.

TWO MEN FROM LONGSHORE BOAT LANDED

Lowestoft, Suffolk. At 2.28 on the afternoon of the 22nd January, 1962, the coastguard informed the honorary

secretary that the Lowestoft trawler *Unda* had picked up two men from the longshore boat *Dulcie Doris* of Lowestoft and had taken the boat in tow. The *Unda's* position was three miles east of East Barnard buoy, and because of the severe weather conditions the help of the life-boat was requested. At 2.40 the life-boat *Michael Stephens* left her moorings in a west-north-westerly gale and a rough sea. It was two hours before low water. The life-boat reached the position given but could not find the trawler. A message was then received that the trawler's tow had parted and that the *Dulcie Doris* had drifted north with the trawler standing by. The life-boat set a course to the north and found both vessels about two miles west of Corton light-vessel. She went alongside the trawler and took the two men from the longshore boat on board. She then went alongside the longshore boat, and when a tow line had been connected took the *Dulcie Doris* in tow. About half a mile east-south-east of the South-East Corton buoy the *Dulcie Doris* sank. The life-boat reached her station with the two survivors at 7.50. The owner of the *Dulcie Doris* made a donation to the Institution's funds.

ESCORT FOR FISHING VESSEL IN GALE

Newhaven, Sussex. At 7.32 on the evening of the 23rd January, 1962, the coastguard informed the honorary secretary that the fishing vessel *Dorothy Margaret* had been in difficulties with engine trouble and had gone alongside the Royal Sovereign lightvessel to report her trouble before making for Newhaven. At 7.45 the life-boat *Kathleen Mary* was launched in a south-westerly gale and a rough sea. It was low water. The life-boat met the *Dorothy Margaret* six miles east-north-east of Newhaven and escorted her safely into harbour. The life-boat reached her station at 9.50.

CAULIFLOWER JETTISONED FROM DUTCH VESSEL

St. Helier, Jersey. At 8.50 on the evening of the 24th January, 1962,

the harbour office informed the honorary secretary that the motor vessel *Alme* of Rotterdam was asking for immediate help as her deck cargo of cauliflower had shifted and she was listing dangerously to starboard. Her position was three miles west of Corbière. The life-boat *Elizabeth Rippon* left her moorings at 9.6 in a south-westerly wind of near gale force and a rough sea. It was high water. The life-boat reached the position given and went alongside the *Alme*. The coxswain used parachute flares to light up the deck so that the work of jettisoning the cargo could be safely carried out. When this had been done the vessel righted, and after the master had thanked the coxswain for standing by, the *Alme* continued on her passage to Portsmouth. The life-boat returned to her station, arriving at 1.30 in the morning.

DUTCH VESSEL AGROUND IN FOG

Barry Dock, Glamorganshire. At 10.33 on the night of the 25th January, 1962, the coastguard informed the honorary secretary that the motor vessel *Carmen* of Groningen was ashore on the west side of Sullely Island. The life-boat *Rachel and Mary Evans* was launched at 10.57 in a moderate south-westerly wind and a choppy sea. There was dense fog and rain, and it was an hour and a half after high water. The life-boat found the vessel, and her master told the coxswain that as the *Carmen* was hard aground on the falling tide and securely moored ashore, he did not require the life-boat to stand by during the night but would like her to return at seven o'clock the next morning, when an attempt would be made to refloat the *Carmen* with the help of a tug. The life-boat reached her station at 12.15 and left again at 6.50 in the morning. She reached the *Carmen* at seven o'clock and stood by until the tug *Emphatic* arrived an hour later. The life-boat fired a rocket line to connect a tow to the tug, and the tow line was then passed to the vessel. After the *Carmen* was successfully refloated the life-boat returned to her station, arriving at 10.20. The owners and underwriters made a gift to the

crew and a donation to the Institution's funds.

DOCTOR TAKEN TO STEAMER IN FOG

Barrow, Lancashire. At 10.50 on the morning of the 27th January, 1962, a firm of shipping agents in Barrow told the honorary secretary that the s.s. *Baron Inverclyde* of Ardrossan, bound for Barrow, had asked for medical help as one of her firemen had injured his back. She was due off the port at 9.30 in the evening and a rendezvous was arranged between life-boat and steamer near the Lightning Knoll buoy. The life-boat *Herbert Leigh* was launched at eight o'clock with a doctor on board. There was a gentle easterly breeze and a smooth sea. It was half an hour before low water. Dense fog was encountered as far as the buoy, which dispersed before the *Baron Inverclyde* was sighted. The life-boat went alongside her and the doctor went on board. The patient was not badly injured, and the doctor advised him to rest for two or three days on board the steamer. The doctor then rejoined the life-boat, which reached her station at 10.50. The master of the steamer sent a letter expressing his appreciation of the service rendered by the life-boat.

SICK MAN TAKEN OFF COSTA RICAN STEAMER

Walton and Frinton, Essex. At 6.20 on the evening of the 27th January, 1962, the coastguard informed the honorary secretary that the s.s. *Entopan* of Puerto Limon, Costa Rica, had a sick man on board. She was making for Harwich and had asked for the life-boat to take the man off. The life-boat *Edian Courtauld* left her moorings at 6.50. There was a light north-westerly breeze and a slight sea. It was two hours before low water. The life-boat met the *Entopan* at a pre-arranged rendezvous off the Sunk lightvessel. The sick man, who was suffering from chronic asthma and heart disease, was transferred to the life-boat and landed at Harwich, where he was taken to hospital. The life-boat returned to her station arriving at 3.30.

FISHING VESSEL AGROUND ON ROCKS

Cloughey, Co. Down. At 8.42 on the morning of the 29th January, 1962, the coastguard informed the honorary secretary that the fishing vessel *Marie McClements* of Portavogie was aground near the South Rock. The life-boat *Constance Calverley* was launched at nine o'clock in a light southerly breeze and a slight sea. It was two hours before low water. The life-boat reached the stranded vessel and found that the fishing boat *Investor* had a line aboard the *Marie McClements*, which was lying on her starboard side on top of the rock. The *Marie McClements's* crew of five decided to stay on board, as the weather was calm. Shortly afterwards ten other boats of the local fishing fleet arrived, and two of these managed to refloat the *Marie McClements* on the flood tide. The life-boat helped in this operation and then escorted the *Marie McClements* to Portavogie harbour. The life-boat reached her station at 8.44.

CREW OF SWEDISH VESSEL LANDED

Stornoway, Hebrides. At 3.20 on the morning of the 30th January, 1962, the coastguard informed the honorary secretary that a Swedish vessel was ashore on Fladdachuain Island three miles west of Trodday Island. The life-boat *The James and Margaret Boyd* left her moorings at four o'clock in a moderately south-westerly wind and a moderate sea. The tide was half ebb. The life-boat reached the position and found the motor vessel *Ofelia* of Gothenburg with a heavy list. Her master had remained on board, but the crew of fourteen had landed safely on the island. The master and ten of the crew were taken on board the life-boat, which landed them at Stornoway at 1.55. The remaining four members of the crew decided to stay on the island to keep watch on the *Ofelia* and were left with a canvas cover for protection and sufficient food supplies. At three o'clock the master received instructions from Sweden that the four men left on the island should be taken off as soon as possible. The Mallaig life-boat was already on her

way to the island when a message was received that H.M.S. *Malcolm* had taken the four men off and was making for Stornoway. The owner of the *Ofelia* sent a letter of appreciation to the Institution.

THREE MEDALS FOR STORNOWAY

On the 30th January, 1962, the Stornoway, Outer Hebrides, life-boat rescued two people from the motor fishing vessel *Maimie*. A full account of this service, for which three medals for gallantry were awarded, appears on page 248.

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

Lytham-St. Anne's, Lancashire.—January 2nd.

Stronsay, Orkneys.—January 3rd.

Barrow, Lancashire.—January 4th.

Llandudno, Caernarvonshire.—January 6th.

Ilfracombe, Devon.—January 7th.

Peterhead, Aberdeenshire.—January 9th.

Montrose, Angus.—January 11th.

Selsey, Sussex.—January 11th.

Lytham-St. Anne's, Lancashire.—January 11th.

Southend-on-Sea, Essex.—January 11th.

Dunmore East, Co. Waterford.—January 11th.

Holyhead, Anglesey.—January 11th.

Stornoway, Hebrides.—January 12th.

Southend-on-Sea, Essex.—January 13th.

Holyhead, Anglesey.—January 13th.

Lerwick, Shetlands.—January 15th.

Port Erin, Isle of Man.—January 15th.

Blackpool, Lancashire.—January 21st.

Selsey, Sussex.—January 21st.

Hastings, Sussex.—January 23rd.

Walton and Frinton, Essex.—January 24th.

Barry Dock, Glamorganshire.—January 25th.

Fraserburgh, Aberdeenshire.—January 30th.

Mallaig, Inverness-shire.—January 30th.

Whitehills, Banffshire.—January 31st.

Barry Dock, Glamorganshire.—January 31st.

FEBRUARY

DURING February life-boats were launched on service 34 times and rescued 2 lives.

INJURED MAN TAKEN OFF SWEDISH VESSEL

Lowestoft, Suffolk. At 9.38 on the morning of the 6th February, 1962, the coastguard informed the honorary secretary that the motor vessel *Sommen* of Gothenberg had wirelessed for medical help as a seaman had a badly injured hand. After arrangements had been made for a doctor and ambulance to be available and a rendezvous with the motor vessel had been agreed the life-boat *Michael Stephens* left her moorings at 12.50 with the doctor on board. There was a light south-westerly breeze and a choppy sea. It was low water. The life-boat met the *Sommen* four miles east of Lowestoft and put the doctor on board. The injured man was transferred to the life-boat and landed at Lowestoft, where an ambulance took him to hospital. The life-boat reached her station at three o'clock.

ESCORT FOR FISHING VESSEL WITH ENGINE BREAKDOWN

Rhyl, Flintshire. At 1.20 on the afternoon of the 7th February, 1962, the coastguard informed the honorary secretary that a fishing vessel appeared in difficulties about a quarter of a mile off Rhyl pier. Five minutes later the life-boat *Anthony Robert Marshall* was launched in a west-south-westerly wind of near gale force and a rough sea. It was one hour after high water. The life-boat found the fishing vessel *C.H.56* of Rhyl with her engine broken down. She had a crew of three. The vessel's engine had broken down several times on her passage from Mostyn to Rhyl and she had shipped some heavy seas. The engine was repaired, and the life-boat escorted the fishing vessel safely to moorings in Rhyl harbour, reaching her station at 3.20.

LOCAL FISHING FLEET ESCORTED TO HARBOUR

Thurso, Caithness-shire. At 4.30 on the afternoon of the 7th February, 1962, the honorary secretary decided that because of the bad weather conditions the life-boat *Pentland* (*Civil Service No. 31*) should be launched to escort the local fishing fleet to harbour. The life-boat put out at 4.40 in a strong north-north-easterly wind and a very rough sea. The tide was half ebb. After escorting several fishing vessels to harbour the life-boat reached her station at 8.15.

DIFFICULT PASSAGE TO NORTHERN ISLAND

Aith, Shetlands. At 6.50 on the evening of the 8th February, 1962, a doctor in Walls informed the honorary secretary that he had received an urgent call from a nurse on Foula Island for him to attend a patient. As there was no other suitable boat available to make the crossing in the prevailing weather conditions, the life-boat *John and Frances Macfarlane* left her moorings with the doctor on board at 8.10 in a west-south-westerly wind of near gale force. There was a rough sea, and it was one hour after low water. Very bad visibility caused by snow and sleet showers made the passage to Foula a difficult one, but the life-boat arrived alongside the pier at 2.15 in the morning and the doctor was put ashore. At 6.5 the doctor with a stretcher party and the patient arrived at the pier. The patient and the doctor were embarked, and the life-boat left at 6.15. She reached her station at 9.13, when the patient was taken by ambulance to hospital.

SURVIVORS LANDED FROM VESSEL ON FIRE

Lowestoft, Suffolk. At 6.45 on the morning of the 13th February, 1962, the coastguard informed the honorary secretary that the motor trawler *John O'Heugh* was making for Lowestoft with the crew of eighteen of the motor vessel *Fountains Abbey*, which had been abandoned after catching fire. Several survivors had serious injuries and medical help was needed. After further

enquiries had been made the life-boat *Michael Stephens* left her moorings with a doctor on board at 7.58 in a fresh north-westerly wind and a rough sea. It was low water. The life-boat met the trawler at a pre-arranged rendezvous off the North Corton buoy at nine o'clock. The doctor was put aboard the trawler, which entered the harbour escorted by the life-boat. The injured men were conveyed to hospital by ambulance, and the life-boat reached her station at 10.2.

ESCORT FOR FISHING BOAT IN GALE

Scarborough, Yorkshire. On the morning of the 13th February, 1962, the conditions at the harbour bar were very bad because of heavy seas and the state of the tide. As the local fishing boat *Margaret Jane* was about to return to harbour, it was decided at 10.5 to launch the life-boat *J. G. Graves of Sheffield* in a strong north-north-westerly gale and a very rough sea. It was almost high water. The life-boat was launched at 10.10 and came up with the *Margaret Jane* one mile north-east of the castle. The coxswain advised her skipper to stream his drogue, and the life-boat escorted the boat safely into harbour, reaching her station at eleven o'clock.

RESCUE FROM YACHT AT THIRD ATTEMPT

Humber, Yorkshire. At 10.27 on the morning of the 16th February, 1962, the coastguard informed the coxswain superintendent that a yacht was in difficulties two miles north-east-by-north of Grimsby. The life-boat *City of Bradford II*, on temporary duty at the station, was launched in a strong north-westerly gale and a very rough sea. It was one hour after low water. A helicopter, which had joined in the search, sighted the yacht first and fired flares to indicate her position. It then hovered over the yacht until the life-boat reached the position. Radio contact was maintained between the helicopter and the life-boat. The yacht *Star Song* of Colchester, whose engine had broken down, was in a dangerous position and dragging her anchor. She was pitching and veering considerably, and the coxswain had to

make three attempts to come alongside her. At the third attempt he was successful, and the two men on board the yacht were hauled on board the life-boat. The men, one of whom was aged seventy-one, had not eaten for two days and were exhausted. They were given hot soup and landed at Grimsby at 12.20. The yacht later drove ashore. Because of the severe weather conditions the life-boat could not be rehoused at her station until the next day.

TWO YOUNG MEN TRAPPED IN CAVE

St. Ives, Cornwall. At 2.26 on the afternoon of the 18th February, 1962, the coastguard informed the honorary secretary that two young men had been trapped by the rising tide at Smuggler's Cave, Hell's Mouth. Police and the fire brigade were on the scene, but it was agreed that the help of a boat was needed. The life-boat *Edgar, George, Orlando and Eva Child* was launched at 2.45. She had a skiff in tow. There was a light variable wind and a smooth sea, and it was two hours before high water. On reaching the cave the coxswain found that the firemen had a ladder in position and were hauling the two young men out of the cave through a hole half way up the cliff. The skiff stood by, and as soon as the rescue was completed the life-boat returned to her station, which she reached at 4.30.

FRENCH TRAWLER TAKEN IN TOW

Galway Bay. At 8.45 on the morning of the 20th February, 1962, Valentia radio station informed the honorary secretary that a French fishing vessel with her trawl net entangled in her propeller needed help south of the Isle of Arran. At 9.30 the life-boat *Mabel and Marion Thompson* left her moorings in a light south-south-easterly wind and a calm sea. The life-boat found the trawler *Men-Hir*, which had a crew of eight, and took her in tow to Kilronan, arriving at four o'clock in the afternoon.

LIFE-BOAT TAKES SICK MAN OFF LIGHTVESSEL

Humber, Yorkshire. At 6.45 on the evening of the 23rd February, 1962, the Humber Conservancy Board in-

formed the coxswain superintendent that a sick man on board the Bull lightvessel needed urgent medical attention and asked if the life-boat could bring him ashore. The life-boat *City of Bradford II*, on temporary duty at the station, was launched at 6.55 in a fresh east-north-easterly wind and a moderate sea. It was one hour before high water. The sick man was taken off the light-vessel and landed at Grimsby, where an ambulance was waiting to take him to hospital. Because of the very strong tide the life-boat was not rehoused until the next day.

SICK PEOPLE TAKEN FROM ISLAND IN GALE

Galway Bay. At 1.30 on the afternoon of the 26th February, 1962, the local doctor asked the honorary secretary for the use of the life-boat to take two patients from Inishmaan Island to Rossaveel on the mainland. Because of the severe weather conditions and as no other suitable boat was available, the life-boat *Mabel Marion Thompson* left her moorings at 2.30 in a north-easterly gale and a rough sea. It was low water. The life-boat proceeded to Inishmaan Island, embarked the two patients and landed them at Rossaveel. She reached her station at 7.30.

SICK WOMAN BROUGHT FROM ISLAND

Galway Bay. At noon on the 27th February, 1962, the local doctor received an urgent message to go to Inishmaan Island to attend a sick woman. As no other suitable boat was available, the doctor asked for the use of the life-boat to take him to the island. The life-boat *Mabel Marion Thompson* left her moorings at 1.30 in a strong north-easterly wind and a rough sea. The tide was ebbing. The doctor was landed on the island and the patient was eventually embarked in the life-boat at 5.30. The life-boat brought the sick woman to Rossaveel, where an ambulance was waiting to take her to hospital. The life-boat reached her station at nine o'clock.

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

distress, were not needed, or could do nothing:

St. David's, Pembrokeshire.—February 1st.

Lerwick, Shetlands.—February 2nd.

St. David's, Pembrokeshire.—February 3rd.

Hastings, Sussex.—February 6th.

Peterhead, Aberdeenshire.—February 11th.

Peterhead, Aberdeenshire.—February 11th.

Lerwick, Shetlands.—February 13th.

Clacton-on-Sea, Essex.—February 14th.

Tenby, Pembrokeshire.—February 16th.

Arranmore, Co. Donegal.—February 17th.

Holy Island, Northumberland.—February 17th.

Humber, Yorkshire.—February 18th.

Berwick-upon-Tweed, Northumberland.—February 18th.

Skegness, Lincolnshire.—February 20th.

Swanage, Dorset.—February 21st.

Broughty Ferry, Angus.—February 21st.

Anstruther, Fife.—February 21st.

Donaghadee, Co. Down.—February 21st.

Hoylake, Cheshire.—February 21st.

Humber, Yorkshire.—February 23rd.

Galway Bay.—February 25th.

Hartlepool, Co. Durham.—February 26th.

ROYAL AIR FORCE TRIBUTE

The reason why the Broughty Ferry life-boat was launched on 21st February was that a meteorological research flight aircraft came down into the sea. The air-crew of three were rescued by helicopters, but the R.A.F. officer commanding at Leuchars wrote to the Broughty Ferry honorary secretary:

"It is a great source of comfort to our air-crew, who in the air defence role spend most of their time flying over the sea, to know that your men are always ready and willing to go to their rescue if they should be unfortunate enough to come down on the sea. As members of one proud service we salute the members of another."



LAUNCH OF A RESERVE LIFE-BOAT

This photograph taken in colour won a first prize in the Institution's competition

(See page 283)



By courtesy of]

[The Belfast Telegraph

CLOUGHEY LIFE-BOAT PUTS OUT TO DUTCH COASTER

(See page 249)

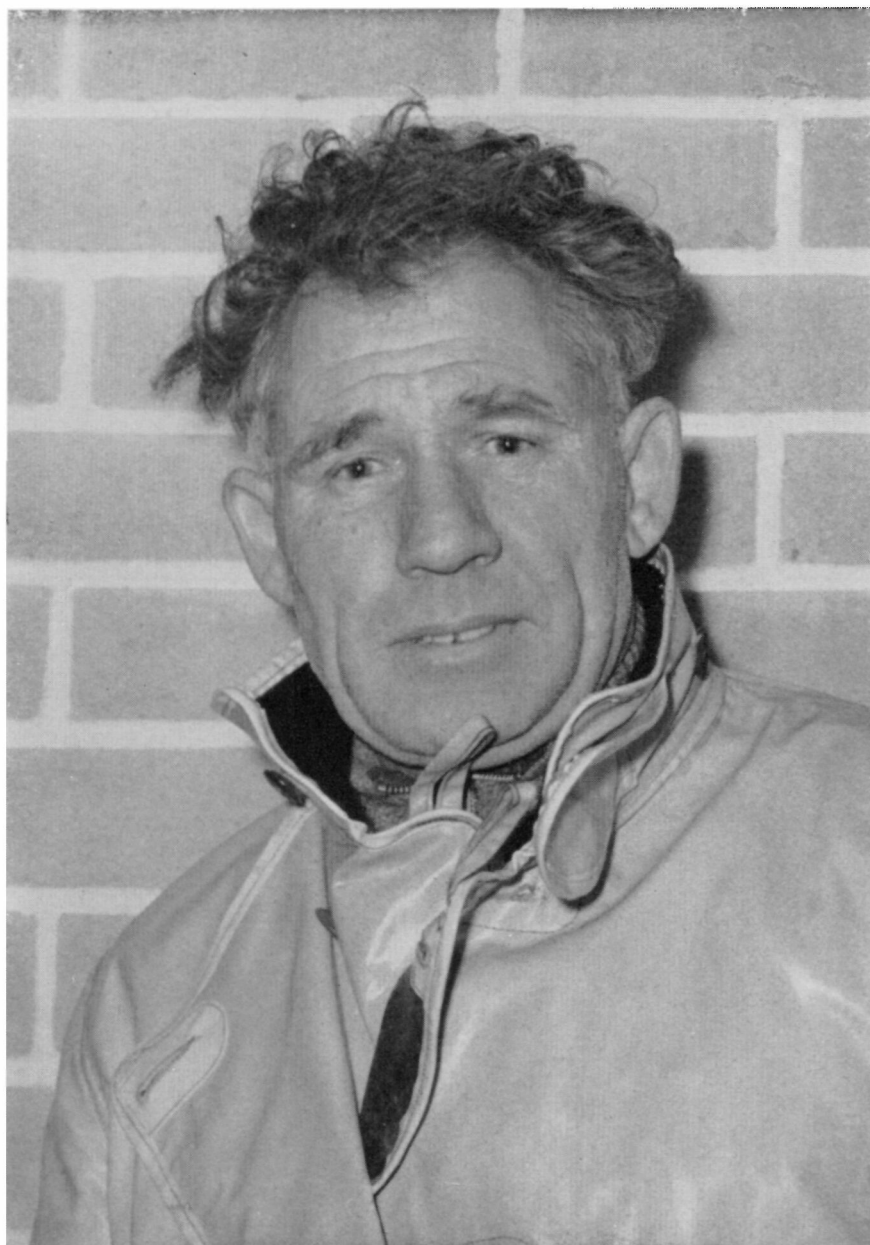


By courtesy of]

[The Belfast Telegraph

RESCUED CREW OF DUTCH COASTER COME ASHORE

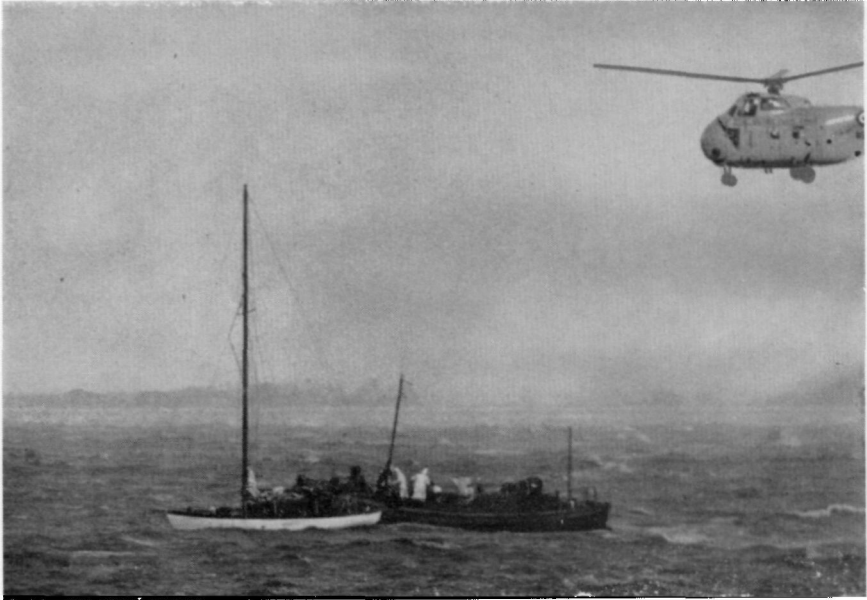
(See page 249)



By courtesy of]

[Belfast News Letter

COXSWAIN WALTER SEMPLE OF CLOUGHEY
Winner of the bronze medal for gallantry
(See page 249)



By courtesy of]

[Grimsby Evening Telegraph

RESCUE FROM YACHT BY HUMBER LIFE-BOAT

(See page 265)



By courtesy of]

[Grimsby Evening Telegraph

YACHT'S CREW AFTER RESCUE BY HUMBER LIFE-BOAT



By courtesy of]

[Newspix

SEARCH BY BLACKPOOL LIFE-BOAT

(See page 263)



By courtesy of]

[Scottish Daily Express

CROMARTY LIFE-BOAT CREW ROW TO HELP OF LORRY DRIVERS

In this act of rescue during floods members of the Cromarty life-boat crew were helped by the police



IN TOW OF THE ST. MARY'S LIFE-BOAT

This photograph won a first prize in the Institution's competition

(See page 283)



By courtesy of]

IN THE BOAT-HOUSE AT DUNGENESS

[The Observer



By courtesy of]

U.S. LETTER OF APPRECIATION FOR WALMER COXSWAIN
(See page 246)

[N. C. Cavell



By courtesy of]

[Planet News Ltd.

RESCUE FROM FRENCH TRAWLER AGROUND

St. Ives life-boat is standing by

(See page 257)

MARCH

DURING March life-boats were launched on service 42 times and rescued 16 lives.

FISHING VESSEL TOWED TO DOCK

Barrow, Lancashire. At 9.35 on the morning of the 1st March, 1962, one of the keepers of Walney lighthouse told the coxswain that a fishing vessel was anchored near the Outer Bar buoy and had just released a smoke float. The life-boat *Herbert Leigh* put out at ten o'clock in a light north-by-westerly breeze and a smooth sea. It was two hours before low water. The life-boat found the local fishing boat *Briar*, whose owner was on board, with her engine broken down. She took her in tow to Ramsden dock, arriving at 11.20, and then returned to her station, which she reached at 11.40.

LAUNCH TO LIGHTVESSEL FOR SICK MAN

Eastbourne, Sussex. At 11.15 on the morning of the 1st March, 1962, the coastguard informed the honorary treasurer that a member of the crew of the Royal Sovereign lightvessel was sick and needed hospital treatment. The Trinity House tender was not available and because of the low water it was not possible to launch the life-boat *Beryl Tollemache* until 1.23. There was a light north-north-easterly breeze and a moderate sea. The life-boat, with a doctor on board, reached the lightvessel at 2.26, and the sick man was taken on board. He was landed at Eastbourne at 3.35 and taken to hospital by police car.

LIFE-BOAT STANDS BY AT HARBOUR BAR

Whitby, Yorkshire. At 7.45 on the evening of the 2nd March, 1962, the coxswain was in radio communication from his own boat with three local motor fishing vessels, which were at sea in deteriorating weather conditions. The motor fishing vessel *Lead Us* reported that on attempting to run for harbour she had shipped heavy seas and had been forced to turn away to seaward to wait until there was

more water on the bar. Another motor fishing vessel, the *Golden Hope*, was advised by the coxswain to put into Hartlepool. The *Lead Us* and a third fishing vessel, *Success*, were larger craft, and their skippers decided to enter Whitby harbour. The life-boat *Mary Ann Hepworth* was launched at eight o'clock to stand by. It was an hour after low water. There was a strong north-north-easterly wind, and the sea was rough. The life-boat stood by until both vessels were safely in harbour and then returned to her station, which she reached at 9.45.

FISHING BOAT TOWED TO HARBOUR

Workington, Cumberland. At 7.30 on the evening of the 3rd March, 1962, the coastguard informed the honorary secretary that red flares had been seen north-east of Maryport. The life-boat *Manchester and Salford XXIX* left her moorings at 7.40 in a light north-easterly wind and a smooth sea. It was two hours before high water. The life-boat found the fishing boat *Two Sisters* with her net foul of her propeller and took her in tow to Maryport, arriving at 9.10. The life-boat reached her station at 10.15.

INJURED MAN TAKEN OFF MOTOR VESSEL

Penlee, Cornwall. At 10.30 on the night of the 4th March, 1962, the honorary secretary was informed that a doctor was needed to attend an injured member of the crew of the motor vessel *River Afton* of Newcastle-upon-Tyne. A rendezvous was arranged, and at three o'clock in the morning the life-boat *Solomon Browne* was launched. She made for Newlyn to embark a doctor and an ambulance crew. There was a light easterly wind and a choppy sea, and it was high water. The life-boat met the *River Afton* ten miles south of Penzance, where the doctor was put on board. The vessel then continued to Mount's Bay escorted by the life-boat, and at 5.40 the doctor and the injured man were transferred to the life-boat. The life-boat reached Newlyn at 5.53, where the man, who had suspected fractures of the skull and leg, was

taken to hospital. The life-boat could not be rehousing until three o'clock in the afternoon.

RESCUE FROM BARGE IN GALE

Clacton-on-Sea, Essex. At 10.32 on the night of the 7th March, 1962, the coastguard informed the honorary secretary that a red flare had been seen four miles south of Clacton pier. The life-boat *Sir Godfrey Baring* was launched at eleven o'clock in a south-easterly gale and a very rough sea. It was one hour before high water. Two heavy seas broke over the life-boat as she was going down the slipway. The coxswain saw the red flares and found the barge *Resourceful* of Manningtree anchored, with heavy seas breaking over her, half a mile north-by-east of Swin Spit buoy. Her skipper decided to abandon ship as he thought it likely that the cable would part in the prevailing conditions. The coxswain made three runs to take off the crew, and the two men on board the barge were rescued at the third attempt. The life-boat then made for Brightlingsea, which she reached at 1.40, as conditions made it impossible for her to be rehousing at Clacton. She did not return to her station until two days later.

FIVE RESCUED FROM DUTCH COASTER

On the 7th March, 1962, the Cloughy, Co. Down, life-boat rescued five men from the Dutch coaster *Frida Blokzijl*. A full account of this service, for which Coxswain Walter Semple was awarded the bronze medal for gallantry, appears on page 249.

COBLE ESCORTED ASHORE AFTER DRIFTING

Filey, Yorkshire. At 2.20 on the afternoon of the 7th March, 1962, the coastguard told the honorary secretary that because of the deteriorating weather conditions he thought it advisable to launch the life-boat to the help of fishing boats. The life-boat *The Isa & Penryn Milsted* was launched at 2.55 in a strong south-easterly wind and a rough sea. It was two hours before high water. A report was then received that the fishing coble *Jean & Barbara* was believed to have broken down

and to be drifting four miles east-north-east of Filey Brigg. The life-boat found the coble and escorted her safely ashore. She reached her station at four o'clock but because of high water she could not be rehousing until 7.45.

MOTOR BOAT TOWED IN DENSE FOG

Walmer, Kent. At 3.33 on the afternoon of the 10th March, 1962, the coastguard informed the honorary secretary that shouts for help had been heard from the promenade from the direction of the sea, and a watchman was sent to North Deal to investigate. The watchman heard further shouts, and the life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 3.46. The weather was calm, but there was dense fog. The life-boat quickly found four anglers in a motor boat, which had engine trouble, drifting north of Sandown Castle. She took the motor boat in tow and reached her station at 5.15.

CREW TAKEN OFF MOTOR VESSEL AGROUND

Swanage, Dorset. At 3.9 on the morning of the 10th of March, 1962, the coastguard at St. Aldhelm's Head informed the assistant honorary secretary that a vessel was ashore on the rocks under the coastguard look-out. The life-boat *R.L.P.* was launched at 3.36 in a light south-easterly breeze and a moderate sea. It was two and a half hours before low water. The life-boat made for the position given in poor visibility caused by fog and rain. The coxswain found the motor vessel *Sand Dart* of Southampton on the rocks broadside on to the cliff. The vessel was being pounded by a heavy swell, and the master asked the coxswain to take off five of his crew. The master, the chief engineer and the mate decided to remain on board. The five men were taken on board the life-boat, which landed them at Swanage at 7.15, where arrangements had been made for a local representative of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society to care for them.

At ten o'clock the coastguard asked

for the assistance of the life-boat to connect a tow line to the tanker *Esso Lyndhurst*, which was standing by to refloat the *Sand Dart*. The life-boat was launched at 10.23, half an hour before high water. The master of the *Sand Dart* asked the coxswain if he would take a wire to the tanker, but the coxswain considered this impracticable and asked for a lighter line. A four-inch nylon rope was then produced, but the life-boat was unable to manoeuvre with the rope over her quarter. By this time the life-boat had drifted towards the rocks, and the coxswain had to slip the rope to avoid damage to the life-boat. The life-boat picked up the line later and succeeded in connecting it to the *Esso Lyndhurst*. However, the line soon parted, and as the *Sand Dart* had by this time settled firmly on the rocks on the ebb tide, further attempts to refloat her were abandoned. The life-boat returned to her station, which she reached at two o'clock.

BOAT TAKEN IN TOW DURING EXERCISE

Newhaven, Sussex. At 10.10 on the morning of the 11th March, 1962, the life-boat *Kathleen Mary* was launched for a routine exercise. There was a fresh north-easterly wind and a slight sea, and it was an hour and a half after low water. At 10.30 the coxswain noticed that the motor boat *Pedro II* of Newhaven was in difficulties two miles south-east of Newhaven harbour. The motor boat had run out of fuel, and the life-boat took her in tow to Newhaven harbour, arriving at eleven o'clock. The life-boat then continued with the exercise.

INJURED BOY RESCUED AFTER FALL FROM CLIFF

Pwllheli, Caernarvonshire. At 7.25 on the evening of the 11th March, 1962, the coxswain received a message from the Abersoch fire brigade that a boy had fallen over the cliff at Cilau Head, and that because of the overhang they could not get any ladders down to him. The help of the life-boat was asked for. The honorary secretary was informed, and further enquiries were made of the

coastguard and police. At eight o'clock the life-boat *Katherine and Virgoe Buckland* was launched with a doctor on board in a light south-easterly wind and a slight sea. It was low water. The life-boat reached the scene at 9.45 and stood off a short distance from the shore. The second coxswain and the doctor put off in a 9-foot dinghy, which had been taken with the life-boat, and two parachute flares were lighted. By the light of the flares the second coxswain could see that it would be impossible to land, as there was a considerable surge on the rocks. The two men therefore returned to the life-boat.

During the evening the boy's father and a fireman had managed to lower themselves by ropes some distance from the boy's position and had crawled along the rocks to reach him, but they were unable to come back the same way because of the rising tide. The coxswain decided to try to go alongside a projecting ledge, and after three attempts he succeeded in bringing the life-boat close enough for the second coxswain to jump ashore. The boy was unconscious and had severe head injuries. A rope was fastened under his arms and another to his feet, and he was carried to the life-boat and hauled aboard. The boy's father, the fireman and the second coxswain were then hauled aboard the life-boat. The doctor attended to the boy's injuries and the life-boat returned to her station, arriving at two o'clock in the morning. An ambulance was waiting to take the boy to hospital. The life-boat suffered damage to her bilge keel and both propellers during this service.

BOAT FOUND AFTER ALL-NIGHT SEARCH

Workington, Cumberland. At 9.10 on the evening of the 15th March, 1962, the coastguard informed the honorary secretary that the fishing boat *Ada* was overdue and asked for the life-boat to stand by. At 9.21 the coastguard reported that nothing more had been seen from the look-out. Visibility was poor, and a gale warning had been issued, and the life-boat *Manchester and Salford XXIX* therefore put out

at 9.35 in a fresh southerly wind and a rough sea. The tide was half ebb. The life-boat first made for a position six miles north-west of Workington, the last known position of the fishing boat. The area was searched but nothing was seen. The life-boat then proceeded to the South Workington buoy, but again found nothing. During the night the area of search was extended from South Workington to Maryport, and at daylight a Shackleton aircraft was sent to assist the life-boat. At 9.55 in the morning the life-boat found the fishing boat with a crew of two six miles east-north-east of Workington. The *Ada's* engine had broken down, and the life-boat took her in tow to Workington harbour, arriving at eleven o'clock.

DOCTOR TREATS INJURED MEN IN LIFE-BOAT

Anstruther, Fife. At 3.1 on the afternoon of the 17th March, 1962, the coastguard informed the honorary secretary that the motor vessel *Frederick T. Everard* of London had two injured men on board who needed medical attention at once. The motor vessel was then a mile and a half south-west of May Island. The honorary secretary contacted the honorary medical adviser, and the life-boat *James and Ruby Jackson* was launched at 3.20 with the doctor on board. There was a light variable wind and a slight sea, and it was two and three quarter hours after high water. The life-boat met the motor vessel, and the two injured men were transferred to her. One man had suspected fractures of the right tibia, the left fibula, the pelvis and the left arm and extensive burns. On board the life-boat he was given first aid by the doctor and an injection of heroin to relieve his severe pain. The second man also had burns and his wounds were dressed. The life-boat reached her station at 5.25 when the men were put into a waiting ambulance and taken to Kirkcaldy hospital. Their injuries had been caused by an explosion in the engine room.

FIREMEN TAKEN TO MOTOR BARGE Margate, Kent. At 2.26 on the

morning of the 18th March, 1962, the coastguard informed the honorary secretary that red flares had been seen four and a half miles north-east of the coastguard look-out. The life-boat *North Foreland* (Civil Service No. 11) was launched at 2.50 in a gentle north-easterly wind and a moderate sea. It was two and a half hours before low water. At 3.5 the master of the motor barge *Nicola Dawn* of Rochester informed the coxswain that his engine room was flooded and he needed a pump urgently, as his motor pump had fallen in the bilge and the hand pump was choked. The life-boat immediately returned to the pier to collect a pump from the fire brigade and returned, with the pump and five firemen on board, to the barge, which had now anchored a quarter of a mile off the pier. By 5.50 the engine room had been pumped dry and a loose sea-cock connection had been repaired. The master then asked the coxswain of the life-boat if he would escort the barge to Sandwich.

As the fire brigade's services were no longer needed, the firemen and their pump were landed and the life-boat and the barge left for Sandwich at 6.15. The wind had increased to a fresh breeze and there were heavy snow squalls. Off Ramsgate the master of the barge called the life-boat alongside to inform the coxswain that he was taking in water fast; there were already two or three feet of water in the engine room and pumps were needed again. The coxswain advised him to continue to Ramsgate harbour, and the life-boat went ahead to arrange with the fire brigade for a pump to be ready as soon as the barge reached the harbour, which she entered about eight o'clock. Once again the engine room was pumped dry and the sea-cock was found to be leaking. The master made contact with the owners of the *Nicola Dawn*, who arranged for a mechanic to be sent to make a permanent repair. The life-boat was no longer required, and she returned to her station, which she reached at 10.45. Because of the conditions on the slipway she could not be rehoused until the 20th March.

BOYS HAULED UP CLIFF BY COASTGUARD

St. David's, Pembrokeshire. At 4.30 on the afternoon of the 18th March, 1962, the coastguard informed the honorary secretary that three boys had been cut off by the tide at Pen Cwm Bach. Further information was asked for, and when this had been received the life-boat *Swn-y-Mor* (Civil Service No. 6) was launched with her boarding boat in tow. There was a light easterly breeze and a heavy swell, and it was high water. On reaching the position, the second coxswain and a member of the crew made two attempts to go ashore in the boarding boat, but the heavy swell made it impossible to come close enough for them to land. A message was then sent by morse to the coastguard, who were preparing to haul the boys up the cliff face, that no landing could be expected from the life-boat. A further attempt was in fact made, but this too was unsuccessful. The coastguard had by then secured their ropes and tackles in position, and the three boys were hauled up a sloping cliff some fifty feet to safety. The life-boat returned to her station, arriving at 9.45.

TOW FOR FISHING BOAT TO HARBOUR

Workington, Cumberland. At 9.44 on the evening of the 18th March, 1962, the coastguard informed the honorary secretary that a red flare had been seen opposite the steel works at Workington. Further information was asked for, and at 10.15 the life-boat *Manchester and Salford XXIX* left her moorings. There was a gentle north-easterly breeze and a calm sea, and it was high water. The life-boat found the fishing boat *Grace Cary*, with a crew of three, a mile and a half west of Workington. She had run out of fuel, and the life-boat took her in tow to Workington, arriving at 11.55.

LIFE-BOAT AND HELICOPTER IN SEARCH FOR DINGHY

Llandudno, Caernarvonshire. At 12.50 on the afternoon of the 19th March, 1962, the coastguard passed on to the honorary secretary a report from the

Great Orme's Head lighthouse that a dinghy had capsized seven hundred yards north-east of the lighthouse. The life-boat *Annie Ronald and Isabella Forrest* was launched at 1.15 in a moderate easterly wind and a slight sea. The tide was half ebb. At 1.32 the position of the dinghy was given as one mile north-west of the lighthouse, and the life-boat made for the new position and was joined in the search by a helicopter. The dinghy was found one mile west of the lighthouse by the helicopter, which circled over the position until the life-boat arrived. The life-boat towed the dinghy, which had no one on board, to her station, which she reached at 3.15.

ESCORT FOR YACHT REPORTED DRIFTING

Barry Dock, Glamorganshire. At 10.50 on the morning of the 24th March, 1962, the coastguard at Nell's Point informed the honorary secretary that a message had been received from the Flatholm lighthouse that a small half-decked yacht, which had left Flatholm for Cardiff, appeared to be drifting down channel with engine trouble on the ebb tide. The coastguard could see the yacht two miles south of the look-out. The life-boat *Rachel and Mary Evans* was launched at 11.4 in a gentle easterly breeze and a smooth sea. She found the yacht *Highlander*, whose crew of three informed the coxswain that their water pump had broken down but that the fault had been repaired. The life-boat escorted the yacht into Barry Dock and reached her station at 12.15.

DANISH AND GERMAN SHIPS IN COLLISION

Dover, Kent. At 5.29 on the morning of the 29th March, 1962, the coastguard informed the honorary secretary that two ships had been in collision six miles north of Dover. The life-boat *Southern Africa* left her moorings at six o'clock in a light westerly breeze and a slight sea. It was one hour after high water. On reaching the position the life-boat found that the two ships involved were the s.s. *Kirsten Skou* of Copenhagen, and the motor vessel *Karpfanger* of Hamburg. The German

vessel had sunk and her crew of thirty-four had been rescued by the steamer. The master of the *Karpfanger* asked the coxswain if he would land him and his crew. They were therefore taken on board the life-boat and landed at Dover, and the life-boat reached her moorings at 8.40.

DINGHY TOWED TO HARBOUR

Falmouth, Cornwall. At 4.25 on the afternoon of the 30th March, 1962, the coastguard informed the honorary secretary that a dinghy with one man on board appeared to be in difficulties off Shag Rock, St. Anthony Head. The life-boat *Crawford and Constance Conybeare* left her moorings at 4.10 in a moderate northerly wind and a corresponding sea. It was two hours before low water. The life-boat found the dinghy ashore between St. Anthony Head and Zone Point and took her in tow to St. Mawes. She then returned to her station, arriving at 6.14.

DRIFTING SAND BARGE TAKEN IN TOW

The Mumbles, Glamorganshire. At 12.20 on the morning of the 31st March, 1962, the coastguard informed the honorary secretary that the motor sand barge *Tony* of Hull had broken adrift with one man on board while being towed by the motor tanker *Wandale H.* near the Kenfig buoy. At 12.40 the life-boat *William Gammon—Manchester and District XXX* was launched at high water in a moderate west-north-westerly breeze and a moderate sea. She found the barge and escorted her into Swansea and then returned to her station, arriving at 5.2.

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

Aith, Shetlands.—March 1st.

Buckie, Banffshire.—March 5th.

Tynemouth, Northumberland.—March 6th.

Stromness, Orkneys.—March 9th.

St. David's, Pembrokeshire.—March 10th.

Aith, Shetlands.—March 10th.

Dover, Kent.—March 10th.

Hartlepool, Co. Durham.—March 11th.

Newhaven, Sussex.—March 11th.

Rosslare Harbour, Co. Wexford.—March 12th.

Rosslare Harbour, Co. Wexford.—March 13th.

Filey, Yorkshire.—March 14th.

Falmouth, Cornwall.—March 15th.

Kirkcudbright.—March 20th.

Dungeness, Kent.—March 25th.

Dover, Kent.—March 26th.

St. Peter Port, Guernsey.—March 28th.

Ramsgate, Kent.—March 29th.

The following account of a service was received too late for inclusion in the March 1962 number of the *Life-boat*.

Mallaig, Inverness-shire. At eleven o'clock on the night of the 1st November, 1961, a relative of the crew of three of the motor fishing vessel *Linda* informed the honorary secretary that the vessel was overdue and asked for the life-boat to search for her. The life-boat *E. M. M. Gordon Cubbin* left her moorings at 11.30, one hour after high water, in a south-westerly gale and a rough sea. After searching for some time she found the *Linda* ashore on the north coast of Loch Hourne with her propeller fouled. The life-boat anchored to windward and veered down on to the fishing vessel and fired a line over her. Parachute flares were used to light up the scene. A rope was then hauled across, and when this had been made fast to a small boat, which had been lowered from the fishing vessel, the three men were pulled across to the life-boat. The life-boat then returned to her station, which she reached at 4.50 in the morning.

On the 8th December, 1961, the Mallaig life-boat *E. M. M. Gordon Cubbin* also put out on service to a small coaster, but her help was not needed.

Awards to Honorary Workers

Honorary Life-Governor

MR. WILLIAM JAMES has been appointed an honorary life-governor of the Institution in recognition of the valuable help he has given to the life-boat service for forty-three years as honorary secretary of the Runswick station branch. He has been presented with a copy of the vote inscribed on vellum and signed by H.R.H. Princess Marina, Duchess of Kent, as President of the Institution.

Thanks of the Institution on Vellum

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

MR. EDGAR LAW, Blackpool.
 MAJOR S. G. MAITLAND, M.C., Dunbar.
 MR. C. A. PERRY, Clacton-on-Sea.
 CAPTAIN E. H. SLATER, M.B.E., The Mumbles.
 MR. J. A. ST. S. TALBOT, Cullercoats.
 MR. J. A. TUPPER, Selsey.

Barometer

The barometer with an inscription has been awarded to:

MR. ALEXANDER NISBET, St. Abbs.

Binoculars

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

MR. K. H. MOORING ALDRIDGE, Weymouth.
 MR. S. COLES, Poole.
 MR. J. KENNEDY, Lytham-St. Anne's.
 MAJOR S. G. MAITLAND, M.C., Dunbar.
 MR. M. C. McAVOY, Caister.

Bar to the Gold Badge

The bar to the gold badge has been awarded to:

MRS. A. G. DOGGART, Honorary Organiser, Selsey & District Guild.

Gold Badge

The gold badge has been awarded to:

MR. J. B. COULTHURST, J.P., President, Skipton Guild.
 MISS A. S. DICKSON, Honorary Secretary, Selkirk Guild.
 MR. J. E. GERARD-PEARSE, Chairman, Weymouth Branch.
 MISS C. F. HARPER, President, Renfrew Guild.
 MR. R. T. INNES, Honorary Secretary, Kirkcaldy Branch.
 MISS M. M. KERR, Irvine Branch.
 MISS H. M. MOIR, Vice-President, Edinburgh Guild.
 MRS. T. C. RAINFORD, M.B.E., Chairman, Preston Branch.
 MR. J. SHARPLES, Honorary Secretary, Rish-ton Branch.
 MRS. D. SOWDEN, Honorary Secretary, Southampton Guild.
 MR. G. S. STORM, Honorary Treasurer, Nairn Branch.
 MRS. J. F. UNDERWOOD, President, St. Andrews Branch.

MR. J. R. WISEMAN, Honorary Secretary, Filey Branch.

Silver Badge

The silver badge has been awarded to:

MR. P. A. ADAMS, Markinch.
 MRS. W. H. ALMOND, Adlington (Ches.)
 MRS. E. I. ANSCOMB, Cheam & Worcester Park.
 MRS. L. C. ASHCROFT, Heswall & Gayton (Port of Liverpool District).
 MR. WALLACE L. BARBER, Stockport.
 COUNCILLOR A. BARREN, Rochford & District.
 MRS. M. BOUTWOOD, Stanmore.
 MRS. A. G. BRIDGES, Glandore.
 MR. W. IAN BRODIE, Crewe.
 MR. J. V. BROOKES, Farnworth & Kearsley.
 MR. J. J. BULLOCH, Ardrishaig.
 MRS. E. M. CLARKE, Failsworth.
 MR. G. C. R. COLLINS, Chatham.
 MISS B. COOPER, Lichfield.
 MRS. H. CROSTHWAITE, Fleetwood.
 MR. C. H. E. CROZIER, Whitehead & Islandmagee.
 MR. J. W. M. CUSHNIE, Gravesend.
 MISS L. DALLY, Barry.
 MRS. E. M. DEDERICK, Atherton.
 MR. V. E. DINES, Thurrock Urban District.
 MRS. R. J. J. ELDER, Strathaven.
 MISS DA FONSECA, Grange-over-Sands.
 CAPTAIN R. L. FREEMAN, Grimsby.
 MR. T. GIBB, Aberdeen.
 MRS. J. GIBSON, Strathaven.
 MR. A. W. GORDON, Coatbridge.
 MRS. MARY GRAHAM, Isle of Arran.
 MISS A. D. GUY, Ashford & District.
 MISS K. O. HARDY, South Kirkby.
 MR. A. S. HAWKES, Ipswich.
 MR. H. T. HAWKESFIELD, J.P., Dover.
 MR. G. W. HEARN, Tollesbury.
 MRS. E. HEELEY, Saltburn-by-Sea.
 MRS. S. J. HENRY, Coleraine.
 MR. H. HEY, Pickering.
 MR. A. HILLIARD-CROSS, Wolverhampton.
 MRS. HUGH HOGARTH, Helensburgh.
 MISS S. HOLROYD, Halifax.
 MRS. R. T. INNES, Kirkcaldy.
 MRS. H. E. JOPLIN, Claremont District (Salford).
 MRS. W. LAMB, Pontypool & District.
 MRS. C. M. E. LEGH, O.B.E., J.P., Adlington (Ches.).
 MR. MALCOLM MACDONALD, Gairloch.
 CAPTAIN F. J. MARSDEN, Birmingham.
 MR. T. N. McCANN, Belfast.
 MRS. J. McLAREN, Inverkeithing.
 MRS. ROSS McLEAN, Edinburgh.
 MRS. A. MEADOWCROFT, Whalley Range.
 MRS. L. MORRIS, Newcastle-under-Lyme.
 MRS. E. S. OLIVER, Hove.
 MRS. D. PEMBERTON, J.P., Wallasey & Moreton (Port of Liverpool District).
 MRS. G. PERRIN, Skegness.
 MR. F. E. VERE PRESS, Belfast.
 MRS. R. M. SALTER-TOWNSHEND, Castle-townshend.
 MRS. R. M. SAUNDERS, Adlington (Ches.).
 MR. E. S. SHARP, Silverdale.

MRS. H. SLATER, Ramsbottom.
 MRS. A. J. SMITH, Lerwick.
 MRS. A. T. STOREY, J.P., Lancaster.
 MRS. SYMINGTON, Bridge of Allan.
 MRS. G. TART, Dungeness.
 MRS. H. A. S. THOMPSON, Whalley Range.
 MRS. J. TROY, Coleraine.
 MISS O. M. VAUGHAN, New Milton, Barton-on-Sea Section.
 MRS. B. VICKERSTAFF, Menai Bridge.
 MR. F. W. WADSWORTH, Newcastle (Co. Down).
 MR. J. B. WEBB, Crowborough.
 MRS. J. WHEELER, Marlborough.
 MRS. H. M. WHITTAKER, Barnoldswick.
 MRS. D. WILLIAMSON, Bexleyheath.
 MR. R. MCINNES WILSON, Stranraer.
 MRS. ANGELA WOOLDRIDGE, Stourbridge.
 LADY (GLADYS) WYNNE-FINCH, South Caernarvonshire.

MRS. H. YOUNG, Cheam & Worcester Park.

Record of Thanks

Records of thanks have been awarded to :

MR. F. SOMERS, O.B.E., J.P., Barmouth.
 RATEPAYERS' ASSOCIATION (LADIES' SECTION), Chingford.
 MR. E. B. JARVIS, Civil Service Life-boat Fund.
 MAYORESS'S FLAG DAY COMMITTEE, Ealing.
 FOREST ROW R.N.L.I. CHOIR (Choirmaster G. H. RALPH), Forest Row.
 MR. J. C. LEWIS, Grimsby.
 MR. HAZEL BOOTH
 MR. GEORGE BURROUGHS
 MR. EPHRAIM SHARMAN
 MR. WILLIAM SIMPSON
 MR. P. WATTS
 MR. MARSHALL HALY, Mablethorpe.

Ipswich.

Fatal Accident in Boarding Boat

Second Mechanic F. K. Neilson of New Brighton, lost his life on the 6th March, 1962, when he fell overboard from the New Brighton boarding boat. The honorary secretary of the New Brighton station had issued instructions that during the period of spring tides in early March the life-boat, which lies afloat, was to be watched at low water. There is a standing instruction at the station that the boarding boat should be manned by two men, but Second Mechanic Neilson, a most conscientious man, had gone ahead of the coxswain and mechanic on the afternoon of the 6th March, and had launched the boarding boat by himself.

As the boarding boat approached the life-boat Neilson was seen to go forward, but a minute later the boat was observed drifting back on the ebb tide and Neilson appeared to be missing. A few minutes later the empty boat was picked up by the staff on

Seacombe landing stage, and two minutes after that Neilson was seen floating face down on the ebb tide between the landing stage and the ferry. He was hauled out and first aid was applied, but he did not recover.

Nobody saw him go overboard, but there is little doubt that he either slipped or fell when making the painter fast or trying to clear the propeller which the painter had fouled.

Second Mechanic Neilson, who had been a full-time employee of the Institution since 1957, first joined the New Brighton crew in 1951. A service was held on board the New Brighton life-boat on the 23rd March, when Neilson's ashes were committed to the sea. The crew donated the exercise payments to which they were entitled for that day to the widow. Neilson's widow is, of course, receiving a pension from the Institution on the scale applicable to a chief petty officer in the Royal Navy.

Secondary Stations Closed

The no. 2 life-boat has been withdrawn from Padstow and transferred to Poole, and the Padstow no. 2 station was officially closed on the 31st March, 1962. Siltation at the toe of the slipway and generally in the cove has in recent years made the launching of the no. 2 boat impossible for some hours either side of low water, and in the last five years the no. 2 life-boat has been unable to render any effective service or

to save any lives. The large no. 1 life-boat will remain at Padstow and is now moored off the Town Quay.

It has also been decided to withdraw the no. 2 life-boat from Aberdeen and to close down the Torry life-saving apparatus station, for which the Institution has been responsible, on the 30th June. The Aberdeen no. 1 life-boat and the North Pier life-saving apparatus will of course remain in operation.

Obituary

COXSWAIN C. R. ELLIS

COXSWAIN C. R. ELLIS of Clacton, who died on the 2nd January, 1962, had been coxswain of the life-boat from 1924 until 1950, when he retired. He had previously been second coxswain for four years. Coxswain Ellis was awarded the silver medal for an outstanding wartime service on the 19th November, 1939, when the Clacton life-boat first rescued the crew of three of the fishing smack *Charlotte Ellen* and then put out again almost immediately and rescued the crew of two of the barge *Lorna*. To carry out this second rescue Coxswain Ellis had to take the life-boat right on to the deck of the barge.

COXSWAIN W. J. HARVEY

COXSWAIN W. J. HARVEY of Newhaven, who died on the 27th March, 1962, had been a member of the Newhaven crew for twenty-two years. He was appointed coxswain in 1948 and retired in 1961. Coxswain Harvey, who was an employee of British Railways, was awarded the silver medal for the rescue of the crew of eight of the Danish auxiliary schooner *Vega* on the 27th November, 1954. In a year of outstanding services, including the rescue from the *World Concord* and the rescue of the sole survivor from the South Goodwin lightvessel, Coxswain Harvey was awarded the Maud Smith award for the bravest act of life-saving in 1954.

Photographic Competition

THE first prizes in the Institution's photographic competition, the terms of which were announced in the September 1961 number of the *Life-boat*, have been awarded to :—

MR. A. E. TURNER, honorary treasurer

of the New Romney and Romney Marsh branch, for the best colour transparency ;

MR. RICHARD LETHBRIDGE, bowman of the St. Mary's life-boat, for the best black and white photograph.

Notice

All contributions for the Institution should be sent either to the honorary secretary of the local branch or guild, or to Stirling Whorlow Esq., the Secretary,

Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1.

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

The next number of THE LIFE-BOAT will be published in SEPTEMBER, 1962.

RECEIPTS AND PAYMENTS ACCOUNT

1960 £	PAYMENTS.	£	£
	LIFE-BOATS:—		
	New life-boats for the following stations: On account— Aith, Appledore, Boulmer, Broughty Ferry, Buckie, Howth, Lizard-Cadgwith, Longhope, Penlee, Port Patrick, Salcombe, Sheringham, Weston-super-Mare, Whitehills, materials for future building and improve- ments and alterations to existing fleet	165,777	
197,541	Upkeep of Cowes office and store	558	
334	Upkeep of and repairs to life-boats	46,040	
42,558	Rentals and maintenance of radio equipment and loud hailers and radio licences	18,605	
17,618	Consulting naval architect	—	
65	£		
	Salaries of superintendent engineer, sur- veyor of life-boats, inspectors of machin- ery assistant surveyors of lifeboats and machinery, draughtsmen and clerical staff	52,707	
49,901	Travelling expenses	15,149	
15,348	Pensions under the pension scheme	3,763	
3,667	Contribution to 1938 pension scheme	4,199	
3,934			
72,850	75,818		
3,256	Less estimated amount chargeable to life- boat carriages and tractors	3,105	
69,594		72,713	
327,710			303,693
	LIFE-BOAT CARRIAGES AND TRACTORS:—		
14,125	New carriages	17,696	
277	Repairs to carriages	565	
17,840	New tractors	—	
1,830	Repairs to tractors	432	
3,256	Estimated proportion of life-boats expenses as above ..	3,105	
37,328			21,798
	LIFE-BOAT HOUSES AND SLIPWAYS:—		
49,921	New construction and adaptation	40,404	
18,006	Repairs and maintenance	23,654	
67,927			64,058
55,673	LIFE-BOAT STORES		63,482
	LIFE-BOAT DEPOT:—		
3,167	New construction	—	
12,538	Rates, insurance, equipment and repairs	12,583	
53,983	Salaries of superintendent of depot, assistant and clerical staff and wages of manual workers	55,271	
2,439	Pensions and gratuities under the pension schemes	3,062	
1,280	Contribution to 1938 pension scheme	1,480	
302	Provision for additional liability, 1909 pension scheme ..	814	
73,709			73,210
	LIFE-BOAT STATIONS:—		
35,166	Conveyance of life-boats, carriages, tractors and stores; work to moorings; telephones, postages, etc.	34,248	
6,663	Insurance under national insurance acts and against claims at common law	7,008	
230	Salaries of assistant secretaries, etc., of stations	320	
42,059			41,576
604,406	Carried forward		567,817

FOR THE YEAR ENDED 31st DECEMBER, 1961

1960	RECEIPTS			
£	SUBSCRIPTIONS, DONATIONS, ETC.:—		£	£
9,884	General subscriptions to headquarters		11,597	
7,911	" " through station branches		8,857	
27,587	" " through financial branches		37,172	
25,835	" donations to headquarters		36,378	
73,009	" " through station branches		94,495	
253,737	" " through financial branches		256,689	
	Contributions from harbour authorities towards upkeep			
1,800	of life-boat stations		1,800	
281	Contribution boxes to headquarters		246	
24,156	" " through station branches		19,277	
9,309	" " through financial branches		9,388	
433,509				475,899

433,509

Carried forward

475,899

RECEIPTS AND PAYMENTS ACCOUNT

		PAYMENTS.	
		£	£
1960			
£			
504,406	Brought forward ..		567,817
COXSWAINS, MOTOR MECHANICS AND CREWS:—			
	Cost of wreck services, including allowances to life-boat crews and others, special allowances and recognitions, medals and vellums	16,268	
14,334	Grants to men injured in the life-boat service	1,526	
1,207	Fees of coxswains, bowmen and signalmen, wages of motor mechanics, etc.	145,175	
139,405	Life-boat crews and launchers for exercises	10,769	
10,278	Annuities and gratuities under the regulations to coxswains, bowmen, signalmen, part time and assistant motor mechanics	4,960	
5,022	Pensions and grants to relatives of deceased life-boatmen and others	12,754	
13,122	Pensions and gratuities under the pension scheme to ex-permanent crews of life-boats	4,943	
3,630			
			<hr/>
186,998			196,395
LIFE-BOAT INSPECTORS:—			
	Salaries of chief inspector, deputy chief inspector, inspectors and clerical staff	20,120	
19,838	Travelling expenses	6,509	
5,268	Pensions under the pension scheme	2,274	
2,141	Contribution to 1938 pension scheme	2,149	
2,011	Provision for additional liability, 1909 pension scheme	422	
98			
			<hr/>
29,356			31,474
RATES AND REPAIRS OF MECHANICS' COTTAGES, ETC. £ ..			
6,436			3,818
ADMINISTRATION:—			
	Salaries of secretary, assistant secretary, accountant, internal auditor, and clerical staff	44,507	
44,258	Rent, depreciation, rates, lighting, heating, insurance, etc., of the Institution's headquarters	3,995	
3,686	Insurance under national insurance acts and against claims at common law	7,037	
5,525	Telephone operator, commissionaires and nightwatchman	2,892	
2,849	Telephones, postages, and parcels	3,622	
2,938	Travelling expenses of committee of management	861	
907	Gratuity and pensions under the pension scheme	4,738	
916	Contribution to 1938 pension scheme	3,164	
3,672	Provision for additional liability, 1909 pension scheme	2,404	
1,301			
			<hr/>
66,052		73,220	
	<i>Less estimated amount chargeable to raising of funds and publicity ..</i>	<i>36,610</i>	
33,026			<hr/>
		36,610	
8,175	Stationery, office expenses, printing and books	8,823	
630	Auditors' fee	630	
1,106	Legal and professional expenses	1,180	
821	Repairs and improvements to Institution's headquarters	1,072	
			<hr/>
43,758			48,315
767			655
59			115
GRANTS IN CONNEXION WITH CERTAIN LEGACIES			
CONFERENCE OF LIFE-BOAT SOCIETIES			
			<hr/>
871,780	Carried forward ..		848,589

FOR THE YEAR ENDED 31st DECEMBER, 1961—continued

1960 £	RECEIPTS	£	£
433,509	Brought forward ..		475,899
	INCOME FROM INVESTMENTS:—		
77,037	Dividends and interest on investments (less £8,714 tax)	78,731	
	<i>Less:—</i>		
561	Interest on certain trust funds transferred to Special Purposes Fund ..	1,592	
	Interest on certain endowment funds transferred:		
659	(a) to general subscriptions, etc. ..	672	
2,597	(b) to General Endowment Fund ..	2,485	
3,817		4,749	
73,220		73,982	
2,527	Income tax recovered on dividends	6,791	
75,747			80,773
	SUNDRY RECEIPTS:—		
1,751	Sale of old stores	7,533	
1,312	Rentals of freehold and leasehold premises	1,393	
—	Underwriting commission	698	
3,063			9,624
512,319	Total ordinary receipts		566,296
512,319	Carried forward ..		566,296

RECEIPTS AND PAYMENTS ACCOUNT

		PAYMENTS.	
1960 £		£	£
871,780	Brought forward ..		848,589
RAISING OF FUNDS AND PUBLICITY:—			
9,468	Salaries of publicity secretary, assistant and clerical staff and wages of manual workers	10,280	
30,219	Salaries of district organizing secretaries and clerical staff	33,442	
8,343	Travelling expenses	6,697	
291	Annual general meeting	510	
13,046	Advertising and appeals	15,455	
46,166	Stationery, printing, books, films, badges, collecting boxes, district offices expenses, postages	42,554	
6,113	Printing and binding the year book and life-boat journal	5,768	
9,752	Salaries and commissions of assistant secretaries, etc., of branches	9,543	
2,101	Pensions under the pension scheme	2,865	
3,481	Contribution to 1938 pension scheme	3,411	
1,458	Provision for additional liability, 1909 pension scheme	2,523	
33,026	Estimated proportion of administration expenses as above	36,610	
163,464			169,658
1,035,244	Total payments ..		1,018,247
1,070	Transfer to General Endowment Fund being the amount of the year's receipts of gifts for endowment purposes		165
48,153	Transfer to Reserve for Replacement of Life-boats being the excess of the estimated average annual cost falling to be met from general purposes receipts over the payment on account of new life-boats in the year not met from special gifts, etc. arrived at as follows:		65,918
100,000	Estimated average annual cost of replacements falling to be met from general purposes receipts	100,000	
197,541	Deduct payments on account of new life-boats in the year	165,777	
145,694	Less amount met from gifts and legacies for special purposes	131,695	
51,847		34,082	
48,153	Transfer to Reserve	£65,918	
	Transfer to General Purposes Fund (1960 Cr. see contra.)		154,777
£1,084,467			£1,239,107

FOR THE YEAR ENDED 31st DECEMBER, 1961—*continued*

1960 £	RECEIPTS.	£	£
512,319	Brought forward ..		566,296
322,503	LEGACIES FOR GENERAL PURPOSES		487,599
834,822	Total receipts for general purposes		1,053,895
	GIFTS AND LEGACIES FOR SPECIAL PURPOSES (The capital to be applied in accordance with the directions of the respective donors.)		
22,526	Civil Service Life-boat Fund	23,805	
75,033	Special gifts	52,047	
90,178	Legacies	104,997	
187,737			180,849
	GIFTS AND LEGACIES FOR ENDOWMENT PURPOSES (The income therefrom to be applied in accordance with the directions of the respective donors).		
576	Gifts	165	
494	Legacies	—	
1,070			165
1,023,629	Total receipts		1,234,909
	Transfer from Special Purposes and Maintenance Fund being the excess of payments in the year met from special gifts, etc., over the year's receipts for special purposes arrived at as follows:		
11,453	Payments in year met from gifts and legacies for special purposes (of which £131,695 relates to new life-boats and £53,352 to other items)	185,047	4,198
199,190	<i>Less</i> receipts in year of gifts and legacies for special purposes	180,849	
187,737			
11,453	Transfer from Special Purposes, etc. Fund	4,198	
49,385	<i>Transfer from General Purposes Fund</i>		—
<u>£1,084,467</u>			<u>£1,239,107</u>

NOTE:—This account includes the receipts and payments of the headquarters of the Institution for the year to 31st December, 1961, and of the branches for the year to 30th September, 1961.

Dr.

	GENERAL ENDOWMENT FUND,	
	The income to be applied for the purposes of the Institution	
1960		£
£		£
—	Loss on change of investments	37,653
824	<i>Duty on legacy received prior to 1960</i>	—
	TRANSFER TO LIFE-BOATMEN'S BENEVOLENT FUND ENDOWMENT FUND ACCOUNT	2,229
261,304	BALANCE AT 31ST DECEMBER, 1961	235,721
<u>£262,128</u>		<u>£275,603</u>
SPECIAL PURPOSES AND MAINTENANCE FUND,		
The capital to be applied for the purposes of the Institution		
11,453	TRANSFER TO RECEIPTS AND PAYMENTS ACCOUNT	4,198
300,454	BALANCE AT 31ST DECEMBER, 1961	297,848
<u>£311,907</u>		<u>£302,046</u>
RESERVE FOR REPLACEMENT OF LIFE-BOATS		
1,074,876	BALANCE AT 31ST DECEMBER, 1961	1,140,794
<u>£1,074,876</u>		<u>£1,140,794</u>
GENERAL PURPOSES FUND,		
6,484	LOSS ON CHANGE OF INVESTMENTS	36,046
614	<i>Loss on sale of property</i>	—
—	TRANSFER TO LIFE-BOATMEN'S BENEVOLENT FUND REVENUE ACCOUNT ..	47
49,385	<i>Transfer to Receipts and Payments Account (see contra)</i>	—
535,748	BALANCE AT 31ST DECEMBER, 1961	709,710
<u>£592,231</u>		<u>£745,803</u>

Cr.

	FOR THE YEAR ENDED 31st DECEMBER, 1961	
	in accordance with the directions of the respective donors.	
1960		
£		£
258,461	BALANCE AT 31ST DECEMBER, 1960	261,304
—	APPRECIATION ON VALUATION OF INVESTMENTS AT 31ST DECEMBER, 1961	11,649
1,070	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT	165
2,597	UNEXPENDED INTEREST ON CERTAIN FUNDS	2,485
<u>£262 28</u>		<u>£275,603</u>
	FOR THE YEAR ENDED 31st DECEMBER, 1961	
	in accordance with the directions of the respective donors.	
311,346	BALANCE AT 31ST DECEMBER, 1960	300,454
561	INTEREST ON UNEXPENDED BALANCES OF CERTAIN FUNDS	1,592
<u>£311,907</u>		<u>£302,046</u>
	FOR THE YEAR ENDED 31st DECEMBER, 1961	
1,026,723	BALANCE AT 31ST DECEMBER, 1960	1,074,876
48,153	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT	65,918
<u>£1,074,876</u>		<u>£1,140,794</u>
	FOR THE YEAR ENDED 31st DECEMBER, 1961	
592,231	BALANCE AT 31ST DECEMBER, 1960	535,748
—	PROFIT ON SALE OF PROPERTY	52
—	APPRECIATION ON VALUATION OF INVESTMENTS AT 31ST DECEMBER, 1961	55,226
—	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT	154,777
<u>£592,231</u>		<u>£745 803</u>

STATEMENT OF FUNDS AND RELATIVE ASSETS

1960 £		£
261,304	GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective donors)	235,721
300,454	SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective donors)	297,848
074,876	RESERVE FOR REPLACEMENT OF LIFE-BOATS The estimated cost of replacing the entire fleet exceeds £6,000,000 and the estimated liability for replacements at present contemplated exceeds £900,000, part of which will be met by special gifts and legacies.	1,140,794
535,748	GENERAL PURPOSES FUND Of this fund £144,536 relates to freehold and leasehold properties necessary to the Institution's work. The balance of £565,174 is available for the general purposes of the Institution and is intended to cover ordinary liabilities as they arise, including certain pensions, insurance risks in respect of the life-boat fleet and crews not otherwise covered, and replacements other than life-boats. Replacements at present contemplated include new construction and adaptation of life-boat houses £80,000 and provision of new carriages and tractors £120,000.	709,710
172,382		£2,384,073

(Signed) HOWE,
Chairman.

(Signed) S. M. WHORLOW,
Secretary.

We have examined the above Statement, also the receipts and payments account and correct and in accordance therewith. We have also verified the investments

3 Frederick's Place,
Old Jewry, London, E.C.2.
22nd February, 1962.

31st DECEMBER, 1961

1960 £		£	£
	INVESTMENTS revalued at market prices on the 31st December, 1961, following the Institution's established practice of revaluing its investments at quinquennial intervals:—		
	Representing GENERAL ENDOWMENT FUND		
	Income only available:—		
261,304 (Market value £248,929)	British government securities		235,721
	Representing other funds:—		
	Quoted—		
1,271,974	British government securities	766,770	
26,250	<i>Dominion government securities</i>	—	
122,301	British corporation stocks	70,984	
—	Debenture stocks	18,932	
72,049	Ordinary stocks and shares	583,121	
1,492,574 (Market value £1,464,682)			1,439,807
	Unquoted—		
98,637	Short term loans to local authorities and monies on deposit account	360,000	
41,866	Mortgages, debentures and other securities	38,602	
			398,602
1,894,381	TOTAL INVESTMENTS		2,074,130
	FREEHOLD PREMISES (At cost):—		
98,578	Including life-boat depot at Boreham Wood		105,333
	LEASEHOLD PREMISES—(At cost <i>less</i> amounts written off):—		
37,153	Including 42/44 Grosvenor Gardens		39,203
	BRANCH ACCOUNTS:—		
148,157	Balances in hands of branches, 30th September, 1961 ..	146,577	
91,456	<i>Less</i> balance of remittances between headquarters and branches, October to December, 1961	89,172	
56,701			57,405
85,569	BANK BALANCES		108,002
£2,172,382			£2,384,073

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

(Signed) PRICE WATERHOUSE & CO.,
Auditors.

THE LIFE-BOAT

[JUNE, 1962

LIFE-BOATMEN'S

ENDOWMENT FUND

Loss on change of investment	£ 295
Balance carried forward at 31st December, 1961, represented by £2,799 Conversion 5¼% Stock 1974	2,589
	£2,884

REVENUE ACCOUNT

Grants to beneficiaries	116
Balance carried forward at 31st December, 1961	121
	£237

SUMMARY OF TRANSACTIONS

GRANTS TO BENEFICIARIES

		£
1957		9
1958		40
1959		87
1960		82

(Signed) HOWE,
Chairman.

(Signed) S. M. WHORLOW,
Secretary.

We have examined the above statement with the books and vouchers of the Life-boat
We have also

22nd February, 1962.

BENEVOLENT FUND**FOR THE YEAR ENDED 31st DECEMBER, 1961.**

	£
Transfer on 1st January, 1961, of £3,477 Funding 3½% Stock 1999/2004 from Royal National Life-boat Institution General Endowment Fund	2,229
Subscriptions and Donations received and invested	580
Appreciation on valuation of investments at 31st December, 1961 ..	75
	<u>£2,884</u>

FOR THE YEAR ENDED 31st DECEMBER, 1961.

Transfer on 1st January, 1961, from Royal National Life-boat Institution General Purposes Fund	47
Investment Income	190
	<u>£237</u>

TO 31st DECEMBER, 1960

	INVESTMENT INCOME										£
1957	—
1958	85
1959	88
1960	92

men's Benevolent Fund and find the same to be correct and in accordance therewith.
verified the investment.

(Signed) PRICE WATERHOUSE & CO.,
Auditors.

100 Years Ago

(Extract from the *Life-boat*)

THE present year (1861) came in on our English north-eastern coast in storm and fury. For the two last days of the dying year a tempest had been brewing; and on New-Year's Day, when we quiet city folks were exchanging "compliments of the season", many anxious eyes were turned to seaward, and many an anxious heart grew sick as the wind rose, and rose, and still rose. Many vessels, southward-bound, put about, and had to run as far as Leith Roads for shelter. Soon after daybreak on the 1st of January, the coastguard men on the lookout at the Spanish Battery, Tynemouth, saw a vessel, deeply laden, with a flag of distress flying. She was struggling to get to the northward, but struggling in vain, and rapidly driving in upon the coast. The coastguard men followed her along the shore with the rocket apparatus, and, as they went on, the people of the villages turned out to join them; so that, ere long, each headland had its anxious crowd, looking—pitying—trembling. It was a very sad sight to see. Some of the vessel's sails had been blown away, and she grew more and more unmanageable amid the terrible seas that broke around and over her. At length, abandoning the desperate effort to get to the northward, her crew, as the last chance of life, ran her for Whitley Sands, 5 miles north of Shields. She was so deeply laden, that she struck on a ridge of sunken rocks and was still three-quarters of a mile from the shore. It was impossible to reach her with rockets. Only one hope remained—the Life-boat! As fast as they could run through the snow, driving wind, and rain, life-boat men and fishermen made off for Cullercoats, where was stationed the *Percy* life-boat, belonging to the National Life-boat Institution. Six horses were fastened to her carriage, and down they came at a gallop to the sands. She was speedily manned—by a gallant crew of Cullercoats men, and Mr. Byrne of the Coastguard volunteering as bowman—pulled

out as for their own lives; and not a moment too soon did they reach the ship, which was now broadside on to the sea, her crew in the rigging, and the waves breaking over her half-mast high. Cleverly and deftly was the life-boat laid alongside; the vessel was grappled, and the boat held to her by a strong rope. Instantly the crew made towards their deliverers; but even as they left the rigging, one man was much cut in the face and head, the mate had his shoulder dislocated, and three of them were swept into the sea. The life-boat was handled with a glorious skill; two of the crew were at once picked up, and as the third man went down to his death, a strong hand seized him, with a grasp of iron, by his hair, and dragged him up to life. Two other men were got into the boat.

Did any remain on board the ship? Yes: how overlooked, how so left to die, we know not—but the little cabin-boy remained. The boy's cry for help grew very pitiful: for some time he dare not venture out of the weather-rigging: at last he did so, and was seen in the lee shrouds: "he had got wounded in the head, and was covered with blood". One of the life-boat's crew has since said that every face round him grew white and sick, and tears came from eyes little used to shed them—"They clenched their teeth, and with their own lives in their hands", dashed in their boat to save him. The sea beat her back. They dashed in again, to be swept back once more. But the vessel began to part, and the unstepped masts must fall, and would crush the life-boat if she stayed one minute longer in her then position. Then, sacrificing one life to save many, a brave man gave the order, in a hoarse broken voice, to "cut the rope". In an instant she was swept away under the vessel's stern—not a second too soon, for at once the mainmast fell, with an awful crush, on the very spot she had just left, and the vessel immediately broke up.