

THE LIFE-BOAT

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THE LIFE-BOAT FLEET

155 Motor Life-boats

1 Harbour Pulling Life-boat

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to 31st December, 1954 - - - 79,058

Notes of the Quarter

THE year 1954 has been one on which the Life-boat Service can look back with pride and deep satisfaction. It is now 131 years since the Institution was founded, yet never before in peace-time had life-boats been launched on service as often as they were in 1954. Life-boats went out to the rescue 668 times, a figure exceeded only in the years 1939, 1940 and 1941. 495 lives were rescued.

The year was a busy one throughout. More lives were rescued in the first nine months of 1954 than in the whole of 1953, and the demands on the life-boat crews in the tremendous gales which swept across the country at the end of November were prodigious. A table showing what the life-boats did in five days is given on page 13. The hardships and danger experienced by the crews, and the responsibilities which fell upon honorary secretaries and others connected with the stations, were met in the best traditions of the Service. 71 lives were rescued by life-boats in those five days, and the rescue from the *World Concord*, a full account of which is given on page 2, showed conclusively that in certain weather conditions, no matter how many vessels may be near the casualty, a rescue can be effected only by a life-boat.

TRAGEDY AT SCARBOROUGH

The loss of three fine men of the Scarborough crew, including the coxswain and second coxswain, followed with tragic suddenness upon the splendid achievements of the Service in November. A tribute to those who lost their lives and to the Life-boat Service as a whole was paid by the Archbishop of York. This is given in full on page 12.

Scarborough is one of the oldest life-boat stations in the country, having been founded in 1801. Since 1850 Scarborough life-boats have been launched on service 382 times and have rescued 396 lives.

A major disaster occurred in 1822, when the second life-boat capsized with the loss of ten of her crew, but until the recent accident occurred the last occasion on which a Scarborough life-boat capsized was in 1862. On that occasion no lives were lost. For such a busy station this is a splendid record.

In spite of the exceptional demands made on the Service, the three members of the Scarborough crew were the only life-boatmen to lose their lives on service in 1954. Not a single boat was lost, and no life-boat was out of service as a result of damage done at sea for more than 48 hours.

AN AMERICAN DISTINCTION

CAPTAIN CURTIS E. PARKINS, of Roy-alton, Minnesota, who receives a silver medal for a service described in full on page 6, is the first pilot of an aircraft ever to receive a medal for gallantry from the Institution. He is also the first United States citizen to receive a life-boat medal for more than a hundred years. Three gold medals were awarded in the past to masters of American ships: to John Collins in 1840; to John Britton in 1845; and to Isaac Ludlow in 1854. The nationality of these three winners of gold medals cannot be clearly established, but it may be assumed that they were United States citizens.

Evidence of the truly international nature of the Life-boat Service is shown year after year, when seamen of ships of all nationalities are rescued by life-boat crews. It is particularly gratifying to the Institution to be able to give such well deserved recognition to the gallant rescue of the life of a young Englishman by an American pilot.

American interest in the work of the

Royal National Life-boat Institution was naturally aroused by the rescue by helicopter carried out by Captain Parkins and his crew, but there have also been other gratifying examples of close association between people resident in the United States and the Life-boat Service of these islands. A magnificent gift, which will enable a new life-boat to be built and sent to a Scottish station, has recently been received from Miss Margaret Patterson, who lives in St. Petersburg, Florida. Miss Patterson has given the life-boat in memory of her brothers Arch and Alex Patterson, of her uncle, Neil Munro, and of her grandfather, Hugh Graham, who was drowned in the Cook Straits in 1868.

A long article on the Life-boat Service recently appeared in the *New York Times*, and a launch of the Dungeness life-boat was filmed in colour for the Columbia Broadcasting System. It was intended to show this in Columbia's first coloured television newsreel to be sent out on the 12th of January, but it was eventually shown on the 13th of January on the C.B.S. network and later on many other networks.

Forty-Two Men were Saved

EARLY on the morning of the 27th of November, 1954, the 20,125-ton Liberian tanker *World Concord*, which was in ballast and bound from Liverpool to Syria, broke in two during storms of exceptional violence in the Irish Sea.

By a lucky accident none of the members of the crew was near the point where the break took place. Seven men, including the master, were in the fore part when it broke adrift. 35 men were in the after part.

The first ship to answer the *World Concord's* S.O.S. was the aircraft carrier H.M.S. *Illustrious*. At 5.58 in the morning the St. David's coastguard sent an anticipatory message to the honorary secretary of the St. David's life-boat station, Dr. Joseph Soar, that the two ships were then some ten miles north-west-by-west from the Smalls Lighthouse.

The news that the tanker had broken in half reached Dr. Soar at 6.30 and, after discussing the matter with the coastguard station officer, he ordered maroons to be fired at 6.48. He then received conflicting messages, one indicating that the life-boat was needed and one that it was not, but at 7.55 a message from H.M.S. *Illustrious* asked for the life-boat, and five minutes later this request was confirmed by the Commander-in-Chief, Plymouth.

Launch in Gale

The St. David's life-boat, *Civil Service No. 6*, was launched at 8.28. A moderate gale was then blowing from the west and the sea was rough. There were fierce rain squalls and an over-cast sky. Visibility was about one mile.

At 9.15 the *Illustrious* signalled the life-boat that the *World Concord* was fifteen miles north-north-west of the

South Bishop Lighthouse. The life-boat reached the after part of the tanker at 11.45.

Tanker Rolling Heavily

By this time a fresh gale was blowing from the south, and there was continuous heavy rain. The sea was very rough, with waves reaching 15-20 feet in height, and there was a long and powerful swell. The tanker was rolling heavily, her propellers turning all the time.

The coxswain, Captain William Watts Williams, decided to make a dummy run in on the starboard to discover the best way of taking the men off the stern half of the tanker, which then lay athwart wind. After making this run he asked for the Jacob's Ladder to be shifted to the well deck forward of the break of the poop. In this way a shorter length of ladder would be needed and the confused water around the stern could be more easily avoided.

The coxswain stationed five men forward in the life-boat and came alongside the Jacob's ladder, which had been re-rigged as he had asked. He took off the first survivor, and the life-boat went slowly ahead and then astern until she was abreast of the tanker's propellers. This manoeuvre had to be repeated 34 times, one survivor being embarked each time. The rescue took fifty minutes and the survivors, who were 34 Greeks and one Egyptian, none of whom could speak English, were all taken on board without injury.

Mechanics' Part

All this time the mechanic, George Jordan, and the assistant mechanic, Gwilym Davies, had handled the engines with the greatest skill and determination.

The life-boat left the *World Concord* about 12.30. The weather had grown steadily worse. Visibility had decreased to half a mile, and a whole gale was now blowing from the south. Through heavy seas the coxswain brought the life-boat through the northern entrance of Ramsey Sound and reached the slipway about three o'clock. The seas were such that rehousing was a difficult operation and

the survivors could not be landed for more than a quarter of an hour.

Meanwhile, the fore part of the *World Concord* had continued to drift with seven men on board. At 1.30 on the afternoon of the 27th of November the honorary secretary of the Rosslare Harbour station, Mr. Eugene McCarthy, was asked if the life-boat could be launched to go to her help.

Worst Seas for Years

A severe south-easterly gale had been blowing in St. George's Channel since the day before. The seas had been so heavy that the Fishguard-Rosslare mail steamer had taken six hours instead of the scheduled three hours and fifteen minutes for the crossing. People familiar with weather conditions in the southern Irish sea stated that they were the worst for many years.

The Rosslare Harbour life-boat, *Douglas Hyde*, was launched at 3.50. The task of finding the drifting part of the tanker in the prevailing conditions was not an easy one, but at 5.50 the searchlight from H.M.S. *Illustrious* was sighted on the port bow. After getting further information from the tug *Turmoil* the life-boat reached the tanker's position at 7.10.

Coxswain Richard Walsh then had to decide whether to try to take the survivors off at once or to wait until daylight. It seemed that the fore part of the tanker was in no immediate danger, and he decided that the risk would be greater if he tried to take the survivors off in darkness. His decision meant that the life-boat would have to stand by for twelve hours in terrible conditions. During the long wait Coxswain Walsh shared the wheel with Second Coxswain William Duggan. It was also extremely difficult to keep sight of the tanker. She showed no lights and was drifting northwards at about $3\frac{1}{2}$ knots. About midnight the wind reached full gale force from the west-south-west.

Broken and Protruding Parts

The next morning, at 8.30, Coxswain Walsh decided that the time had come to take off the seven survivors. The tanker's fore part was then running

before the wind and sea. She was listing about five degrees to port. There was a heavy swell and seas sometimes reaching 25 feet in height.

Coxswain Walsh made two dummy runs to the south on the starboard side of what remained of the *World Concord*. Then he came alongside about half way, keeping the life-boat clear of broken and protruding parts of the tanker.

By manoeuvring the engines he kept the life-boat alongside the 25-foot jumping ladder. In fifteen minutes the remaining seven men, including the master, had been taken on board the life-boat, which suffered only slight damage.

The coxswain believed himself to be rather further south than he was, but he later altered course and at two o'clock in the afternoon an aircraft chartered for press purposes indicated the course to Holyhead. About three o'clock the life-boat met the Holyhead life-boat which had been launched shortly before, and the two boats returned to Holyhead at 3.30 in the afternoon. By that time the Rosslare Harbour life-boat had been nearly 26 hours at sea.

Brass Bands Playing

When the crew returned to Rosslare more than one thousand people with brass bands playing were there to greet them. Numerous messages of congratulations were read out, in-

cluding one from Mrs. Sean O'Kelly who had christened the life-boat *Douglas Hyde*.

For the services to the *World Concord* the following awards were made: *Silver Medal*.

Coxswain William Watts Williams, of St. David's, and Coxswain Richard Walsh, of Rosslare Harbour.

Bronze Medal.

Motor Mechanic George Jordan and Assistant Motor Mechanic Gwilym Davies, of St. David's, and Second Coxswain William Duggan and Motor Mechanic Richard Hickey, of Rosslare Harbour.

Thanks of the Institution inscribed on Vellum.

Assistant Motor Mechanic John Wickham, Bowman James Walsh, Life-boatman Richard Duggan, Life-boatman John Duggan, of Rosslare.

Second Coxswain David Lewis, Acting Bowman William Rowlands, Life-boatman William Morris, Life-boatman Howell Roberts, Life-boatman Richard Chisholm, of St. David's.

Scale rewards to the St. David's crew and helpers, £21 12s. Additional rewards to the crew, £24. Total rewards, £45 12s. Scale rewards to the Rosslare Harbour crew and helpers, £66 7s. Additional rewards to the crew, £21. Total rewards, £87 7s. Scale rewards to the Holyhead crew and helpers, £18 4s. 6d.

The owners of the tanker made gifts to the life-boat crews.

Awards for Two Mechanics

MR. HENRY PEGG, motor mechanic of the Dover (Kent) life-boat, and Mr. Wilfred Cook, travelling mechanic of the Institution, were awarded testimonials on parchment by the Royal Humane Society for rescuing a man who had fallen into the sea at Dover on the 30th of May, 1954.

Mr. Pegg heard a cry for help early that morning and saw a man in the sea who had fallen off the jetty. He rushed out of his house with two old

ship's life jackets. Mr. Cook followed close behind, and between them they brought the man ashore.

Mr. Cook has had twenty-three years service with the Institution and was himself motor mechanic at Dover from 1930 to 1946, during part of which time Mr. Pegg was his assistant. Mr. Pegg has had eighteen years service as motor mechanic and assistant motor mechanic at Dover and Sheringham (Norfolk).

Rescue by American Helicopter

IN the early hours of the morning of the 27th of November, 1954, the South Goodwin lightvessel began to drift. The first man on shore to have any suspicion that something might be amiss with the lightvessel was the Deal coastguard, who noticed that he could not see her light.

He telephoned the Ramsgate coastguard, and at 1.9 on the 27th of November the Ramsgate coastguard passed this message on to Coxswain Arthur Verrion of the Ramsgate life-boat, *Michael and Lily Davis*, as the Ramsgate honorary secretary could not immediately be contacted. The Ramsgate coastguard by that time was unable to see either the South Goodwin or East Goodwin lights because misty rain made visibility extremely bad.

Gales of exceptional force had been blowing for some days, and it seemed likely that the South Goodwin lightvessel might be drifting. This suspicion was confirmed at 1.27, when the East Goodwin lightvessel reported by radio telephone that the drifting lightvessel was bearing north-west-by-west from her. At Ramsgate the life-boat maroons were fired immediately, and the coxswain, all the boat's officers and the mechanic went to the life-boat. They boarded her and had the engines running at 1.40. The wind was blowing so fiercely that the maroons could not be heard by the other men who normally form part of the crew, and the assistant mechanic went on his motor bicycle to knock them up.

Search Inside Goodwins

Meanwhile the Walmer life-boat, *Charles Dibdin* (Civil Service No. 2), had also been warned at 1.52. Maroons were fired and the crew assembled, but the sea had been running so heavily that a steep bank of fine shingle had been built up in front of the launching platform. The crew shovelled away the shingle as fast as they could, but it was an hour before the life-boat was ready for launching. At 2.20 the coastguard asked if the Dover life-boat *Southern Africa*, could also be launched. This was done, and

the Dover life-boat put to sea at 2.50 and was soon inside the Goodwins, where she searched for the drifting lightvessel.

The United States Air Force 66th Air Rescue Squadron based at Manston had also been warned by the coastguard that the lightvessel was adrift, but at that hour of the night there was little which could immediately be done.

By 2.20 the Ramsgate life-boat had left her moorings and went to the pier-head, and at 2.42 she put out to sea with a full crew. A full south-south-west gale was blowing, the sea was breaking heavily on the sand banks, and the tide was half ebb. The Ramsgate life-boat went round the north end of the Goodwin Sands and steered towards the East Goodwin lightvessel. She then searched along the outside of the sands during the remaining hours of darkness, but found nothing.

Lightvessel Located

Off the north end of the sands the Dover life-boat spoke the Ramsgate life-boat, and it was decided that Ramsgate should search to the south while Dover searched to the north-east. As the two life-boats were both in the area, it was decided to hold the Walmer life-boat in reserve.

Shortly before seven o'clock the Dover life-boat, which was then near the South Knock buoy, learnt by radio telephone that the lightvessel had been located.

The coming of daylight had also meant that the position of the South Goodwin lightvessel could be seen from the shore at Walmer. She was lying on her beam ends on the Goodwins, the white letters on her side pointing to the sky. The Walmer life-boat was immediately launched at 7.30, and made for the Kellet Gut in order to approach the lightvessel from the west. The Walmer life-boat closed to within some 200-300 yards of the wreck, but no sign of life could be seen on board her. The Ramsgate life-boat also found the South Goodwin lightvessel at daybreak and came as close as she could, but the heavy

breaking seas on the sands made it impossible for her to come nearer than 150 yards. The Dover life-boat reached the position about 11 o'clock.

Aircraft Reconnaissance

At 7.30, although the seas were as heavy as ever, the wind dropped slightly, and at the United States Air Rescue Squadron it was decided that an aircraft could be despatched to make a reconnaissance. This was a SA-16 Albatross piloted by Captain Howard L. Richard. The aircraft made low passes over the lightvessel, but no sign of survivors could be seen.

By nine o'clock the wind, which in the early hours of the morning had been blowing at 60 knots, had subsided to about 35 knots, and it was decided to make a further reconnaissance with a helicopter. This was piloted by Captain Curtis E. Parkins.

The crew of the helicopter spotted a man huddled among the twisted wreckage, but strong, gusty surface winds and the tremendous seas made hovering extremely difficult.

The man who had been spotted from the aircraft was Mr. Ronald Murton, a 22-year-old bird-watcher of the Ministry of Agriculture and Fisheries. Dressed only in pyjamas, a cardigan and an overcoat and with bare feet, he had made his way, when the lightvessel began to drift, to the deck rail about 1.30 in the morning. There he had managed to hang on among twisted pipes and girders. Helicopters do not normally operate less than 50 feet above the object, but the pilot brought his machine down to 30 feet, and in spite of the wreckage and spray the crew succeeded by means of the hoist in picking Mr. Murton up.

Sole Survivor

This remarkable rescue had been possible because the sole survivor had made his way on to the deck, but in the prevailing conditions it was impossible to do anything for the remaining seven men. The Ramsgate life-boat stayed close to the wrecked lightvessel until she had to return to refuel. After doing so she returned again to the

scene, but all rescue attempts had to be abandoned.

The Ramsgate life-boat returned to her station at 6.40 in the evening. The Walmer life-boat, which had stood by all afternoon, returned at 6.30, and the Dover life-boat eventually reached her station at 1.45 early on the morning of the 28th.

The Trinity House vessel *Vestal* had also been standing by, and after landing the survivor the helicopter took off again and dropped diving apparatus and oxy-acetylene equipment to one of the *Vestal's* boats, but no use could be made of this equipment until the next day.

On the 28th of November and again next day, naval frogmen went on board the lightship at low water but failed to find any trace of survivors. The Ramsgate life-boat stood by the salvage vessels the whole time.

Medal for Pilot

On the 3rd of December, when the storms had abated, a memorial service for the seven men of the lightship who had lost their lives was held near the Goodwin Sands, on board the Walmer and Ramsgate life-boats.

For the gallant rescue of the sole survivor Captain Curtis E. Parkins, U.S.A.F., was awarded the silver medal of the Institution. The thanks of the Institution inscribed on vellum were accorded to the three other members of the helicopter crew, Major Paul L. Park, Captain Willis R. Kusy and Airman 1st Class Elmer H. Vollman.

Letters of thanks for their help and co-operation, not only on this but on many previous occasions, were sent to Lieut.-Colonel W. P. Gordon, Jnr., commanding No. 66 Air Rescue Squadron, and Major C. S. Lowe, Operations Officer No. 66 Air Rescue Squadron.

Scale rewards to the Ramsgate crew and helpers, £73 15s. Additional rewards to the crew, £18. Total rewards £91 15s. Scale rewards to the Dover crew, £42 5s. Additional rewards, £14. Total rewards, £56 5s. Scale rewards to the Walmer crew and helpers, £85 16s. Additional rewards to the crew, £20. Total rewards, £105 16s. Rewards paid amounted to £253 16s.

Breeches Buoy Rescue in Whole Gale

At 4.40 on the afternoon of the 26th of November, 1954, the honorary secretary of the Newhaven (Sussex) life-boat station, Mr. R. K. Sayer, was told by the coastguard that the Danish auxiliary schooner *Vega* was making water and might need help. The schooner was then 25 miles south-south-west of Beachy Head.

The honorary secretary immediately gave orders for the crew to assemble, but further reports then came in from other ships in the neighbourhood and from the *Vega* which indicated that the life-boat might not be needed.

At 9.30 in the evening this view was confirmed when the *Vega* signalled that she was no longer in distress. The Dutch tug *Humber* was standing by her, while the destroyer *Vigo* and the ships *Rangitito* and *Mosoi* were also near at hand. The life-boat crew were then dismissed.

Situation Changed

By 4.30 the next morning the situation had changed. A message was then received from H.M.S. *Vigo*, which ran: "We think a life-boat will be necessary. We cannot turn round to approach the *Vega*." The Newhaven life-boat *Cecil* and *Lilian Philpott* was launched at 4.50.

A whole gale was blowing from the south-south-west, and conditions in the harbour entrance were extremely bad. Steep seas were breaking right across, and there were violent squalls of wind and rain. The tide, which was five hours ebb, was running strongly against the wind.

Coxswain William Harvey safely negotiated the harbour entrance, and once the life-boat was clear of the broken water he set a course to the south-east towards the last reported position of the *Vega*. This course brought the sea nearly on the beam.

A message was sent to the tug *Humber* asking her to show a flare, and at 7.25 the life-boat reached the position indicated.

List to Port

The *Vega* was lying in the trough of the tremendous seas which were run-

ning. Her head was to the south-east, she had a list to port of 20-30 degrees, and she was rolling her lee rails under.

She was rigged as a three-masted schooner, and her booms were swinging wildly with the motion of the ship. Her deck cargo of timber was adrift.

Coxswain Harvey circled round the *Vega* twice and then approached her from the lee quarter. He tried to bring the life-boat close enough for the crew of the *Vega* to jump aboard, but the angle of the list, the deck cargo and the motion of the schooner made this impossible.

He decided that all the life-boat crew could do would be to pass a line and take the crew off the *Vega* by breeches buoy. As he brought the life-boat into position, a member of the crew of the *Vega* jumped into the sea with a line round his waist. He was hauled aboard, using the scrambling net, and the breeches buoy was bent on the line.

Eight Men Rescued

Coxswain Harvey manoeuvred the life-boat carefully up to the *Vega*'s port quarter. The *Vega*'s crew climbed into the buoy and were hauled into the life-boat one after another. Some barely touched the water at all, the scrambling net being of the greatest help. The rescue operations were completed in twenty minutes, eight men in all being taken aboard.

The return to Newhaven, which lasted more than three and a half hours in heavy seas and a flood tide, was a most arduous one. The life-boat returned at reduced speed and only with difficulty negotiated the high breaking seas at the harbour entrance. One particularly heavy sea broke across not more than a boat's length astern. The life-boat reached her station at 12.40 in the afternoon.

All the survivors were suffering from exposure, and some were slightly injured. They were given hot drinks on board the life-boat, and when they reached shore the local agent of the Shipwrecked Mariners Society arranged for them to be provided with food and clothing.

For this service the Institution awarded the silver medal to Coxswain William Harvey.

Vellums for Crew

It also awarded the thanks of the Institution inscribed on vellum to each of the other six members of the crew: Second Coxswain Edgar Moore, Motor Mechanic Alexander Fletcher, Bowman Harold Moore, R/T Operator, Harold Hills, Life-boatman Albert

Mockford, Life-boatman Jack Shinn.

Letters of thanks were sent to the Danish seaman who jumped into the sea and whose name was Jespersen, and to another member of the crew of the *Vega*, Karl Bylow.

Scale rewards to the Newhaven crew and helpers, £25 17s. Additional rewards to the crew, £21. Total rewards, £46 17s.

Four Attempts to Reach Life-boat

At 7.15 on the evening of the 26th of November, 1954, the honorary secretary of the Valentia (Co. Kerry) life-boat station, Mr. Kieran O'Driscoll, was informed by Valentia Radio that the motor trawler *Ros Airgead* was aground on White Horse Rocks, south of Cahirciveen River, and needed help urgently. The maroons were fired at 7.20, and at 7.30 a full crew mustered at the life-boat store.

A whole gale was blowing from the north-west, with heavy squalls. The sea was rough and it was very dark. The tide was half ebb. The Valentia life-boat, *A.E.D.*, which is moored in the harbour, is normally reached either by the Institution's pulling boat or by a motor boat which is hired. Conditions were such that the owner of the motor boat would not allow it to be used that evening, and the crew went out in the pulling boat.

Blown Back Ashore

They made four separate attempts to reach the life-boat. Three times they came within twenty yards and were blown back ashore, but at the fourth attempt they succeeded, and at 9.30 the life-boat put out.

The life-boat reached the White Horse Rocks at ten o'clock and began to search, but at 1.27 Valentia Radio reported that the *Ros Airgead* was in Lough Kay.

The life-boat found the trawler at eleven o'clock aground on a sandy bottom on a dead lee shore. It was not possible to bring the life-boat near enough to fire a line across, but the

crew of the trawler were in no immediate danger as it was low water.

At 1.30 early on the morning of the 27th the life-boat returned to harbour and picked up a 40-gallon drum. On reaching the trawler she anchored and veered the drum down on 60 fathoms of line. The line was secured by the trawler's crew, who passed a rope back to the life-boat.

Line Fast to Trawler

Some two hours later the fishing boat *Ros Muc* also got a line fast to the trawler, but the two boats together failed to float her. The coxswain of the life-boat, Jeremiah O'Connell, laid out two anchors to prevent the *Ros Airgead* from being driven further ashore, and the life-boat stood by until with the ebbing tide the trawler's crew were again out of danger.

The trawler's crew came ashore at low water and landed some gear and ballast and then returned to their ship. The life-boat had gone out to the trawler again, reaching her at two o'clock in the afternoon, and at six o'clock, with a strong gale blowing from the south-west and in a rough sea, the life-boat and the *Ros Muc* succeeded in towing the *Ros Airgead* clear.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain Jeremiah O'Connell.

Scale rewards to the crew and helpers, £45 4s.

Launch to a Dutch Ship

ON the night of the 26th-27th of November, 1954, storms were raging all over the country, and at the Lizard most of the telephones were out of action and the village was without lighting. Among those whose telephones could not be used was the honorary secretary of the Lizard life-boat station, Mr. F. G. Chapman, but the telephone of the vice-chairman of the local committee, Mr. A. J. Greenslade, was fortunately in order. Consequently he was able to receive a call at 6.9 on the morning of the 27th.

A message was passed on to him from the S.S. *Casino* which, during the night, had sighted a small unidentified vessel sinking 17 miles south-west of the Lizard. The *Casino* had left the wreck as she was unable to give any help, but she reported that survivors had been seen drifting about. The sinking ship was later identified as the M.V. *Cargo*, of Rotterdam.

Hurricane Blowing

Mr. Greenslade, Mr. Chapman, Coxswain George Mitchell and Motor Mechanic M. W. Stephens went to the life-boat station at once. Launching conditions were abnormally bad. A south-west wind of hurricane force was blowing; a very heavy and dangerous sea was breaking over the slipway and the rocks were near it; it had been an intensely dark night; and Mr. Chapman decided that the life-boat could not be launched before daylight with a reasonable chance of survival.

It was, therefore, agreed to attempt to launch at daylight and to search for survivors with the help of aircraft.

The life-boat was launched at 8.25 in appalling weather conditions. The wind had slightly eased but was still blowing a full gale; a heavy confused breaking sea was running; and the tide was half ebb.

Search with Aircraft

The life-boat *Duke of York* made for the point where the vessel was believed to have sunk and carried out a search in co-operation with aircraft. Visibility was poor and nothing was found. The search was finally abandoned, and as it would have been impossible to rehouse the life-boat at her station, she made for Falmouth, which was reached at 4.50 in the afternoon.

The District Inspector who investigated the service fully confirmed the view taken by Mr. Chapman that the life-boat could not have been launched earlier and that any attempt to launch her before daylight would almost certainly have ended in disaster.

For the courage and seamanship which he showed in launching the life-boat at all and successfully taking her out to sea, Coxswain George E. Mitchell was accorded the thanks of the Institution inscribed on vellum.

Scale rewards to the crew and helpers, £39 3s. 8d. Additional rewards to the crew, £16. Total rewards £55 3s. 8d.

Scarborough Tragedy

ON the morning of the 8th of December, 1954, the weather worsened while Scarborough fishing boats were at sea, and at 11.40 the Scarborough life-boat E.C.J.R., a 35-feet 6-inches self-righting boat, was launched to escort them in.

Off Cayton Bay she sighted the fishing boat *Venture*, which had one man on board, and towed her to the harbour. A full gale was blowing from the south-east and a very heavy sea was running.

Ten other fishing boats were known to be to the northward, and the life-boat put off again at once. She escorted in the cobbles *Premier*, *Betty Sheader*, *Betty* and three others.

By 3.20 in the afternoon all the boats, except the *Rosemary*, *Courage*, and *Pilot Me II*, had been safely escorted into harbour. These three boats were still unaccounted for, and the life-boat began to search for them. It was later learnt by radio telephone that the *Courage* and *Pilot Me II* had

been safely escorted into Whitby harbour by the Whitby No. 1 life-boat, *Mary Ann Hepworth*, and that the *Rosemary* had also reached Whitby.

Steep Breaking Seas

A whole south-east gale, blowing against the ebbing tide from the harbour, caused steep breaking seas, which sometimes reached 15 feet in height. There was heavy cloud and driving sleet.

The life-boat made for the harbour on a north-westerly course, with the wind and sea astern and her drogue streamed at full length. The coxswain, John Sheader, and another man were at the wheel. The engines were eased as heavy seas from astern approached the life-boat, and then run at half-speed. In this way the life-boat was worked back towards the harbour for the eighth time. The drogue was holding the boat well. About 4.45, when the life-boat was approaching the eastern pier, only about 200 yards from safety, an enormous sea overtook the boat and completely overwhelmed her. The life-boat was then in three fathoms of water.

Coxswain Sheader saw this sea coming, put the engines in neutral and shouted to everyone to hold on. The life-boat then seems to have run almost completely submerged for about 30 yards without altering course and with her engines in neutral. Then she broke surface. She sheered to port, probably out of control and was struck by another sea on the port quarter while she was still in an unstable condition through not yet having emptied herself of water. As she did so she turned right over and immediately righted herself. The engines, as they were designed to do, cut out at once.

Three Remained Aboard

Three members of the crew managed to remain aboard. They were the motor mechanic, Allen Rennard, the bowman, William Sheader, and Tom Seales. The other five members of the crew had been flung into the sea.

The motor mechanic started the port engine at once, but the starboard engine could not be restarted. The bowman took the wheel, and the three

men still aboard managed to haul two other members of the crew back to safety. They were Ernest Eves and Jack Crawford. They also tried to grasp the second coxswain, John Cammish, but the seas swept him away. The coxswain and the signalman, Francis Bayes, had already been swept out of reach.

The five men on board managed to bring the life-boat safely into harbour on one engine. Coxswain Sheader and Second Coxswain Cammish were washed ashore within twelve minutes of the capsizing. Many people came to their help and they were taken to a hospital only 100 yards away, but there they both died. The body of Francis Bayes, who had received a blow on the forehead, was not recovered for more than two and a half hours.

Machinery Undamaged

Officials of the Institution immediately went to Scarborough to investigate the causes of the accident. They found the drogue missing, for both the drogue rope and tripping line had been cut by the port propeller when the port engine had been restarted. There is little doubt that the sea had overwhelmed the boat, picked up the drogue and flung it against her stern. The reason why the starboard engine could not be restarted was that the drogue rope had fouled the propeller. The life-boat suffered no more than superficial damage from the capsizing and the machinery and radio telephone continued in perfect order.

On the 20th of December an inquest was held by Mr. C. R. Royal, the Scarborough Coroner. A verdict of accidental death was returned, and the Coroner paid a tribute to the gallantry of the three men who had lost their lives.

Within 48 hours of the capsizing the crew, including the five survivors, had been reformed, and on the afternoon of the 11th of December, after a satisfactory exercise afloat, the life-boat was again ready for service.

Coxswain for Ten Years

Coxswain Sheader, who was awarded the bronze medal of the Institution in January 1952 for a service in

December 1951 to the Dutch motor vessel *Westkust*, was aged 63 and had been a member of the crew for 42 years. He had been coxswain of the Scarborough life-boat for ten years.

Second Coxswain Cammish, aged 55, had been second coxswain also for ten years and had served in Filey and Scarborough life-boats for 37 years.

Signalman Bayes was aged 29 and was a regular member of the crew.

As in all cases in which members of life-boat crews lose their lives on service, the widows and dependents

received pensions from the date of the men's death. These pensions, which are irrespective of any State awards, are based on the Navy scale. The Mayor of Scarborough, Councillor Miles Bird, launched a memorial fund.

At a funeral service held at St. Mary's Parish Church on 13th December, the Archbishop of York preached the sermon. The full text of this is given on page 12.

Scale rewards to the crew and helpers £41 15s. Additional rewards, £80. Total rewards, £121 15s.

Parliamentary Question on Helicopters

MR. NORMAN N. DODDS, Member of Parliament for Dartford, asked the Minister of Transport and Civil Aviation on the 8th of December, 1954, "if, in view of the rescue by a United States helicopter from the South Goodwin lightship when all other means were ineffective because of the bad weather conditions, he will give consideration to the provision by the Government of a helicopter service for the saving of life at sea."

Mr. J. Boyd Carpenter replied: "Her Majesty's Government already provide a helicopter service for search and rescue at sea. The Royal Navy and the Royal Air Force have a number of helicopters stationed at various

places around the coast. While these are provided in the first instance to meet Service requirements, they form an integral part of the rescue facilities available to assist any casualty at sea, and Her Majesty's Coastguard do not hesitate to call on them whenever they can help. Those of the United States Air Force also help, as they did so effectively in the present case. I am informed that the Royal Air Force are planning to increase substantially the number of their helicopters on the coast. The answer to the hon. Member's Question is, therefore, that a service such as he has in mind is already in being and is to be further extended."

Two New Vice-Presidents

LORD SEMPILL and the Marquess Camden have been elected vice-presidents of the Royal National Life-boat Institution. Lord Sempill has served on the Committee of Management of the Institution since 1927 and the Marquess Camden since 1930. Each has been, in turn, vice-chairman of the Boat and Construction Committee, Lord Sempill from 1929 to 1937 and the Marquess Camden from 1949 to 1953.

Lord Sempill, who served his time with Rolls Royce, Derby, in 1910-13, joined the Royal Flying Corps in August, 1914. He has been President of the Royal Aeronautical Society, the

Institution of Production Engineers, the Institute of the Motor Industry and the British Gliding Association, and is a Vice-President of the London Chamber of Commerce.

The Marquess Camden, who is a Younger Brother of Trinity House, is a Trustee and Vice-Commodore of the Royal Yacht Squadron and president or patron of a large number of societies, particularly in the south-east of England, concerned with yachting, motor-car racing, agriculture, the theatre, sport and various charitable activities. He is a Justice of the Peace for the county of Kent and a director of a number of companies.

A Service of which the Nation is Proud

The following address was given by the Archbishop of York at the funeral of three members of the Scarborough life-boat on 13th December, 1954.

WE have assembled this afternoon to pay a tribute of honour to the three brave members of the Scarborough life-boat who last week lost their lives in the great storm which lashed the sea into fury. It is not only you who live in Scarborough who felt deeply moved when the news of this tragedy was made known; all over England there was an expression of sympathy with the men of our life-boat service.

It is a service of which the nation is proud. As islanders we know well how the sea is a great highway for traffic, and how in its days of calm and quiet it can bring comfort and recreation to the tired in body and the troubled in mind. But we also know that in certain moods the sea is still untamed and challenges man to control it. Much has been done in recent years to make for the greater safety of those who cross the seas, or whose work takes them upon its waters. But the sea has not yet been tamed, and in its wilder moods life is imperilled by it.

We who are Landsmen

We who are landsmen, however great our sympathy may be with those whose work is on the seas, are unable to help them in their hour of great danger. But the Life-boat Service does this for us and is a practical expression of our responsibility for those who risk their lives on the seas, in crossing them for our benefit, or in toiling to reap from them their harvest for our food. Thus it is natural that we should look upon the Life-boat Service as a national organisation, and those who serve in it are acting as our

representatives. We are thankful for all they have done to rescue those in peril from storm and wind. We are proud of their courage and endurance, and when, therefore, lives are lost in this service we have a sense of personal loss.

But with sorrow there is admiration, for they died in the service of others. We admire our life-boatmen for their purpose is to help and to rescue those in danger, and to do this they must be prepared to face great risks, and, if need be, to lay down their lives. There is nothing greater than this, "that a man lay down his life for his friends."

Tribute of Honour

So today we pay this tribute of honour to the men of your Scarborough life-boat who faced the storms of last week, and who are prepared to face them again when need should come, for your life-boat is again ready for service. We honour especially the three who lost their lives—Jack Sheader aged 63, coxswain of the Scarborough life-boat for ten years, and who had been serving in life-boat crews for forty years; Jack Cammish, aged 55, had been second coxswain for ten years; and Frank Bayes, a younger man, had been a member of the crew for two and a half years.

With their families we have profound sympathy in their great loss. We pray that God may comfort them. We commend the souls of those who lost their lives to the keeping of their Father in Heaven, and we pray that there ever may be found a succession of men who here and elsewhere will be ready to risk their lives to serve their fellows.

Portrait on the Cover

THE portrait on the cover is of Coxswain Harold Bradford of Exmouth. Coxswain Bradford first joined the Exmouth crew in 1925. He was bowman from January 1939 to August 1943, when he became second coxswain. He was appointed coxswain

in March, 1951. He was awarded the bronze medal for a rescue from the cabin cruiser *Nicky* on the 19th of September, 1954. An account of this service appeared in the December, 1954, number of the *Life-boat*.

November Gales

LAUNCHES OF LIFE-BOATS 26th—30th NOVEMBER, 1954

Life-boat	Casualty	Hours at sea	Lives rescued	Services rendered	Special Awards
Friday 26th					
Lerwick	S.S. <i>Granfoss</i>	23	—	Escorted vessel	A collective letter of appreciation to the coxswain and crew for this service and the service of 24th November, 1954.
Aldeburgh	Trawler <i>Penguin</i>	12	—	None	—
Filey	8 fishing boats	3	—	Escorted boats	—
Yarmouth, I.o.W.	S.S. <i>Ocean Coast</i>	2	—	Took out doctor	—
Valentia	F.V. <i>Ros Airgead</i>	13	5	Assisted to save vessel and rescued 5	The thanks of the Institution inscribed on vellum to Coxswain Jeremiah O'Connell.
Saturday 27th					
Fishguard	M.V. <i>Gramsbergen</i>	8	11	Rescued 11	—
Southend-on-Sea	S.S. <i>Olivia</i>	4	—	Took out doctor	—
Lizard	Coaster <i>Carpo</i>	9	—	None	The thanks of the Institution inscribed on vellum to Coxswain George E. Mitchell.
Newhaven	M.V. <i>Vega</i>	8	8	Rescued 8	Silver medal to Coxswain William J. Harvey and the thanks of the Institution inscribed on vellum to each of the six other members of the crew.
St. David's	Tanker <i>World Concord</i>	8	35	Rescued 35	Silver medal to Coxswain William W. Williams, bronze medal to Motor Mechanic George G. Jordan, bronze second-service clasp to Assistant Motor Mechanic Gwilym J. Davies, the thanks of the Institution inscribed on vellum to each of the 5 other members of the crew and a letter of appreciation to the head launcher, Ivor Griffiths.
Rosslare Harbour	Tanker <i>World Concord</i>	26	7	Rescued 7	Silver medal to Coxswain Richard Walsh, bronze medal to Second Coxswain William Duggan, bronze medal to Motor Mechanic Richard M. Hickey and the thanks of the Institution inscribed on vellum to each of the four other members of the crew.
Walmer Ramsgate Dover	{ South Goodwin Lightvessel do	{ 12 18 23	{ — — —	{ None None None	{ One man rescued by a helicopter of the United States Air Force
Fowey	Reported ship's boat	3	—	None	—
Cromarty	Wreckage	9	—	None	—
Wick	Reported Flares	6	—	None	—
Gorleston	Four Polish trawlers	3	—	Escorted boats	—
Sunday 28th					
Cromarty	Wreckage	8	—	None	—
Ramsgate	Unknown vessel	1	—	None	—
Holyhead	Escorted Rosslare life-boat. Tanker <i>World Concord</i>	3	—	Escorted life-boat	—
Coverack	Coaster <i>Carpo</i>	4	—	Landed 2 bodies	—
Margate	Flares. Replacement Lightvessel. (South Goodwin)	5	—	None	—
Ramsgate	South Goodwin Light-vessel	4	—	Stood by salvage vessels	—
Monday 29th					
Ramsgate	South Goodwin Light-vessel	6	—	Stood by salvage vessels	—
St. Peter Port	S.S. <i>Gustave</i>	8	—	None	—
Swanage	do.	5	—	None	—
Fowey	Wreckage <i>Carpo</i>	5	—	None	—
St. Abbs	F.V. <i>White Heather</i>	2	5	Saved boat and rescued 5	—
Falmouth	Reported flares	4	—	None	—
Redcar	Man cut off by tide	2	—	None	—
Tuesday 30th					
Holyhead	M.V. <i>Selborne</i>	2	—	None	—
Fishguard	S.S. <i>Saint Aidan</i>	5	—	None	—
Cloughy	Tanker <i>World Concord</i>	5	—	None	—
Baltimore	Trawler <i>Pictou Castle</i>	8	—	Stood by vessel	—
Weston-super-Mare	English and Welsh Grounds Lightvessel	6	—	Stood by Light-vessel	—
Dunmore East	M.V. <i>Tresillian</i>	5	—	None	—
Tenby	Unknown vessel	5	—	None	—
Bembridge	Flares	8	—	None	—
Angle	M.V. <i>Ability</i>	6	—	Stood by vessel	—
Gorleston	M.V. <i>Hudson Bay</i>	2	—	Landed injured man	—
Barra Island	Fishing boat	9	—	Gave help	—
Total		308	71		

SUMMARY.—Many crews of life-boats stood by on shore but were not required. Lives rescued 71.

Life-boats were launched 42 times. Money rewards paid amounted to £1,288 9s. 9d.

Reorganisation of Districts

IN April 1954 it was decided to make certain changes in the appointments of the life-boat district inspectors in view of the impending retirement of the Southern District Inspector. At the same time it was decided to re-organise the districts so that the inspectors could visit their stations with as little time wasted in travelling as possible. The changes were carried out gradually and the following list shows the stations which now fall into the newly organised districts:

Northern District: LIEUT. E. D. STOGDON, R.N.V.R.

All stations north of a line joining the Solway Firth and River Tweed to include the Hebrides, Orkneys and Shetlands.

Eyemouth, St. Abbs, Dunbar, Anstruther, Broughty Ferry, Arbroath, Montrose, Gourdon, Aberdeen, Newburgh, Peterhead, Fraserburgh, Whitehills, Buckie, Cromarty, Wick, Stronsay, Lerwick, Aith, Stromness, Longhope, Thurso, Stornoway, Barra Island, Mallaig, Islay, Campbeltown, Troon, Girvan, Portpatrick, Kirkeudbright.

Central District: COMMANDER L. F. L. HILL, R.D., R.N.R.

Bounded on the north by a line joining the Solway Firth and River Tweed and on the south by a line joining Carnarvon Bar and the River Humber.

Berwick-on-Tweed, Holy Island, North Sunderland, Boulmer, Amble, Newbiggin, Blyth, Cullercoats, Tynewmouth, Sunderland, Seaham, Hartlepool, Teesmouth, Redcar, Runswick, Whitby, Scarborough, Filey, Flamborough, Bridlington, Humber, Workington, Barrow, Fleetwood, Blackpool, Lytham, New Brighton, Hoylake, Rhyl, Llandudno, Beaumaris, Moelfre, Holyhead.

Eastern District: COMMANDER H. L. WHEELER, R.N.

All stations east of a line between River Humber and Christchurch to include the Channel Islands.

As a temporary measure Commander E. W. Middleton, V.R.D., R.N.V.R.,

who has been appointed Assistant Chief Inspector, continues to act as district inspector for:

Hastings, Eastbourne, Newhaven, Shoreham, Selsey, Bembridge, Yarmouth, St. Peter Port, St. Helier.

Commander Wheeler acts as inspector for:

Skegness, Wells, Sheringham, Cromer, Caister, Great Yarmouth and Gorleston, Lowestoft, Aldeburgh, Walton-on-the-Naze, Clacton, Southend, Margate, Ramsgate, Walmer, Dover, Dungeness.

Western District: LIEUT. COMMANDER W. L. G. DUTTON, R.D., R.N.R.

All stations west of a line between Christchurch and Carnarvon Bar.

Poole, Swanage, Weymouth, Exmouth, Torbay, Salcombe, Plymouth, Fowey, Falmouth, Coverack, Cadgwith, Lizard, Penlee, St. Mary's, Sennen Cove, St. Ives, Padstow, Clovelly, Appledore, Ilfracombe, Minehead, Weston-super-Mare, Barry Dock, Mumbles, Ferryside, Tenby, Angle, St. David's, Fishguard, New Quay, Aberystwyth, Barmouth, Pwllheli, Criccieth, Porthdinllaen.

Irish District: LIEUT. COMMANDER H. H. HARVEY, R.N.V.R.

All stations in Ireland and Isle of Man.

Ramsey, Douglas, Port St. Mary, Port Erin, Peel, Donaghadee, Cloughey, Newcastle, Clogher Head, Howth, Poolbeg, Dun Laoghaire, Wicklow, Arklow, Rosslare Harbour, Kilmore, Dunmore East, Helvick Head, Youghal, Ballycotton, Courtmacsherry, Baltimore, Valentia, Fenit, Galway Bay, Arranmore, Portrush.

Inspector Retires

Captain G. R. Cousins, D.S.C., R.N., who had been Southern District Inspector since 1945, retired in 1954. Captain Cousins entered the Navy in 1911 and served in destroyers during the first war, first at Gallipoli and later with the Grand Fleet and in convoy work. In 1917 he was awarded the Distinguished Service Cross for destroying a German submarine off Portland.

He joined the Royal National Life-

boat Institution as Inspector of Life-boats for the Western District in 1931. During the war of 1939-1945 he served in the Royal Navy, on the staff of the Commander-in-Chief, Western Approaches, and commanding H.M.S. *Churchill*.

On his retirement he was presented with a shooting stick as a parting gift

from the officers, crews and officials of the ten life-boat stations in Cornwall. The gift was presented by Mr. Barrie Bennetts, M.B.E., honorary secretary, Penlee, at the London Hotel, Redruth, on the 11th of October, 1954. He was presented with a pair of binoculars from the headquarters, depot and coast staff.

Two Exhibitions

An exhibition of life-boats through the ages was opened at Life-boat House, 42, Grosvenor Gardens, London, S.W.1, by Commodore the Earl Howe, deputy chairman of the Institution, on the 3rd of December, 1954.

The exhibition contains fourteen models of life-boats ranging in period from 1789 to 1954. The earliest is a model of the *Original*, which was built by Henry Greathead, and the latest is a model of the new St. Peter Port life-boat. Other models on show are those of a life-boat designed by George Palmer in 1826; life-boats sent to Rhoscolyn in 1878, New Romney in 1884, Rhyl in 1896, Padstow in 1899, Walton in 1928, Hastings in 1931, the Lizard in 1934, Hastings in 1936 and Holyhead in 1950. There are also models of a Norfolk and Suffolk boat made in 1890 and of a Watson boat made in 1931.

Other exhibits include a typescript corrected in his own hand of a tribute to the Life-boat Service by Joseph Conrad; a signed photograph of Henry Blogg; a round robin letter signed by 31 leading British artists in the 1890's protesting against the blue in the life-

boat's colours; and the appeal made to the British nation by Sir William Hillary in 1823 for the foundation of a Life-boat Service.

The opening of the exhibition was shown on the B.B.C.'s television newsreel and a report on it made in Radio Newsreel. Admission to the exhibition is free.

The Institution also exhibited at the National Boat Show organised by the *Daily Express* at Olympia from the 30th of December, 1954, to the 8th of January, 1955. Free space was given for the stand by the Ship and Boat-builders Federation.

The National Boat Show was formally opened by Coxswain Harold Bradford of Exmouth, who was at the time the recipient of the latest medal for gallantry awarded by the Institution. Coxswain Bradford was introduced by the Hon. Max Aitken, vice-chairman of Beaverbrook Newspapers. The National Boat Show was visited by 120,851 people.

The exhibition at Headquarters was temporarily closed while some of the exhibits were on show at Olympia, but it has since been reopened to the public.

A Norwegian Centenary

THE celebration of the centenary of the establishment of the first life-boat on the Norwegian coast took place at Stavanger on 22nd August, 1954. It was held at the time of the Annual General Meeting of the Norwegian Life-boat Society and included demonstrations of life-saving rocket apparatus and the use of a DUKW for life-

saving purposes, followed by a banquet at the Viste Hotel. Colonel A. D. Burnett Brown, Secretary, represented the Institution and Mr. E. Selby Davidson, Honorary Secretary of the Tynemouth branch, was also present.

Other nations represented were Denmark, Finland, Iceland and Sweden.

New Ways of Raising Money

RIDLEY HOUSE, Felixstowe College, whose interest in the Life-boat Service is so great that it has formed a Ladies' Life-boat Guild within the House, has staged two competitions for the benefit of the Service. One is a general knowledge competition, the other a word guessing competition.

* * *

Shepherds who meet regularly in an inn in a small village on Exmoor have made it a rule that anyone who uses bad language must put a coin in a Life-boat Institution's collecting box. By this means, and by donating the proceeds of their annual sheep dog trials, they have contributed more than £250 in the last four years. More of this money has come from the trials than from the bad language.

* * *

A number of branches arranged carol singing in aid of the Life-boat Service last Christmas. The Forest Row branch were particularly active and collected £74 5s. 6d. To do this they went out singing every evening from the 17th to the 24th of December inclusive, and travelled more than a hundred miles by coach.

A well-known firm of industrial consultants, which runs training courses for business executives, has chosen as one of the subjects on which those attending the course have to speak, an appeal for funds for the Institution. After they have spoken collections are made.

* * *

Mrs. A. Thackeray, of Leyton, presented the Institution with a number of articles which she had made herself during a long illness.

* * *

Mrs. N. Feasey, of Bournemouth, who has long been in the habit of giving cups of tea to tradesmen who visit her, now asks them if they would care to put a penny in the Life-boat collecting box which she keeps at home.

* * *

It has not yet been possible to issue to branches the mechanical collecting box referred to in the March 1954 number of the Journal, as considerable difficulties in design have been encountered. It is hoped that these will soon be overcome.

Vellums for Sunderland and Whitehaven

A VELLUM to mark the 150th anniversary of the establishment of a life-boat station at Sunderland was presented on the 6th of October, 1954, by Mr. Arthur G. Everett, a member of the Committee of Management. The vellum was received by the Mayor, Alderman Mrs. Jane Huggins, who is president of the Sunderland branch.

A life-boat station was established in Sunderland in 1800, but only recently has definite written evidence of the date of the founding of the station come to light. The station is, therefore, the oldest known life-boat station in England. The station has been placed at various times on seven different sites, and between 1873 and 1887 there were as many as four

stations at Sunderland. From 1865 to the time of the presentation of the vellum Sunderland life-boats had been launched on service 154 times and had rescued 279 lives. Four silver medals have been won by Sunderland life-boatmen.

A vellum was also presented to the Whitehaven branch to mark the establishment of a life-boat station there in 1804. The station was closed in 1925. The vellum was presented by the Secretary of the Institution, Colonel A. D. Burnett Brown, on the 19th of October, 1954, and received by the president of the branch, Lady Ponsonby.

Whitehaven life-boats were launched 25 times and rescued 25 lives.

Services of the Life-boats in October, November and December, 1954

123 Lives Rescued

OCTOBER

DURING October life-boats were launched 43 times and rescued 13 lives.

SICK MAN BROUGHT FROM LIGHTVESSEL

Cromer, Norfolk.—At 11.25 on the morning of the 2nd of October, 1954, the Superintendent of Trinity House at Yarmouth asked if the life-boat would fetch a very sick man from the Cromer lightvessel. At 11.40 the No. 1 life-boat *Henry Blogg* was launched. There was a slight swell and a light south-westerly breeze, and the tide was ebbing. The life-boat took on board the patient, who was suffering from a perforated duodenal ulcer, and landed him at Cromer at 3.30. He was transferred to Cromer hospital at once and his life was saved.—Rewards, £19 6s. Refunded to the Institution by Trinity House.

NEW LIFE-BOAT'S FIRST SERVICE

Stornoway, Outer Hebrides.—At 1.8 early on the morning of the 3rd of October, 1954, the coastguard telephoned that the trawler *Dorothy Lambert*, of Fleetwood, had wirelessly that she had gone aground three miles north-west-by-west of Trodday Light, at the north end of Skye. At 1.35 the life-boat *The James and Margaret Boyd* was launched on service for the first time. There was a moderate sea and a strong southerly breeze. The life-boat stood by the trawler until she refloated, and then returned to Stornoway, arriving at ten o'clock.—Rewards, £20 5s.

LIFE-BOAT PUTS OUT FOUR TIMES TO FISHING BOAT

Thurso, Caithness-shire.—At 8.30 on the evening of the 4th of October, 1954, the Wick coastguard telephoned that the motor fishing boat *Fisher Boy* had run ashore at Brimsness. At 8.45, at low water, the life-boat *H. C. J.* was launched. The sea was rough, and a south-westerly breeze was blowing.

The life-boat found the fishing boat hard aground, but her crew of five had been taken ashore by lines. The life-boat returned to her station, which she reached at 10.45.

The fishermen later asked to be put aboard the *Fisher Boy* again in order to try to refloat her. The life-boat embarked them at midnight, but found that the weather was too bad to transfer them. She therefore took the men back to her station, arriving at 4.15 on the morning of the 5th. The five men then returned to Brimsness by road.

The life-boat went again to the *Fisher Boy* to help get a line on board, but this time she found that a salvage vessel was trying to refloat her. By then the crew had reboarded the *Fisher Boy* from the shore, and the life-boat stood by while the salvage vessel tried to refloat her about 10.30. The weather deteriorated, and the life-boat re-embarked the men and took them back to her station.

The life-boat later put out a fourth time and stood by again while the salvage vessel tried to tow the *Fisher Boy* clear. The tow rope parted, and all attempts to refloat her were abandoned, the life-boat finally returning to her station at 3.30 in the afternoon. The life-boatmen had been on service for nearly twenty hours. The *Fisher Boy* became a total wreck.—Rewards, £46 1s. 6d.

CRAB BOAT TOWED TO CROMER

Cromer, Norfolk.—At 12.30 on the afternoon of the 15th of October, 1954, the coastguard rang up to say that a local crab boat was showing a red flag on an oar two and a half miles east-by-north of the coastguard station. The *Why Worry* was overdue and at 12.40, at low water, the No. 1 life-boat *Henry Blogg* was launched. There was a moderate swell and a strong south-westerly wind. The life-boat found the *Why Worry*, with a crew of two, three miles east of Cromer. Her engine had broken down, and she had shipped

a lot of water. Her fifty crab pots were transferred to the life-boat, which then towed her to Cromer, arriving at 2.30.—Rewards, £13 17s.

TWO MEN RESCUED FROM FISHING BOAT

Workington, Cumberland.—About 2.30 on the afternoon of the 15th of October, 1954, the coastguard reported that the fishing boat *Jeanetta*, of Annan, was overdue. Ten minutes later the life-boat *Manchester and Salford XXIX* put out. The sea was very rough, a gale was blowing from the south-west, and it was an hour and a half after high water. After a long search in poor visibility the life-boat found the *Jeanetta*, with a crew of two, anchored three and a half miles north-north-east of Maryport. She had lost her propeller and her sails had carried away. The life-boat rescued the men and took them to Workington, arriving at 11.30.—Rewards, £21 14s. 6d.

GREEK SHIP PILOTED OFF GOODWINS

Ramsgate, Kent.—At 10.30 on the morning of the 16th of October, 1954, the coastguard reported that a vessel appeared to be aground in a dangerous position near North Goodwin buoy. At 10.36 the life-boat *Michael and Lily Davis* put out in a rough sea, with a fresh south-westerly breeze blowing. She made for the vessel in a flooding tide and found her to be the S.S. *Cyclades*, of Piraeus. The *Cyclades* refloated, and the life-boat put two men on board to pilot her clear of the Goodwin Sands. When they had done so, the life-boat returned to her station, arriving at 12.38.—Rewards, £9 8s. 6d.

NORWEGIAN VESSEL AGROUND ON GOODWINS

Walmer, Kent.—At 11.56 on the night of the 18th of October, 1954, the Deal coastguard telephoned that a vessel had gone aground two and a half miles east of the coastguard station and had signalled S O S. At 12.10 early on the 19th the life-boat *Charles Dibdin, Civil Service No. 2* was launched at low water. There was a heavy sea and a strong north-westerly breeze blowing. The life-boat found

the motor vessel *Feistein*, of Stavanger, a fish-carrier bound for Boulogne, in the middle of the Goodwin Sands. She had been aground twice during the night, but had refloated and had anchored in a dangerous position between two sandbanks. Two life-boatmen boarded her and piloted her clear of the sands. She then went on her way. The life-boat returned to her station, arriving at 6.40.—Property Salvage Case.

TWO BOATS ESCORTED TO STORNOWAY

Stornoway, Outer Hebrides.—At 10.20 on the night of the 19th of October, 1954, a woman at Sheshader rang up to say that a fishing boat had run ashore off Sheshader. At 10.45 the life-boat *The James and Margaret Boyd*, put out. The sea was rough, and a fresh gale was blowing from the south-west. The life-boat made for the position in a flooding tide and found the fishing boat *Cineraria*, of Peterhead, which had a crew of nine, being towed clear of the shore by the Stornoway fishing boat *Ivy Rose*. The *Cineraria* had broken down. The life-boat escorted both boats to Stornoway, reaching her station again at 4.55 on the morning of the 20th.—Rewards, £16 5s.

FISHING BOAT AGROUND IN GALE

Cromarty.—At four o'clock on the morning of the 20th of October, 1954, the coastguard telephoned that a fishing boat had run ashore off Ardersier and needed help. At 5.10 the life-boat *James Macfee* put out. The sea was rough, a gale was blowing from the south-west and the tide was flooding. The life-boat found the fishing boat *Robina*, of Inverness, with a crew of six, aground off Fort George. She had sprung a leak, but she was in no immediate danger and the fishermen decided to remain on board and try and refloat her on the next tide. The life-boat therefore returned to her station, arriving at 9.10. At 2.50 she put to sea again and found that the *Robina* was still aground. This time she refloated her and towed her to Cromarty, reaching her station again at 7.25.—Rewards: 1st service, £6; 2nd service, £8 10s.

FISHING BOAT REPORTED ON FIRE

Fenit, Co. Kerry.—At 3.30 on the afternoon of the 20th of October, 1954, a doctor telephoned that a fishing boat, with a crew of four, was on fire in inner Tralee Bay. At four o'clock the life-boat *Peter and Sarah Blake* put out in a calm sea, with a west-north-west breeze blowing. She made for the bay in an ebbing tide and found the fishing boat *Daisy Picker*, of Tralee, with a crew of four. She had been dredging for oysters, but had broken down. Her crew had soaked some rags in paraffin and lighted them to attract attention. The life-boat towed her to Fenit and reached her station again at 5.50.—Rewards, £5 8s.

FISHING BOAT BREAKS FROM TOW

Llandudno, Caernarvonshire.—At 3.25 on the afternoon of the 23rd of October, 1954, the Rhyl coastguard reported that the Rhyl fishing boat *Anna Rosa*, which had broken down off Llandudno, had been taken in tow by the fishing boat *Ever Ready*, of Conway. The coastguard later stated that the tow rope had parted, and at 4.40 the life-boat *Tillie Morrison*, *Sheffield* was launched. The sea was very rough, a moderate south-westerly breeze was blowing, and tide was half flood. The life-boat came up with the fishing boats one and three quarter miles north-east of Ormes Head lighthouse, but by this time the *Ever Ready* had taken the *Anna Rosa* in tow again. The life-boat escorted them to the lighthouse, where the fishing boat *Pendorfa*, of Conway, joined them. The *Pendorfa* passed a tow rope to the *Every Ready*, but the *Anna Rosa* broke adrift again. She was in danger of running on to rocks, and the life-boat stood by until the *Pendorfa* took her in tow. The life-boat then escorted the boats to the Conway river and returned to her station, arriving at 9.30.—Rewards, £18.

ESCORT FOR WHITBY FISHING BOATS

Whitby, Yorkshire.—Early on the morning of the 25th of October, 1954, the weather worsened while the fishing fleet were at sea, and conditions at the

harbour became dangerous. At 7.45 the life-boatmen assembled to wait for the boats to return, and at 9.20 the No. 1 life-boat *Mary Ann Hepworth* was launched, with an ex-coxswain in charge. The sea was rough, a gale was blowing from the north-west, and it was one hour after low water. The life-boat escorted several fishing boats to the harbour, and the regular life-boat coxswain, who had been on board the *Prosperity*, came in and took over command of the life-boat. She stood by the bar while other fishing boats arrived. The fishing boats *Endeavour* and *Easter Morn* did not attempt to enter the harbour, and the life-boat put off and advised them to make for Scarborough. Later the weather improved, and the remainder of the fleet arrived. The life-boat escorted them in and reached her station again at 1.30.—Rewards, £15 13s. 6d.

WHITBY BOATS ESCORTED TO SCARBOROUGH

Scarborough, Yorkshire.—On the morning of the 25th of October, 1954, the weather worsened while four local fishing cobsles were at sea, and at 11.15 the life-boat *E.C.J.R.* was launched in a flooding tide. The sea was heavy, and a fresh breeze was blowing from the north-west. The life-boat came up with the *Hilda II*, *Rachel*, *Betty Sheader*, and *Rosemary* and escorted them to the harbour. A message was then received from the Cullercoats radio station that the Whitby fishing cobsles *Easter Morn* and *Endeavour* were making for Scarborough, and the life-boat put to sea again. She escorted them to Scarborough and reached her station again at 3.45.—Rewards, £16 18s. 6d.

EIGHT FILEY BOATS ESCORTED

Filey, Yorkshire.—At eleven o'clock on the morning of the 25th of October, 1954, the life-boat motor mechanic reported that a strong westerly wind was blowing and there was a heavy swell. Local fishing boats were at sea, and at 11.34 the life-boat *The Isa & Penryn Milsted* was launched. She escorted eight fishing boats to the shore and reached her station again at two o'clock.—Rewards, £14 16s. 6d.

SCHOONER ESCORTED THROUGH GALE

Ballycotton, Co. Cork.—At 6.15 on the morning of the 26th of October, 1954, the Cobh Pilots reported that the three-masted schooner *Windermere*, of Dublin, had hove to with an engine breakdown, and had asked if the life-boat would escort her to Cork. Her position was given as ten and a half miles south-south-east of Ballycotton Light. At 6.30 the life-boat *Mary Stanford* put out. There was a very heavy swell, and a fresh gale was blowing from the south-south-east. The life-boat made for the position in an ebbing tide, rain squalls and fog, and came up with the schooner five miles east-by-south of Ballycotton. At the master's request the life-boat escorted her to Cork, which she reached about 11.45. The life-boat then went on to Crosshaven, where the life-boatmen had a meal, and afterwards returned to Ballycotton, arriving at three o'clock in the afternoon.—Rewards, £24 4s.

YACHT TOWED TO BRIXHAM

Torbay, Devon.—At 8.59 on the evening of the 26th of October, 1954, the Brixham coastguard telephoned that two red flares had been seen between three and four miles off Coombe Point. At 9.25 the life-boat *George Shee* put out. The sea was heavy, and a strong south-south-west breeze was blowing. The life-boat made for the position in an ebbing tide and found the 20-foot yacht *Moon Raker*, of Salcombe, with the owner, his wife and three-year-old son on board, three miles south of Coombe Point. Their auxiliary engine had run out of fuel and they were trying to reach Dartmouth under sail, but the yacht was making heavy weather. With difficulty the life-boat towed the yacht to Brixham and reached her station again at 12.45 early on the 27th.—Rewards, £11 8s.

FISHING BOAT ESCORTED IN GALE

Arbroath, Angus.—At 8.45 on the evening of the 26th of October, 1954, the coastguard telephoned that the fishing boat *Floreat II* was still at sea, and that conditions at the harbour bar were dangerous. The *Floreat II* wire-

lessed that she would arrive off the harbour about eleven o'clock, and at ten o'clock the life-boat *Howard D* was launched to stand by at the bar. The sea was very rough, a gale was blowing from south-south-east, and it was three hours after low water. The fishing boat arrived shortly afterwards, and the life-boat escorted her to the harbour, reaching her station again at 10.30.—Rewards, £8 2s. 6d.

JACKET BURNT AS FLARE

Exmouth, Devon.—At 4.18 on the morning of the 27th of October, 1954, the coastguard telephoned that a boat was burning a white light about three miles south-east of Orcombe Point. At 4.39 the life-boat *Maria Noble* was launched. There was a heavy ground swell, and a moderate south-south-west breeze was blowing. The life-boat made a search in a flooding tide and found the cabin cruiser *Ruth*, of Poole, with two men on board, four miles south-east of Straight Point. The *Ruth* had sprung a leak the previous afternoon, but the men had not been able to keep pace with the water, which had eventually swamped their engine, and they had soaked a jacket in paraffin and burnt it to attract attention. The life-boat towed the *Ruth* to Exmouth, reaching her station again at 6.35.—Rewards, £14 14s.

YACHT TOWED TO NEWHAVEN

Newhaven, Sussex.—At 8.55 on the morning of the 27th of October, 1954, the coastguard telephoned that a yacht was close inshore at Rottingdean, but that she did not appear to be in immediate danger. At 9.15 the coastguard stated that the yacht was showing distress signals, and at 9.25 the life-boat *Cecil and Lilian Philpott* put out in a flooding tide. The sea was heavy, and a strong breeze was blowing from the south-west. The life-boat found the yacht *Gwendoline* half a mile off Rottingdean, with one man on board, towed her to Newhaven harbour, and reached her station again at 11.30.—Rewards, £11 9s. 6d.

TWO RESCUED FROM SAILING DINGHY

Dungeness, Kent.—At 11.50 on the morning of the 27th of October, 1954,



By courtesy of]

[Associated Press

ST. DAVID'S LIFE-BOAT ALONGSIDE THE WORLD CONCORD

(see page 2)



By courtesy of]

[Eastern Daily Press

A POLISH TRAWLER AGROUND AT SHERINGHAM

(see page 31)



By courtesy of]

[Associated Press

THE WRECK OF THE SOUTH GOODWIN LIGHTSHIP
(see page 5)



AMERICAN HELICOPTER RESCUERS

The crew of the helicopter which rescued the sole survivor from the South Goodwin lightship
Left to right: CAPTAIN CURTIS E. PARKINS, MAJOR PAUL L. PARK, AIRMAN FIRST CLASS ELMER
H. VOLLMAN and CAPTAIN W. R. KUSY



By courtesy of]

[P. A. Reuter

MEMORIAL SERVICE FOR SOUTH GOODWIN CREW

Held on board the Ramsgate and Walmer life-boats

(see page 6)



By courtesy of]

[Bon Accord

THE PETERHEAD LIFE-BOAT



By courtesy of]

[J. P. Seaman

NEW OFFICERS OF THE SCARBOROUGH LIFE-BOAT

Second Coxswain William Sheader, Coxswain Tom Mainprize and Bowman Thomas Rowley
(see page 10)



By courtesy of]

[J. P. Seaman

SCARBOROUGH LIFE-BOAT BROUGHT ASHORE FOR INSPECTION

(see page 10)



By courtesy of]

[W. Oughtred

SUNDERLAND LIFE-BOAT TOWING HARTLEPOOL YAWL

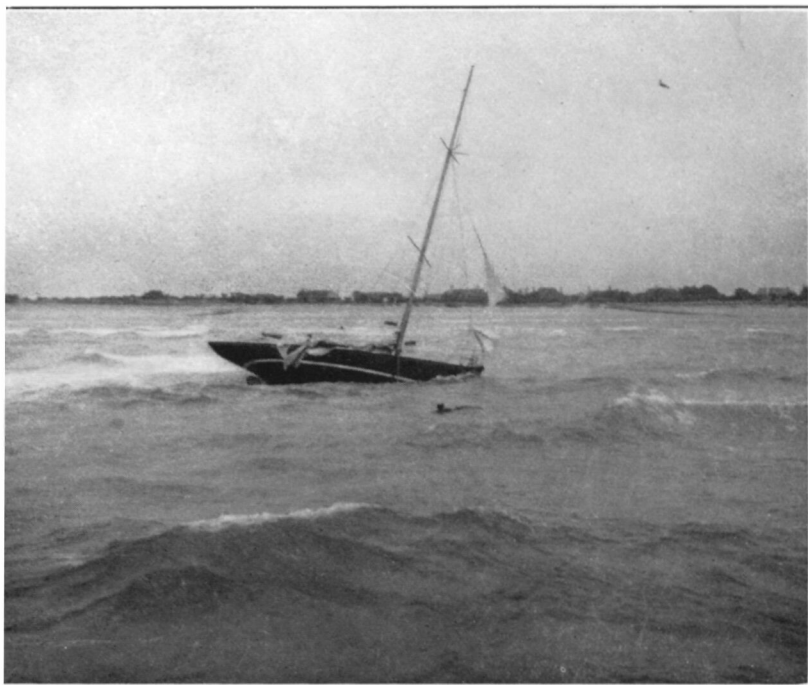


By courtesy of]

[W. Oughtred

THE HARTLEPOOL YAWL

Hartlepool yawl HL 51 after being towed to safety by Sunderland life-boat.



A BEMBRIDGE LIFE-BOTMAN SWIMS TO A YACHT



By courtesy of]

[Hull Daily Mail

BRIDLINGTON LIFE-BOAT AFTER ESCORTING IN FISHING BOATS



By courtesy of]

[R. L. Knight

LANDING FROM THE CLOVELLY LIFE-BOAT



By courtesy of

[Fox Photos

COXSAIN HAROLD BRADFORD OF EXMOUTH OPENS THE NATIONAL BOAT SHOW

(see page 15)



OPEN-AIR SERVICE AT NEWLYN

(see page 47)

the New Romney police telephoned that a lady at Littlestone had reported that a sailing dinghy, with a crew of two, was being blown seawards off Littlestone. At twelve noon the life-boat *Charles Cooper Henderson* was launched. The sea was rough, and a strong westerly breeze was blowing. The life-boat made a search in an ebbing tide and found the dinghy eight miles north-east of the life-boat station, about five miles off Littlestone. Her crew had been unable to hoist their sail and had had to depend on a paddle. The life-boat rescued them and towed the dinghy to Littlestone, arriving at 2.30.—Rewards, £28.

DOCTOR TAKEN TO LONDON STEAMER

Whitby, Yorkshire.—At 9.20 on the night of the 28th of October, 1954, the coxswain overheard a message from the Humber radio station to the port doctor stating that the S.S. *Pass of Glenogle*, of London, needed a doctor to attend her captain. She expected to reach Whitby about ten o'clock. The No. 1 life-boat *Mary Ann Hepworth* embarked the doctor and put off at 9.40, with the honorary secretary, Mr. E. Thomson, on board. There was a calm sea and a light south-west breeze, and it was low water. Before the life-boat could reach the steamer the captain had died. The life-boat embarked his body and landed it at Whitby at 10.50.—Rewards, £9 4s.

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

Dun Laoghaire, Co. Dublin.—October 2nd.—Rewards, £8 5s.

Ifracombe, Devon.—October 3rd.—Rewards, £14 16s. 6d.

Weymouth, Dorset.—October 3rd.—Rewards, £8 15s.

Torbay, Devon.—October 5th.—Rewards, £6 15s.

Coverack, Cornwall.—October 6th.—Rewards, £9 12s.

Clacton-on-Sea, Essex. — October 10th.—Rewards, £12 9s. 3d.

Longhope, Orkneys.—October 11th.—Rewards, £22 5s. 6d.

Port Erin, Isle of Man.—October 12th.—Rewards, £25 5s.

Walmer, Kent.—October 18th.—Rewards, £14 19s.

Flamborough, Yorkshire. — October 18th.—Rewards, £18 12s.

DESERTED ISLAND SEARCHED FOR PILOT

Weston-super-Mare, Somerset. — At 10.35 on the morning of the 21st of October, 1954, the Barry Island coastguard reported that a message had been received from the R.A.F. No. 19 Group at Plymouth that the pilot of a Javelin aircraft, which had crashed, was believed to have baled out between Cardiff and Sand Bay. At 10.50 the life-boat *Fifi and Charles* was launched in a calm sea, with a light westerly breeze blowing. She searched widely in a flooding tide and picked up wreckage three miles north of Sand Point. But she saw no sign of the pilot and reached her station again at 5.30 in the afternoon. At 6.45 the coastguard reported that a fire and Very signal had been seen on Steepholm, an uninhabited island off Weston-super-Mare, and it was thought that the pilot might have reached the shore there. At 10.30 the life-boat was launched again and put men on the island equipped with torches. They searched the island while the life-boat searched round it, but the pilot was not found and the life-boat reached her station again at 12.45 early on the 22nd. The Barry Dock life-boat was also launched, but found nothing. Rewards: 1st service, £17 3s. 6d.; 2nd service, £20 13s.

Barry Dock, Glamorganshire.—October 21st.—Rewards, £20 16s.

Moelfre, Anglesey.—October 24th.—Rewards, £19 18s.

St. David's, Pembrokeshire.—October 24th.—Rewards, £8 4s.

Holyhead, Anglesey.—October 26th.—Rewards, £9 18s.

Mallaig, Inverness-shire. — October 26th.—Rewards, £6.

SEARCH FOR A DUMMY WHALE

Fishguard, Pembrokeshire.—At 3.40 on the afternoon of the 28th of October, 1954, the film unit at Fishguard making the film *Moby Dick* reported that a dummy whale being used for the film had broken away from the tug

towing it. The film unit asked if the life-boat would search for it. At 4.15 the life-boat *White Star* was launched in a rough sea, with a fresh south-westerly breeze blowing. She did not find the whale and reached her station again at seven o'clock. On the 23rd of September the life-boat had saved a motor fishing vessel being used by the film company and rescued her crew of twelve. The film company made a donation to the funds of the Institution on both occasions.—Rewards, £9 6s.

Mallaig, Inverness-shire.—October 30th.—Rewards, £6.

Selsey, Sussex.—October 31st.—Rewards, £20 0s. 6d.

Hartlepool, Durham.—October 31st.—Rewards, £13 13s. 6d.

NOVEMBER

DURING November life-boats were launched 84 times and rescued 76 lives.

STEAMER ON SANDS REFLOATED

Walton and Frinton, Essex.—At 2.5 early on the morning of the 2nd of November 1954, the Walton-on-the-Naze coastguard rang up to say that a message from the S.S. *Themsleigh*, of Hull, stating that she had run aground on the Gunfleet Sands near Middle Gunfleet buoy, had been intercepted. At 2.38 the life-boat *Edian Courtauld* put out. There was a slight sea, a light southerly breeze was blowing, and it was nearly high water. The life-boat made for the sands and at 3.15 found the *Themsleigh* about a quarter of a mile west-south-west of Middle Gunfleet buoy. The *Themsleigh* had a crew of thirteen and carried a cargo of steel scrap. The coxswain boarded her, and her skipper asked if the life-boat would stand by. The skipper hoped to refloat his ship at the next high water, but he asked the life-boat to try to do so in the meanwhile.

The life-boat laid out a kedge anchor and wire rope, and with the life-boat towing her, the *Themsleigh* tried to pull herself clear. She remained fast, and at 5.30 in the evening the life-boat took her mate ashore. The life-boat put to sea again at eleven o'clock at night and found a tug with the steamer.

The life-boat passed a rope from the tug to the steamer and about three o'clock on the 3rd, at high water, efforts were made to refloat her. They were again unsuccessful, and at six o'clock the life-boat returned to her station for fuel and stores. She put to sea again at 12.37 and took with her a Lloyd's representative and a member of a salvage association who had asked to be taken to the steamer. A second tug had put out and the life-boat connected both of them to the steamer. At high water that afternoon the *Themsleigh* refloated and was towed to Harwich accompanied by the life-boat. Harwich was reached at 6.45 in the evening and the life-boat then returned to her station, arriving at 8.25.—Property Salvage Case.

SPANISH TRAWLER REFLOATED

Valentia, Co. Kerry.—At 8.40 on the evening of the 2nd of November, 1954, the coxswain noticed distress rockets at the entrance to the harbour. At nine o'clock the life-boat *A.E.D.* put out in an ebbing tide. The sea was rough and a fresh breeze was blowing from the north-west. The life-boat found the trawler *Castrelios*, of Vigo, Spain, with a crew of fourteen, aground in a dangerous position. With the help of another Spanish trawler she refloated her. The trawler was not damaged, and the life-boat escorted her into the harbour, reaching her station again at 11.30. The skipper of the *Castrelios* expressed his thanks.—Rewards, £8 2s.

MOTOR BOAT TOWED TO SALCOMBE

Salcombe, Devon.—At 9.7 on the night of the 4th of November, 1954, the Prawle Point coastguard telephoned that red flares had been seen half a mile south-east of Prawle Point. At 9.20 the life-boat *Samuel and Marie Parkhouse* put out. There was a slight sea and a light north-westerly breeze. The life-boat made for the position in a flooding tide and found the motor boat *Tamar*, of Exmouth, on passage to Falmouth, at anchor, with a crew of two. She had broken down. Her crew asked for help to weigh the anchor, and a life-boatman boarded her. At the crew's request the life-

boat then towed the boat to Salcombe, arriving at 11.20.—Property Salvage Case.

BELGIAN MOTOR VESSEL TOWED OFF ROCKS

Falmouth, Cornwall.—At 7.45 on the morning of the 5th of November, 1954, a message was received that a motor vessel was drifting towards Trefusis Point, in Falmouth Harbour. At eight o'clock the life-boat *Crawford and Constance Conybeare* put out. The sea was rough and a strong wind was blowing from the south-south-east. The life-boat made for the position in a flooding tide and found the motor vessel *El Moroco*, of Belgium, with a crew of three, on the rocks. A tug was standing by, and the life-boat passed a rope to her from the vessel. The tug towed her clear and took her to the harbour, where the life-boat berthed her at 9.15.—Property Salvage Case.

FISHING BOAT'S ENGINE BREAKS DOWN

Aith, Shetlands.—On the morning of the 5th of November, 1954, a man at East Burrafrith saw that a fishing boat had broken down in the Rona and asked the driver of a car to tell the life-boat station. The motorist delivered the message at 9.40, and at 9.56 the life-boat *The Rankin* put out. The sea was rough and a fresh breeze was blowing from the west-south-west, with squalls of hail. The life-boat made for the position in a flooding tide and found the fishing boat *Ivylea*, of Stromness, with a crew of three. She had broken down, and had been driven towards the shore, but the fishermen had restarted the engine. They had then taken their boat clear of the shore and were making for Orkney. The life-boat stood by for some time. The *Ivylea's* engine broke down again, but her crew started it a second time, and the life-boat escorted her to Aith, arriving at 11.55.—Re-wards, £6 10s.

POLISH TRAWLER RUNS ASHORE

Sheringham, Norfolk.—At 6.55 on the morning of the 6th of November, 1954, the life-boat motor mechanic reported that a ship had run ashore two hundred

yards east of Beeston Regis. At 7.15 the life-boat *Forester's Centenary* was launched. The sea was calm, a light breeze was blowing and the tide was half ebb. The life-boat found the trawler *Swinoujskie Czajk*, of Gdynia, with a crew of seventeen, one mile south-east of Sheringham. The second coxswain boarded her, but the trawler declined the help of the life-boat.

The life-boat remained with the trawler and about 9.30 warned her skipper that a bad weather report had been received. The life-boatmen offered to lay out two anchors, but the skipper still declined help. The trawler launched her own boat and took a rope to another Polish trawler which had arrived. At 2.25 an attempt was made to tow the *Swinoujskie Czajk* clear, but the attempt failed. Another Polish trawler then reached the position and with the help of the life-boat tried to tow her clear, but this attempt failed as well. At about five o'clock it was seen that the Polish trawler had knocked further ashore, and as she was high and dry and there was no hope of refloating her until the next high tide, the life-boat returned to her station, arriving at 5.35.

The weather worsened during the evening and at 10.26 a tug put out in a rough sea with a strong north-easterly breeze blowing. She reached the trawler at three o'clock on the morning of the 7th. It was decided to try and refloat the *Swinoujskie Czajk* at high water that afternoon. At 12.5 the life-boat was launched again in heavy seas, with a strong east-north-east wind blowing. She passed a tow rope from the tug to the trawler. The tug pulled for three-quarters of an hour, but the trawler remained fast. It was decided to try again the next afternoon and the life-boat returned to her station, arriving at 5.15. The weather turned calm during the night, and the tug refloated the trawler at four o'clock on the morning of the 8th.—Both services: Property Salvage Cases.

FOUR RESCUED BY HELICOPTER

Padstow, Cornwall.—About 7.30 on the morning of the 6th of November, 1954, the Trevoze Head coastguard telephoned that the Newquay police had

reported a boat on fire in Watergate Bay. The No. 1 life-boat *Joseph Hiram Chadwick* put out in a calm sea with a light north-north-east breeze blowing. While at sea she learnt that the boat was believed to be not in Watergate but in Fistral Bay. She made for Fistral Bay in a flooding tide and found the yacht *Dawn Star*, of Cork. She was not on fire. She had been at anchor following an engine breakdown, but had broken adrift and had gone ashore. Her crew of four had been rescued by a helicopter. Two life-boatmen boarded the yacht and the life-boat towed her to Padstow, arriving at 1.40.—Property Salvage Case.

LINES FIRED TO MOTOR BOAT

Ramsgate, Kent.—At 6.20 on the evening of the 8th of November, 1954, two fishermen who had just come in from sea told the life-boat coxswain that a motor-boat had a broken rudder in Pegwell Bay. At 6.35, in a flooding tide, the life-boat *Michael and Lily Davis* put out. The sea was rough, and a strong south-south-west breeze was blowing. The life-boat found the motor boat *Pat IV*, of Ramsgate, with a crew of two, in broken water and fired lines to her. She took her in tow and brought her to Ramsgate, arriving at 7.45. The men made gifts to the life-boatmen.—Rewards, £7 13s.

LEAKING FISHING BOAT TOWED TO WHITBY

Whitby, Yorkshire.—At 1.9 on the afternoon of the 10th of November, 1954, the coastguard telephoned that a motor fishing vessel was burning flares north-north-east of Kettleness. At 1.19 the No. 1 life-boat *Mary Ann Hepworth* was launched. The sea was calm, and a moderate breeze was blowing from the south-west. The life-boat made a search in an ebbing tide and found the local motor fishing vessel *Venus*, with a crew of five, three quarters of a mile north-north-east of Kettleness Point. She was leaking badly and had four feet of water in her forward compartments. The life-boat towed her to Whitby at once and beached her, arriving at 2.10.—Rewards, £8 15s.

ESCORT FOR FISHING BOATS

Bridlington, Yorkshire.—On the 10th of November, 1954, the weather worsened while local fishing boats were at sea, and a heavy sea was running at the harbour entrance. At 1.20 in the afternoon the life-boat *Tillie Morrison, Sheffield II* was launched with the second coxswain in charge. There was a moderate south-south-west gale and a flooding tide. The life-boat escorted the boats to the harbour, reaching her station again at 6.30.—Rewards, £16 14s.

LIFE-BOAT TO HELP OF SAND-SUCKER

Barry Dock, Glamorganshire.—At 2.15 on the afternoon of the 10th of November, 1954, the Nells Point coastguard telephoned that the sandsucker *Bowstar*, of Cardiff, was burning a flare one and a half miles west of Steep Holme. At 2.30 the life-boat *Rachel and Mary Evans* was launched. The sea was rough, and a strong breeze was blowing from the north-west. The life-boat made for the position in a flooding tide and found the *Bowstar* awash and listing. She was in danger of sinking, but her crew of eight refused to abandon her and the skipper asked the life-boat to escort her to Newport River. The life-boat did so and returned to her station, arriving at eight o'clock.—Rewards, £16 10s.

ARBROATH BOATS ESCORTED TO HARBOUR

Arbroath, Angus.—Early on the morning of the 11th of November, 1954, the local fishing fleet put out, but the sea became very rough. The boats made for harbour again, but were unable to enter because the tide was too low. They stood off until ten o'clock, and one of the boats then entered the harbour. At 10.5, with a southerly wind blowing, the life-boat *Howard D.* was launched. She escorted the remaining boats in and reached her station again at 2.35.—Rewards, £13 13s. 6d.

LIFE-BOAT GETS MESSAGE FROM RESCUE AIRCRAFT

Margate, Kent.—At 12.15 on the afternoon of the 11th of November, 1954, the coastguard telephoned that a small

boat with four men in it was in difficulties between one and a half and two miles west of Herne Bay pier. At 12.25 the life-boat *North Foreland, Civil Service No. II* was launched. The sea was rough, a strong south-westerly breeze was blowing, and it was high water. The life-boat made for the position, and a United States air-sea rescue aircraft wirelessly that she had seen the boat about four miles north-east of Herne Bay, and that another boat was trying to tow her ashore. The life-boat eventually found the rowing boat and saw that she and the boat towing her were making heavy weather. The life-boat escorted them to Herne Bay and returned to her station, arriving at 3.35.—Rewards £13 13s.

BOATS ESCORTED IN ROUGH SEA

Bridlington, Yorkshire.—On the 11th of November, 1954, the weather worsened while local fishing boats were at sea. The life-boat *Tillie Morrison, Sheffield II* was launched at 2.20 in the afternoon. The sea was rough, and a strong south-westerly breeze was blowing. The tide was flooding. The life-boat escorted the boats to the harbour and reached her station again at 7.5.—Rewards, £15 4s.

STAND BY AND SEARCH FOR MAN OVERBOARD

Angle, Pembrokeshire.—At five o'clock on the afternoon of the 12th of November, 1954, the St. Govan's coastguard rang up to say that the motor vessel *Antigoon*, of Antwerp, had broken down four miles south-west-by-west of St. Govan's Head. At 5.30 the life-boat *Elizabeth Elson* put out. The sea was rough, and a gale was blowing from the north-north-west. The life-boat made for the position in a flooding tide, and when she reached it, the master asked the life-boat to stand by his ship. The life-boat remained until the crew of the *Antigoon* had repaired their engine, and then made for her station. On the way she searched for a man who had fallen overboard from H.M.S. *Venus*, but did not find him. She reached Angle Bay at 4.30 the next morning. The master of the *Antigoon* expressed his thanks.—Rewards, £38 15s.

LIFE-BOAT PUTS OUT TO SAVE HEIFER

Moelfre, Anglesey.—At 3.30 on the afternoon of the 13th of November, 1954, the police reported that a message had been received from the R.S.P.C.A. asking if the life-boat would put out to a heifer which had fallen over a cliff into Dulas Bay. No other boat was available, and at 3.45 the life-boat *G.W.* was launched, taking a small boat with her. There was a rough sea and a strong westerly breeze. The life-boat made for the bay in an ebbing tide and found the heifer one mile south-west of Lynas. The animal was under a cliff in a position that could not be reached from landward. Three life-boatmen went inshore in the small boat and secured a line to the heifer, which was then made fast alongside the life-boat. The life-boat towed the animal to the nearest suitable landing point and then returned to her station, arriving at 6.30. The owner of the heifer made a donation to the funds of the Institution.—Rewards, £8 13s.

DOCTOR TAKEN TO FRENCH STEAMER

Humber, Yorkshire.—At 7.22 on the evening of the 14th of November, 1954, the Spurn Point coastguard telephoned that the S.S. *Caronte*, of Rouen, which was at anchor one and a half miles south-east of Spurn Point, had reported that she had a seriously sick man on board and needed a doctor. At 8.15 in an ebbing tide the life-boat *City of Bradford III* was launched, with a doctor on board. She made for the steamer in a calm sea. A moderate north-easterly breeze was blowing. The life-boat put the doctor aboard, but the man was out of danger and the master did not wish him to be landed. The doctor re-embarked in the life-boat which returned to her station, arriving at 12.30 early on the 15th.—Paid Permanent Crew.

FISHING BOATS ESCORTED IN HEAVY SWELL

Whitby, Yorkshire.—On the morning of the 15th of November, 1954, the weather worsened rapidly, and the crew of the motor fishing vessel *Progress*, when she returned to the

harbour, said conditions at the harbour bar were dangerous. The life-boatmen assembled at eleven o'clock as five fishing boats were still at sea, and when they were sighted at 1.30, the No. 1 life-boat *Mary Ann Hepworth* was launched at once. There was a heavy swell, a moderate west-north-west breeze was blowing, and the tide was flooding. The life-boat escorted the boats in and arrived back at her station at four o'clock.—Rewards, £11 0s. 6d.

DOCTOR TAKEN TO PANAMANIAN TANKER

Southend-on-Sea, Essex.—At 5.25 on the evening of the 18th of November, 1954, the coastguard reported that the tanker *Caprella*, of Panama, had wirelessed that she had a sick man on board and needed a doctor. She was at anchor three and a half miles east-south-east of the life-boat station. At six o'clock the life-boat *Greater London, Civil Service No. 3* was launched with a doctor on board. The sea was calm, there was a light westerly breeze, and it was high water. The life-boat put the doctor aboard and after he had made the patient comfortable re-embarked him and took him back to Southend, arriving at 8.15.—Rewards, £12 7s.

THREE BOYS TAKEN FROM DRIFTING DINGHY

New Brighton, Cheshire.—At 11.15 on the morning of the 21st of November, 1954, the Customs Water Guard Officer reported that the eight-feet dinghy *Horace*, of New Brighton, was drifting in the Rock Channel with three boys on board. At 11.42 the life-boat *Norman B. Corlett* put out in an ebbing tide. The sea was moderate, and a fresh breeze was blowing from the south-east. The life-boat made a search, and at 12.10 she found the *Horace* alongside an anchored motor boat near R.6 buoy. The boys were nearly exhausted, but hung on to the motor boat. The life-boat took them aboard and towed their dinghy to New Brighton, arriving at 12.50. The mother of one of the boys expressed her thanks.—Rewards, £6 12s.

HUSBAND TAKEN TO EXPECTANT MOTHER

Port Erin, Isle of Man.—At 1.30 on the afternoon of the 22nd of November, 1954, the coxswain reported that the Warden of the Calf of Man, who had been stranded at Port St. Mary for six days by bad weather, was anxious to return to the island because his wife was an expectant mother and had no one with her. As no other boat was available, the life-boat *Matthew Simpson* was launched at 3.30 at low water. There was a heavy swell, and a gale was blowing from the south-west. The life-boat took the warden to a creek on the leeside of the Calf of Man, where he was able to jump ashore. She then returned to Port St. Mary because the weather was too bad to allow her to be re-housed at Port Erin. She arrived at Port St. Mary at 5.10 and was taken back to her station the next morning. A helicopter took the warden's wife off the island a week later when her child was born.—Rewards, £13 16s.

THIRTEEN HOURS IN FULL GALE

Lerwick, Shetlands.—At 10.18 on the morning of the 24th of November, 1954, the coastguard reported that the motor schooner *Svaerdfisken*, of Copenhagen, was in distress seventy-five miles south-east-by-east of Bard Head and was drifting. At 10.50 the life-boat *Lady Jane and Martha Ryland* put out. A full south-easterly gale was blowing, there was a very heavy sea, and there were rain squalls. The schooner was later reported to be ninety-five miles south-east-by-south of Bard Head, and it was learnt that a tug had put out from Kirkwall. At 4.30 a particularly heavy sea unshipped the life-boat's compass, but the crew repaired it and the life-boat continued her journey. At seven o'clock the *Svaerdfisken* was reported to be one hundred and eight miles south-east of Bard Head, and the life-boat was recalled to her station. She arrived at eleven o'clock at night, having been at sea for thirteen hours. The schooner was eventually taken in tow by a Norwegian tug. The Danish Consul-General in Edinburgh made a gift to the life-boatmen, and the Danish

Government expressed their grateful appreciation.—Rewards, £53 5s.

DISABLED MOTOR VESSEL TOWED TO HARBOUR

Walmer, Kent.—At ten o'clock on the morning of the 25th of November, 1954, the coxswain noticed that a ship in the Downs was showing a flag signifying that she was disabled. At 10.40, at high water, the life-boat *Charles Dibdin, Civil Service No. 2* was launched. There was a slight sea, and a moderate breeze was blowing from the south-west. The life-boat came up with the motor vessel *Drakedene*, of Cardiff, which had a crew of eight. She had broken down, and the master asked the life-boat to tow his ship to Ramsgate. Helped by two motor boats, the life-boat took the *Drakedene* to Ramsgate and berthed her in the harbour. She then returned to her station, arriving at 4.15.—Property Salvage Case.

TWENTY-THREE HOURS AT SEA TWO DAYS LATER

Lerwick, Shetlands.—At 1.6 early on the morning of the 26th of November, 1954, the coastguard reported that the S.S. *Granfoss*, of Oslo, needed help thirty-five miles south-by-east of Sunburgh Head, about fifty-three miles from Lerwick. At 1.45 the life-boat *Lady Jane and Martha Ryland* put out. There was a heavy swell and a moderate gale was blowing from the south-east. The life-boat came up with the *Granfoss* at eight o'clock and found that she had been taken in tow by a German trawler. A Dutch aircraft carrier and a destroyer were standing by. The tow rope parted in the heavy seas, and the trawler took the *Granfoss* in tow again, but could make only slow progress. About midday a British tug arrived and took over the tow from the trawler. The tug made better headway with the *Granfoss*, and the life-boat escorted them to Lerwick, arriving at 11.30 at night. The life-boatmen had been at sea for twenty-three hours.

The Committee of Management ruled that a collective letter of appreciation should be sent to the coxswain and crew for this service and the

service on the 24th of November, 1954.—Rewards, £48 10s.

COBLES ESCORTED TO FILEY

Filey, Yorkshire.—At 1.38 on the afternoon of the 26th of November, 1954, the coastguard telephoned that eight fishing cobles were still at sea in bad weather. At 1.50 the life-boat *The Isa & Penryn Milsted* was launched in a flooding tide. The sea was rough, and a strong breeze was blowing from the south. The life-boat escorted the cobles to the shore and reached her station again at 3.30.—Rewards, £14 16s.

DOCTOR TAKEN TO MASTER OF STEAMER

Yarmouth, Isle of Wight.—At 3.40 on the afternoon of the 26th of November, 1954, shipping agents reported that the master of the S.S. *Ocean Coast*, of Liverpool, which was anchored in Yarmouth Roads, was seriously ill and needed a doctor. No other boat was available, and at 3.50 the life-boat put out with a doctor. The sea was moderate, and a gale was blowing from the south-west. The life-boat put the doctor aboard. He examined the master, advised the steamer to take him to Southampton and then re-boarded the life-boat, which reached her station again at 5.15.—Rewards, £7.

AWARD FOR VALENTIA COXSWAIN

On the 26th of November, 1954, the Valentia, Co. Kerry, life-boat put out in a whole north-westerly gale to go to the help of a motor trawler. The next day, with the help of a fishing boat, the life-boat succeeded in towing the trawler from the White Horse Rocks.

For a full account of this service, for which Coxswain Jeremiah O'Connell was accorded the thanks of the Institution inscribed on vellum, see page 8.

SIX SWEDISH FISHERMEN LANDED

Stromness, Orkneys.—At 7.45 on the evening of the 26th of November, 1954, the Kirkwall coastguard rang up to say that a Swedish tanker had rescued the crew of six of the motor fishing

vessel *Vestfart*, of Gothenburg, which had capsized, and wished to transfer them. The tanker had stated that she would be off Breckness at three o'clock on the morning of the 27th. At midnight the life-boat *J.J.K.S.W.* was launched. There was a moderate sea and a light southerly breeze. The life-boat made for the position in an ebbing tide and came up with the tanker between three and four miles west of North Head at one o'clock. The life-boat took the fishermen on board and landed them at her station at 2.25.—Rewards, £10 9s.

RESCUE BY HELICOPTER

On the night of the 26th–27th November, 1954, the South Goodwin lightvessel broke adrift in a gale and at daylight was found to be lying on her beam ends. The Dover, Ramsgate and Walmer life-boats were all launched, but the sole survivor from the lightvessel was rescued by a helicopter of the United States Air Forces.

For a full account of this service, for which Captain Curtis E. Parkins was awarded the silver medal, see page 5.

ELEVEN MEN JUMP ABOARD LIFE-BOAT

Fishguard, Pembrokeshire.—At 2.26 early on the morning of the 27th of November, 1954, the coastguard telephoned that the motor vessel *Gramsbergen*, of Holland, had run ashore in Fishguard harbour. At 3.5 the life-boat *White Star* was launched. The sea was rough, a south-westerly gale was blowing, and the tide had just begun to flood. The life-boat found the *Gramsbergen* at 3.30 on the rocks at Penrhyn Point and anchored near her. The fore-part of the vessel was afloat, but her stern was fast on the rocks. In the light of the life-boat's searchlight one of the *Gramsbergen's* crew of twelve was seen to scramble ashore, and a little later the coastguard Life-Saving Apparatus Company arrived to try and rescue the remainder. The life-boat moved to another position near the wreck, anchored again and waited to see if the coastguardsmen could take the men off. The coxswain decided to take the life-boat alongside as soon as the tide allowed and weighed anchor again.

About this time the stern of the *Gramsbergen* lifted on the rising tide, and the vessel moved astern in an easterly direction to a position where the coastguardsmen could not operate. The life-boat anchored again, veered down to the still drifting wreck, and went alongside at 5.45. The eleven men jumped into her and the life-boat left the wreck, but in doing so the life-boat over-ran her own anchor cable and fouled her propellers. Unsuccessful efforts were made to clear them, and at 8.15, in moderating weather, the coxswain wirelessly for the help of the British Railways harbour launch. This was an ex-R.N.L.I. life-boat, and she towed the *White Star* to her station, arriving at 10.15. The owners of the *Gramsbergen* thanked the life-boatmen and made a donation to the funds of the Institution.—Rewards, £19 18s.

SILVER MEDAL FOR NEWHAVEN

On the 27th of November, 1954, the Newhaven, Sussex, life-boat was launched in a full gale to go to the help of a Danish auxiliary schooner. The crew of eight were taken off by breeches buoy and rescued.

For a full account of this service, for which Coxswain William Harvey was awarded the silver medal, see page 7.

RESCUE FROM THE "WORLD CONCORD"

On the 27th of November, 1954, the Liberian tanker *World Concord* broke in two in the Irish sea. The St. David's, Pembrokeshire, life-boat rescued thirty-five men from her forepart, and the Rosslare Harbour, Co. Wexford, life-boat rescued the remaining seven members of her crew. The Holyhead, Anglesey, life-boat was also launched.

For a full account of this service, for which a number of medals were awarded, see page 2.

POLISH TRAWLERS FOLLOW LIFE-BOAT

Great Yarmouth and Gorleston, Norfolk.—At 6.57 on the evening of the 27th of November, 1954, the Gorleston coastguard telephoned that he had seen red and green rockets

between three and four miles south-east of the coastguard station. At 7.5 in a flooding tide, the life-boat *Louise Stephens* was launched. The sea was rough, and a fresh gale was blowing from south-by-west. Three miles south-east of Gorleston pier the life-boat found four Polish trawlers. None of her crews could speak English, but the trawlers followed the life-boat wherever she went and it was assumed that they wanted to enter harbour. The life-boat escorted them to the harbour and reached her station again at 9.16.—Rewards, £10 17s. 6d.

DOCTOR TAKEN TO FINNISH MASTER

Southend-on-Sea, Essex.—At 5.30 on the evening of the 27th of November, 1954, during a fresh south-south-west gale, the coastguard telephoned that a message had been received from the North Foreland radio station that the S.S. *Olivia*, of Mariehamn, Finland, had reported that her master was ill and in need of a doctor. The steamer arrived off Southend about eight o'clock and signalled the life-boat station for a doctor. The coxswain asked the coastguard to signal the *Olivia* to go to a calmer position near West Nore Buoy, and at 8.10 the life-boat *Greater London*, Civil Service No. 3 was launched with a doctor on board. The sea was very rough, and the tide was flooding. The life-boat came up with the *Olivia* three miles east-south-east of Southend pier and put the doctor on board with difficulty. The doctor treated the master and then re-embarked in the life-boat, which returned to her station, arriving at 11.30.—Rewards, £15 18s.

TWO BODIES FROM DUTCH COASTER FOUND

Coverack, Cornwall.—At 12.15 on the afternoon of the 28th of November, 1954, the life-boat motor mechanic reported that he had heard on his private wireless set a message from a Dutch ship reporting a body seen in the sea nine miles east of the Lizard. At 12.30 the Porthoustock coastguard confirmed the message, and at 12.45 the life-boat *William Taylor of Oldham* was launched. The sea was rough,

and a fresh west-south-west breeze was blowing. The life-boat made a search in an ebbing tide and found two bodies ten miles south-east of Coverack. They were from the coaster *Carpo*, of Rotterdam, which had foundered off the Lizard early the previous morning. The life-boat took them on board and then continued searching, but found nothing else and returned to her station, arriving at 4.20.—Rewards, £13 17s.

FISHING VESSEL TOWED TO HARBOUR

St. Abbs, Berwickshire.—On the afternoon of the 29th of November, 1954, the motor fishing vessel *White Heather*, of Berwick, fouled her propeller off St. Abbs. At 3.5 the life-boat *W. Ross Macarthur of Glasgow* was launched. It was one and a half hours before high water and the sea was choppy. A moderate south-easterly breeze was blowing, but there had been a gale warning. The life-boat came up with the *White Heather* four miles east-by-north of St. Abbs and found that her crew of five were about to burn flares to summon help. The life-boat towed her to Eyemouth and then returned to her station, arriving at 4.45.—Rewards, £7 7s.

LIFE-BOAT STANDS BY TRAWLER IN WHOLE GALE

Baltimore, Co. Cork.—About midnight on the 29th of November, 1954, the steam trawler *Picton Castle*, of Swansea, with a crew of ten, entered Baltimore harbour to shelter from a south-easterly gale. The gale veered to the north-north-west, and the trawler dragged her anchor. She was in danger of being driven on the rocks near Cooney Island at the entrance to the harbour, so she burnt flares and made S O S signals. At 12.35 on the 30th the life-boat *Sarah Tilson* was launched in the teeth of a whole gale, a very rough sea and an ebbing tide. The life-boat stood by the trawler until eight o'clock, but the trawler was then able to leave the harbour and go on her way. The life-boat returned to her station, arriving at 8.5.—Rewards, £18 10s.

LAUNCH TO MOTOR-VESSEL IN HURRICANE

Angle, Pembrokeshire.—At 3.15 on the morning of the 30th of November, 1954, the coastguard reported that a vessel east of Milford Docks was dragging her anchors and sounding distress signals on her siren. At 3.50 the life-boat *Elizabeth Elson* was launched. A south-westerly wind of hurricane force was blowing, and there was a very rough sea. The life-boat found that the motor vessel *Ability*, of London, had gone ashore. The master asked the life-boat to stand by, so she remained with the vessel while the coastguard Life-Saving Apparatus Company took off the crew of eleven. She then returned to Angle Bay, arriving at the jetty at nine o'clock. She was rehouseed the next day.—Rewards, £27 10s.

LIGHTVESSEL PARTS CABLE

Weston-super-Mare, Somerset.—At five o'clock on the morning of the 30th of November, 1954, the Walton Bay signal station rang up to say that the English and Welsh Grounds lightvessel had parted one of her cables and needed help. Seven minutes later the Nell's Point coastguard telephoned, and at 5.35 the life-boat *Fifi and Charles* was launched. The sea was very rough, and a strong gale was blowing from the south-west. The life-boat made for the lightvessel in a flooding tide and found that she had dropped another anchor. The lightvessel had drifted a mile to the east of her position and the life-boat stood by her until the tide turned and the wind moderated. The master of the lightvessel then stated that his ship would be safe until the next tide, and the life-boat returned to her station, arriving at 11.10. The life-boatmen remained afloat until four o'clock in case they were needed again, but a tug towed the lightvessel to Cardiff.—Rewards, £31 17s.

FISHING BOAT TOWED AFTER SEARCH

Barra Island, Outer Hebrides.—At 6.20 on the evening of the 30th of November, 1954, a man at Northbay telephoned that a Northbay fishing boat with a crew of two was long overdue.

He asked if the life-boat would search for her. At 7.10 the life-boat *Lloyd's* put out in a rough sea, with a fresh south-westerly breeze blowing. She searched groups of islands around Northbay and at 8.45 found the fishing boat at the island of Hamish. The life-boat towed her to Northbay and then returned to her station, arriving at 3.15.—Rewards, £21 3s.

SEAMAN WITH FRACTURED THIGH LANDED

Great Yarmouth and Gorleston, Norfolk.—At 9.15 on the night of the 30th of November, 1954, the Gorleston coastguard reported that the S.S. *Hudson Bay*, of London, had signalled that a man on board had fractured a thigh. She asked for a boat, and at 9.38 the life-boat *Louise Stephens* was launched with a doctor on board. There was a moderate swell, and a fresh breeze was blowing from south-by west. The life-boat came up with the steamer half a mile east of Gorleston and put the doctor on board. She then wirelessly for an ambulance to be ready ashore, embarked the injured man and landed him at 10.44.—Rewards, £14.

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

Stromness, Orkneys.—November 1st.—Rewards, £15 1s.

Bembridge, Isle of Wight.—November 2nd.—Rewards, £9 5s.

Swanage, Dorset.—November 3rd.—Rewards, £16 5s.

New Brighton, Cheshire.—November 4th.—Rewards, £12 8s.

Wells, Norfolk.—November 7th.—Rewards, £18 13s.

Poole, Dorset.—November 8th.—Rewards, £10 0s.6d.

Angle, Pembrokeshire.—November 12th.—Rewards, £16 7s.

Stornoway, Outer Hebrides.—November 12th.—Rewards, £26 5s.

Hartlepool, Durham.—November 15th.—Rewards, £13 7s.

Holyhead, Anglesey.—November 16th.—Rewards, £8 10s.

The Mumbles, Glamorganshire.—November 17th.—Rewards, £28 9s.

Ilfracombe, Devon.—November 17th.
—Rewards, £27 17s. 6d.

Portrush, Co. Antrim. — November 17th.—Rewards, £11 5s. 6d.

Caister, Norfolk.—November 18th.—Rewards, £12 8s.

Ilfracombe, Devon.—November 19th.
—Rewards, £20 19s. 6d.

Workington, Cumberland.—November 19th.—Rewards, £9 7s.

Newcastle, Co. Down. — November 21st.—Rewards, £15 6s. 6d.

Aldeburgh, Suffolk.—November 26th.
—Rewards, £94 6s. 6d.

The Lizard, Cornwall. — November 27th.—Rewards, £55 3s. 8d. (For a full account of this service, for which the coxswain was awarded the thanks of the Institution inscribed on vellum, see page 9.)

Wick, Caithness-shire. — November 27th.—Rewards, £17 10s.

Cromarty,—Two services.—November 27th–28th.—Rewards, £14 15s. and £15 15s.

Fowey, Cornwall. — Two services — November 27th–29th.—Rewards, £11 7s. 6d. and £12 5s.

Ramsgate, Kent.—November 28th.—Rewards, £8 12s. 6d.

Margate, Kent.—November 28th.—Rewards, £19 1s. 6d.

Redcar, Yorkshire.—November 29th.
—Rewards, £11 11s.

St. Peter Port, Guernsey.—November, 29th.—Rewards, £22 17s.

Swanage, Dorset.—November 29th.
—Rewards £39 7s.

Falmouth, Cornwall. — November 29th.—Rewards, £10 10s.

Fishguard, Pembrokeshire.—November 30th.—Rewards, £26 18s.

Holyhead, Anglesey. — November 30th.—Rewards, £17 3s.

Bembridge, Isle of Wight.—November 30th.—Rewards, £21 5s.

Tenby, Pembrokeshire. — November 30th.—Rewards, £41.

Cloughey, Co. Down.—November 30th.
—Rewards, £34 8s.

Dunmore East, Co. Waterford.—November 30th.—Rewards, £10 10s.

DECEMBER

DURING December life-boats were launched 58 times and rescued 34 lives.

SICK MAN TAKEN FROM LIGHTHOUSE

Valentia, Co. Kerry.—At 12.45 on the afternoon of the 1st of December, 1954, the Commissioners of Irish Lights telephoned that a workman, who had been weather-bound in the Skelligs Rock lighthouse for a fortnight, had been taken ill and asked if the life-boat would take him ashore. The weather was too bad for the Irish Lights vessel to land him, and at one o'clock the life-boat *A.E.D.* put out. The sea was rough, and a south-westerly gale was blowing. The light-keeper lowered the man in a sling on the lee side of the Rock, and with difficulty the life-boat took him on board. She landed him at her station at 6.45.—Rewards, £15. Refunded to the Institution by the Commissioners of Irish Lights.

CREWS RESCUED FROM DEVON BARGES

Appledore, Devon.—At 1.5 on the afternoon of the 6th of December, 1954, the coxswain reported that the barges *Julia Pile* and *Nellie Ann*, of Barnstaple, which each had a crew of two, had got into difficulties off Crow Point while collecting gravel, and had burnt flares. At 1.15 the life-boat *Violet Armstrong* put out in a rough sea, with a strong westerly breeze blowing, and made for the position in a flooding tide. She found that the *Julia Pile* had dragged her anchor, had fouled the *Nellie Ann*, and had sunk. The two men on board had jumped on to the *Nellie Ann*. The life-boat rescued them, and the *Nellie Ann* then tried to make headway, but her engines stopped. The life-boat rescued her crew as well, beached her at Appledore, and reached her station again at 2.20.—Rewards, £6 11s.

FISHING BOATS ESCORTED TO BRIDLINGTON

Bridlington, Yorkshire.—At 8.16 on the morning of the 7th of December, 1954, the coastguard telephoned that a fishing coble had run aground at the harbour entrance, and that the coastguard Life-Saving Apparatus Company had been called out to man the piers. The fishing boat was hauled into the harbour at 9.45, but by this

time the wind had freshened. Other fishing boats were still at sea, so at eleven o'clock the life-boat *Tillie Morrison, Sheffield II* was launched, with a scratch crew in command of an ex-coxswain. The sea was rough, and a strong breeze was blowing from the south-south-east. The life-boat escorted all the boats to the harbour in a flooding tide and returned to the harbour herself at 1.40. She remained afloat and was rehoused the next morning.—Rewards, £23 10s.

THREE TRIPS TO TAKE OFF LIGHTHOUSE KEEPER

Valentia, Co. Kerry.—At 1.30 on the afternoon of the 6th of December, 1954, the Commissioners of Irish Lights asked if the life-boat would land a sick man from the Inishtearaght Rock lighthouse, as the weather was too bad for the Commissioners' vessel to take him ashore. The Commissioners also asked if the life-boat would take relief keepers and food to the Skelligs Rock lighthouse. At two o'clock on the afternoon of the 7th the life-boat *A.E.D.* put out in a rough sea, with a moderate north-westerly breeze blowing. The weather conditions at Inishtearaght were found to be too bad for the man to be lowered into the life-boat, and she returned to her station, arriving at seven o'clock. On the morning of the 8th the weather at the lighthouse was reported to be better, and at eight o'clock the life-boat put out to sea again. She made for the rock in a north-westerly breeze, but the wind suddenly veered to north-east and reached gale force. The life-boat sheltered off Begnis Island and then returned to her station again, arriving at six o'clock in the evening. On the 9th the weather still prevented the sick man from being taken ashore, but on the 10th it was reported that conditions at Inishtearaght were good. At 8.5 in the morning the life-boat put out a third time. The sea had become moderate, and a moderate north-north-west breeze was blowing. The life-boat took the man ashore and landed him at 1.30. She then took the relief keepers and stores to the Skelligs Rock lighthouse and reached her station again at 7.30 in the evening.—

Rewards, 1st Service, £14 14s.; 2nd Service, £23 4s.; 3rd Service, £33 2s.

FISHING BOAT IN TOW ESCORTED

Thurso, Caithness-shire.—At 2.50 on the afternoon of the 7th of December, 1954, the Wick coastguard telephoned that the motor fishing vessel *Amber Queen*, which had a crew of five, had wirelessly that she had broken down and needed help twelve miles north-north-west of Holborn Head. At 3.10 the life-boat *H.C.J.* was launched. The sea was rough, and a strong north-easterly breeze was blowing. The life-boat made for the position in a flooding tide and found that the motor fishing vessel *Sealgair* had also answered the distress call. The *Sealgair* took the *Amber Queen* in tow and made for Scrabster, escorted by the life-boat. They reached Scrabster at nine o'clock.—Rewards, £20 1s. 6d.

AMERICAN YACHT TOWED TO GUERNSEY

St. Peter Port, Guernsey.—At 2.46 on the afternoon of the 7th of December, 1954, the Ushant radio station broadcast that the fishing boat *Gordias* had found the sailing yacht *Hyacinth*, of Washington, U.S.A., about twelve miles west-by-north of Hanois. The *Hyacinth* had a crew of three, and one of them, who had been injured, had been taken on board the *Gordias*. The yacht had broken down, but the fishing boat left her later in the afternoon, and at 4.40 the life-boat *Euphrosyne Kendal* put to sea. The sea was very rough, a west-north-west wind was blowing, and the tide was ebbing. The life-boat found that a naval vessel had taken the *Hyacinth* in tow, but the life-boat was asked to take the tow over. Two life-boatmen boarded the yacht with difficulty and found that the two men were exhausted. The life-boat towed the *Hyacinth* to St. Peter Port, arriving at 3.10 on the morning of the 8th.—Rewards, £25 5s.

BROUGHT ASHORE AFTER NINETY MINUTES IN SEA

Barrow, Lancashire.—At 8.45 on the morning of the 8th of December, 1954, the harbour master telephoned that a man had been seen waist-deep in the

sea on the training wall on the east side of the Walney channel. The wall was a quarter of a mile south of Ramsden dock, and a boat had put out from a dredger. The boat had been unable to reach the man because of the weather and had made fast to a buoy. At nine o'clock the life-boat *Herbert Leigh* was launched. The sea was rough, a fresh gale was blowing from east-by-south, and it was high water. The life-boat found that the man was standing on his sunken boat, a converted ship's boat called the *David Nancy*, and approached him from the western side of the training wall. The man floated over the wall with the help of a buoyancy tank from his boat, and he was hauled aboard the life-boat. He had been in the sea for an hour and a half. The life-boatmen gave him soup and rum, towed the dredger's boat to Ramsden dock, and reached Barrow again at ten o'clock.—Rewards, £8 17s. 6d.

TWO LIFE-BOATS LAUNCHED TO SWEDISH STEAMER

Wicklow, and Arklow, Co. Wicklow.—At 10.12 on the morning of the 8th of December, 1954, the Wicklow life-boat's motor mechanic heard a message from the Portpatrick radio station that the Swedish steamer *Heimdal* was drifting near Arklow Bank. He telephoned the Arklow life-boat station at once. The Wicklow life-boat *Lady Kysant* was launched at 10.55, and at 11.10 the Arklow life-boat *Inbhear Mor* put out. The sea was very rough, a strong gale was blowing from the south-east, and the tide was ebbing. The Wicklow life-boat came up with the *Heimdal* one mile north-east of Arklow Bank and stood by her. The steamer was in danger of drifting on to the sandbank, but she got clear and went on her way to Dublin. The Wicklow life-boat then returned to her station, arriving at 2.30, and the Arklow life-boat was recalled. Conditions on the Arklow harbour bar were dangerous, and the Arklow life-boat went to Wicklow, arriving at 2.45. She remained there all night and returned to her station the next morning. The owners of the steamer expressed their thanks.—Re-

wards, Wicklow, £17 3s.; Arklow, £23 2s. 6d.

ELEVEN COBLES ESCORTED IN HURRICANE

Filey, Yorkshire.—On the morning of the 8th of December, 1954, the weather worsened while local fishing cobles were at sea, and at eleven o'clock the life-boat *The Isa and Penryn Milsted* was launched in a flooding tide with the bowman in charge. The sea was very rough, and a wind of hurricane force was blowing from the east-north-east. The life-boat escorted eleven cobles to the shore and reached her station again at four o'clock.—Rewards, £20 7s. 6d.

THREE SCARBOROUGH LIFE-BOATMEN LOST

On the 8th of December, 1954, three members of the crew of the Scarborough life-boat lost their lives when the life-boat capsized at the entrance to the harbour. For a full account of this accident see page 9.

WHITBY LIFE-BOAT ESCORTS SCARBOROUGH BOATS

Whitby, Yorkshire.—At 2.30 on the afternoon of the 8th of December, 1954, the coastguard telephoned that the Scarborough fishing boat *Pilot Me II* was bound for Whitby with engine trouble, and that the Scarborough life-boat was with her. At 2.50 the Whitby No. 1 life-boat *Mary Ann Hepworth* was launched in a rough sea, with a strong south-easterly gale blowing. She came up with the *Pilot Me II* and another fishing boat, the *Courage*, also of Scarborough, to the east of Whitby harbour. The life-boat escorted them to the harbour and reached her station again at 4.20. It was when returning to her station after this service that the Scarborough life-boat capsized.—Rewards, £9 4s.

TWO LIFE-BOATS TOW BARGE

Sheringham and Wells, Norfolk.—At 6.20 on the evening of the 8th of December, 1954, a hotel porter told the Sheringham life-boat station that he had seen red rockets off Weybourne. Four minutes later the Cromer coast-guard telephoned that the S.S. *Rota*

had wirelessed that the motor barge *Gold*, of Rochester, was making distress signals between Sheringham and Blakeney. The barge had broken down and anchored, but was dragging. At 7.20 the Sheringham life-boat *Foresters Centenary* was launched in a rough sea, with a strong south-easterly wind blowing, and made for the position in an ebbing tide. The *Rota* took on board the barge's crew of two, and at 7.25 she asked for the life-boat. The life-boat found the *Rota* four hundred yards off Weybourne, embarked the men from the *Gold*, landed them, and arrived back at her station at 8.50.

It was later feared that the *Gold* would be driven ashore, and at 12.10 early on the 9th the Sheringham life-boat was launched again in a westerly gale and a rough sea. She came up with the barge three hundred yards north of Weybourne and found that she was still dragging. The life-boat towed her to deeper water and then made for Wells. When the tide turned the life-boat could make no headway with her tow, and at two o'clock the coxswain asked for the Wells life-boat. At 3.35 the life-boat *Cecil Paine* was launched, and both life-boats towed the *Gold* to a safe anchorage off Wells. When the tide had risen sufficiently, the life-boats towed her in at 3.30 in the afternoon. The Sheringham life-boat remained there until six o'clock. The Wells life-boat then escorted the *Foresters Centenary* clear of Wells harbour and arrived back at her station at seven o'clock. The Sheringham life-boat reached her station again at 8.10.—Rewards, Sheringham, 1st Service, £26 6s.; 2nd Service, Property Salvage Case; Wells, Property Salvage Case.

INJURED SEAMEN TAKEN OFF IN WHOLE GALE

Hartlepool, Durham; and Teesmouth, Yorkshire.—About eight o'clock on the evening of the 8th of December, 1954, the Hartlepool coastguard learnt that the motor vessel *Martje*, of Groningen, was sending distress signals fifty miles east-north-east of Hartlepool. The position was later given as ten miles to the east-north-east. At 9.10 the Hartlepool life-boat *The Princess*

Royal, Civil Service No. 7 was launched. The sea was very rough, a whole gale was blowing from the south-east, and the tide was flooding. At 8.55 the South Gare coastguard telephoned the Teesmouth life-boat station that the *Martje* had asked for a life-boat to take ashore two injured men, and at 9.50 the life-boat *John and Lucy Cordingley* was launched. She came up with the *Martje* fourteen miles east of Hartlepool light and with difficulty took on board the injured men. She then wirelessed this news to the Hartlepool life-boat and returned to her station, arriving at 4.30 on the morning of the 9th. The Hartlepool life-boat returned to her station at four o'clock.—Rewards, Hartlepool, £22 16s. 6d.; Teesmouth, £21 14s.

SICK MAN TAKEN OFF WESTERN ISLAND

Galway Bay.—At one o'clock on the afternoon of the 10th of December, 1954, the doctor at Kilronan asked if the life-boat would take an eighty-three-year-old man in urgent need of surgical treatment from Inishmaine Island to the mainland. At two o'clock the life-boat *Mabel Marion Thompson* put out, taking a nurse with her. The sea was calm, there was a light northerly breeze, and the tide was flooding. The life-boat took the patient on board and landed him at Rossaveal. She then embarked three life-boatmen, who had been stranded on the mainland after taking a rescue life-boat to Baltimore, took on board mail and returned to her station, arriving at 7.45.—Rewards, £6 15s.

TRAWLER TOWED TO SWANSEA

The Mumbles, Glamorganshire.—At five o'clock on the afternoon of the 11th of December, 1954, the coastguard reported that a fishing vessel appeared to be in difficulties near Rhossilly, but later stated that she was making way slowly and seemed all right. At 8.48 the coastguard reported that the vessel was making SOS signals off Mumbles Head, so at 9.2 the life-boat *William Gammon*—Manchester and District XXX was launched. The sea was rough, a moderate gale was blowing from the south, and it was two hours after high water. The

life-boat found the trawler *Thyme*, with a crew of three, one mile south of Mixon Sands. Her steering gear and engine had broken down. The life-boatmen fired a line to her and took her in tow. The life-boat then towed her to Swansea, arriving at 10.46. She remained there until the following morning.—Rewards, £22 9s.

COLLIER HARD ASHORE

Newcastle, Co. Down.—On the 8th of December, 1954, the S.S. *Downshire*, of Belfast, a collier bound for Dundrum from Garston, ran hard ashore on the sands three quarters of a mile west of Dundrum harbour entrance, but the life-boat was not needed. On the 11th she listed heavily and burnt a flare, and at 11.45 at night the Kilkeel coastguard telephoned the life-boat station. At 1.40 early on the 12th the life-boat *William and Laura* was launched and made for the position in a rough sea and a southerly gale. The collier's crew of ten were not in immediate danger. The life-boat lay off while the tide ebbed, and the collier regained an even keel. A tug arrived at ten o'clock, and the life-boat stood by while the tug tried to tow the *Downshire* clear. The life-boat took men from the tug to the collier and later put them aboard the tug again. When it was clear the *Downshire* could not be moved, the life-boat returned to her station, arriving at two o'clock in the afternoon.—Rewards, £40 15s.

BOAT TOWED TO RAMSGATE

Ramsgate, Kent.—At 3.49 on the afternoon of the 14th of December, 1954, the coastguard telephoned that the harbour office had reported a boat in need of help off West Cliff lift in Pegwell Bay. At 3.57 the life-boat *Michael and Lily Davis* put out. The sea was calm, a light breeze was blowing, and the tide was ebbing. The life-boat found that the motor boat *Sandwich*, which had a crew of two, had broken down. She towed her to Ramsgate, arriving at 4.20.—Rewards, £7 12s. 6d

TRAWLER TOWED CLEAR TWICE

Stromness, Orkneys.—At five o'clock on the afternoon of the 16th of Decem-

ber, 1954, a man at Rosgar telephoned that distress flares could be seen near Skerry Ness, Hoy Sound. At 5.13 the life-boat *J.J.K.S.W.* was launched. There was a heavy sea, a whole gale was blowing from the south-west, and the tide was ebbing strongly. The life-boat found the steam trawler *Bonaccord*, of Aberdeen, with a crew of eleven, ashore at Skerry Ness. She had a heavy list to port, and at the request of her skipper the life-boat stood by. When the tide started to flood, the trawler heeled over to starboard and pounded the bottom. The life-boat passed a rope to her, and at 9.30 a fishing boat arrived and also took the trawler in tow. The fishing boat damaged herself and let go. Half an hour later the life-boat pulled the *Bonaccord* clear, but the trawler again grounded. The life-boat towed her clear a second time and put her second coxswain on board to pilot her to Stromness. The life-boat then returned to her station, arriving at 12.30 early on the 17th.—Rewards, £19 18s.

TWO FISHERMEN RESCUED FROM SEA

Fleetwood, Lancashire.—At 1.30 early on the morning of the 18th of December, 1954, the Formby coastguard reported that a fishing boat had wirelessed that she was standing by the fishing boat *Morning Star*, of Rothersey, which had run ashore at the North Wharf. At two o'clock the life-boat *Ann Letitia Russell* was launched in a rough sea. A strong south-westerly breeze was blowing, and it was three hours after low water. The life-boat found the *Morning Star* covered by the sea one mile west by south of the Wyre Light. After making two attempts, the life-boat rescued her crew of two from the water. She then returned to her station, arriving at three o'clock. The owner of the *Morning Star* expressed his thanks.—Rewards, £11 15s.

COBLES ESCORTED IN GALE

Flamborough, Yorkshire.—At 1.35 on the afternoon of the 18th of December, 1954, the coastguard telephoned that the weather was deteriorating and that the local fishing cobles *Imperialist* and

Silver Line were still at sea. At 1.45 the life-boat *Friendly Forester* was launched in a rough sea, with a westerly gale blowing and an ebbing tide. She came up with the cobbles one and a half miles east of Flamborough Head, escorted them to the North Landing, and reached her station again at 2.55.—Rewards, £11 12s.

LIGHTHOUSE KEEPER RELIEVED

Valentia, Co. Kerry.—At 10.30 on the morning of the 19th of December, 1954, a message was received from Mizen Head asking if the life-boat would take a relief keeper and stores to the Inish-tearaght Rock lighthouse. At eleven o'clock the life-boat *A.E.D.* put out with him in a rough sea and an ebbing tide. It was found that the conditions at the Rock were not suitable to transfer the man and stores, so the life-boat lay off until low water. She then transferred the keeper and the stores, took on board a sick keeper, and landed him at Valentia at 6.15.—Rewards, £21 2s.

FISHING COBLE ESCORTED TO FLAMBOROUGH

Flamborough, Yorkshire.—At three o'clock on the afternoon of the 20th of December, 1954, the coxswain reported that the local fishing coble *Silver Line* was still at sea in worsening weather. At 3.10 the life-boat *Friendly Forester* was launched. The sea was rough, a northerly gale was blowing, and the tide was ebbing. The life-boat came up with the coble, which was making heavy weather, three miles north-east of Flamborough Head, escorted her to the North Landing, and reached her station again at 4.20.—Rewards, £11.

TUG TOWED TO SHOREHAM HARBOUR

Shoreham Harbour, Sussex.—At 2.35 on the afternoon of the 21st of December, 1954, the coastguard telephoned that the tug *Harold Brown*, which had a dumb barge in tow, had run aground about four hundred yards east of Shoreham Harbour. At 2.58 the life-boat *Rosa Woodd* and *Phyllis Lunn* was launched. The sea was rough, a strong westerly breeze was blowing, and it was low water. The life-boat

anchored to the south-east of the tug, which had a crew of four, and fired a line to her. The barge which had a crew of three, had anchored closer in-shore, but remained in tow of the tug. The coastguard Life-Saving Apparatus Company went to the position and rescued the three men from the shore. A tow line was made fast between the life-boat and the tug, and the tug's stern was kept into the wind to prevent her from being driven further ashore. At 5.5 the tug started to move seawards, and the life-boat towed her well clear of the shore. The tug then made for harbour with the barge, and the life-boat returned to her station, arriving at 6.10.—Property Salvage Case.

LIGHTER TOWED CLEAR OF BOOM

Southend-on-Sea, Essex.—At 8.22 on the morning of the 22nd of December, 1954, the coastguard rang up to say that a barge was driving towards the boom defence off Shoeburyness. At 8.50 the life-boat *Greater London, Civil Service No. 3* was launched. The sea was rough, and a moderate gale was blowing from west-north-west. The life-boat made for the position in a flooding tide and found the garbage lighter *Gerrard* and two D.U.K.W. amphibious craft on the boom a mile from Shoeburyness. Four men who had been in the D.U.K.W.'s had boarded the lighter, and the life-boat towed the lighter and the D.U.K.W.'s clear of the boom. The D.U.K.W.'s were then taken ashore, and the life-boat towed the *Gerrard* to Shoeburyness, reaching her station again at 11.45.—Property Salvage Case.

TWO RESCUES IN ONE MORNING

Clacton-on-Sea, Essex.—At 11.10 on the morning of the 22nd of December, 1954, the coastguard reported that two men in a rowing boat two miles east of the pier were waving a white rag on an oar. At 11.23 the life-boat *Sir Godfrey Baring* was launched, with the honorary secretary, Mr. C. A. Perry, on board. There was a moderate swell, a fresh west-north-west breeze was blowing, and it was two and a quarter hours after high water. The

life-boat found that the two men, who had been on a fishing trip, had lost an oar, and that their anchor would not hold. They were cold and wet. The life-boatmen rescued them, gave them rum, and towed their boat to the pier. After the men had landed, another man was seen in the sea near the pier berthing arm. The life-boat put off again at once. She rescued him, and the honorary secretary revived him by artificial respiration. The life-boat then landed the man at twelve noon. The men in the rowing boat made donations to the funds of the Institution.—Rewards, £10 5s. 9d.

TWO RESCUED FROM FISHING BOAT

Dunmore East, Co. Waterford.—At 12.30 on the afternoon of the 22nd of December, 1954, a message was received from Passage East that a small fishing boat was in distress between Duncannon and Broom Head. At 12.38 the life-boat *Annie Blanche Smith* was launched in a rough sea. A west-north-west gale was blowing and the tide was flooding. The life-boat found the fishing boat three quarters of a mile south-west of Duncannon. Her sails had carried away, her engine had broken down, and her rudder and thole pins had broken. She was near rocks in shallow water. The life-boatmen fired a line across, pulled her clear and rescued her crew of two. The life-boat then towed the boat to Passage and reached her station again at 4.30.—Rewards, £10 10s.

INJURED MAN PUT ON BOARD DUTCH VESSEL

Southend-on-Sea, Essex.—At 12.52 on the afternoon of the 23rd of December, 1954, the coastguard telephoned that the fishing boat *Rolling Wave* was drifting in the fairway south of Southend pier. Later he reported that she had fouled the anchor cable of the motor vessel *Westerdok*, of Amsterdam. At 1.15 the life-boat *Greater London, Civil Service No. 3* was launched in a very rough sea, with a moderate west-north-west gale blowing. She made for the fishing boat in an ebbing tide and found her lying astern of the *Westerdok*, half a mile south of the pier, with one man on

board. He had a large cut over one of his eyes. The life-boat transferred him to the motor vessel and then returned to her station, arriving at two o'clock.—Rewards, £9 6s.

DOCTOR TAKEN TO STEAMER

Workington, Cumberland.—On the 30th of December, 1954, the S.S. *Baron Haig*, of Ardrossan, which was lying at anchor off the entrance to the harbour, wirelessly that she had a sick man on board and needed a doctor. At three o'clock in the afternoon the life-boat *Manchester and Salford XXIX* put out with a doctor on board in a calm sea, with a moderate east-south-east breeze blowing. She put him on board, and he treated the man. He then embarked in the life-boat, which reached her station again at 4.30.—Rewards, £5 11s.

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

Lytham - St. Annes, Lancashire.—December 1st.—Rewards, £7 13s.

Falmouth, Cornwall.—December 1st.—Rewards, £7.

Tenby, Pembrokeshire.—December 3rd.—Rewards, £17 17s.

Angle, Pembrokeshire.—December 3rd.—Rewards, £14 17s.

Cromer, Norfolk.—December 4th.—Rewards, £7 7s. 6d.

Aith, Shetlands.—December 5th.—Rewards, £7.

Southend-on-Sea, Essex.—December 5th.—Rewards, £9 4s.

Weymouth, Dorset.—December 6th.—Rewards, £7.

St. Ives, Cornwall.—December 6th.—Rewards, £11 10s.

Plymouth, Devon.—December 7th.—Rewards, £8 15s.

Howth, Co. Dublin.—December 8th.—Rewards, £17 15s.

OWNERS' THANKS FOR SEARCH IN GALE

Humber, Yorkshire.—At 3.54 on the afternoon of the 8th of December, 1954, the Spurn Point coastguard telephoned that the trawler *Stella Arcturus*, of Hull, had reported that she had gone ashore on the Binks and

needed a tug. At 4.5 the life-boat *City of Bradford III* was launched. The sea was rough, and a strong gale was blowing from the south-east. The life-boat searched widely, but found nothing, and when it was learnt that the trawler was in fact in the river Humber off Sunk Spit buoy, the life-boat returned to her station, arriving at nine o'clock. The owners of the trawler expressed their thanks, made a gift to the life-boatmen and made a donation to the funds of the Institution.—Paid Permanent crew.—Rewards, £8 15s.

Walmer, Kent.—December 10th.—Rewards, £18 10s.

Holyhead, Anglesey.—December 11th.—Rewards, £7 6s.

Sunderland, Durham.—December 13th.—Rewards, £10 7s.

New Brighton, Cheshire.—December 14th.—Rewards, £18 14s.

Falmouth, Cornwall.—December 14th.—Rewards, £7.

Lerwick, Shetlands.—December 14th.—Rewards, £6.

Bembridge, Isle of Wight.—December 15th.—Rewards, £11 2s. 6d.

St. Mary's, Scilly Islands.—December 17th.—Rewards, £41 9s.

Fowey, Cornwall.—December 20th.—Rewards, £7.

Flamborough, Yorkshire.—December 21st.—Rewards, £12 19s.

Stronsay, Orkneys.—December 23rd.—Rewards, £10 19s.

Stronsay, Orkneys.—December 25th.—Rewards, £9 3s. 6d.

New Boats for North Sunderland and Exmouth

The new North Sunderland life-boat was named *Grace Darling* at the life-boat station at Seahouses on the 31st of July. Mr. H. E. B. Daniell, chairman of the North Sunderland branch, took the chair. Lieut. E. D. Stogdon, R.N.V.R., district inspector of life-boats, described the new boat. Colonel the Hon. Harold Robson, a member of the Committee of Management, handed the life-boat over to the branch, Mr. Roderick Mackenzie accepting her on the branch's behalf. The Archdeacon of Lindisfarne, the Ven. Archdeacon T. P. G. Forman, dedicated the life-boat. The Countess Grey then named her. A vote of thanks was proposed by Miss Runciman, chairman of the Ladies' Life-boat Guild, and was seconded by Major Spickernell, vice-chairman of the branch committee. A guard of honour was provided by the Bamburghshire Local Boy Scouts' Association and the singing was led by the Fishermen's Choir conducted by Mr. J. C. Archbold.

The new life-boat, which is a 35-feet 6-inches Liverpool type boat, has been built from the funds of the Institution.

EXMOUTH

The new Exmouth life-boat was named *Maria Noble* at the life-boat station at Exmouth on the 1st of September. Captain R. R. Harrison, chairman of the branch, took the chair.

Captain G. R. Cousins, R.N., district inspector of life-boats, described the new boat. Sir Arthur Reed, a member of the Committee of Management, handed the boat over to the Exmouth branch, Admiral Sir Arthur Peters, president of the branch, accepting her. The Right Rev. Bishop Willis, assisted by the Rev. R. F. King, the vicar of Littleham-cum-Exmouth, and the Rev. W. Clarke, a Free Church Minister, dedicated the life-boat. Air-Vice Marshal H. V. Satterly then named her. A vote of thanks was proposed by Mrs. Ratcliffe, chairman of the Exmouth Urban District Council, and seconded by Mrs. Harrison, president of the Exmouth Ladies' Life-boat Guild.

The new life-boat, which is a 35-feet 6-inches Liverpool type boat, has been built out of legacies from Mr. Henry Noble, Mr. Arthur James West, Mrs. Louisa Andrew and Mr. Ernest Jenkins Williams.

The naming ceremony was combined with another ceremony, that of the presentation of a vellum, by Lady Peters, to commemorate the 150th anniversary of the establishment of a life-boat station at Exmouth. From the time of the establishment of the station to the presentation of the vellum, Exmouth life-boats had been launched on service 69 times and had rescued 57 lives.

Cornish Open-air Service

AN open-air service was held in Newlyn Harbour on the 26th of September, 1954. The Penlee life-boat *W. & S.* was tied up in the harbour and it was from the deck of the life-boat that the Hon. Greville Howard, M.P., a member of the Committee of Management, read the lesson.

The service was conducted by the Rev. R. K. R. Coath, Rector of Sennen,

who was assisted by the Rev. G. H. Simpson, Methodist Minister of Newlyn and Mousehole, and Superintendent J. Stewart of the Ship Institute, Newlyn.

The congregation numbered more than a thousand and included life-boat crews from Penlee, Sennen Cove and St. Ives. It is hoped to hold a similar service this year.

The Winters of Newhaven

WHEN Second Coxswain Stanley Winter retired from the service in 1954 a family record of 100 years' association with the Newhaven life-boat was interrupted. In 1854 Second Coxswain Winter's grandfather became a member of the crew and until this year there was

always a Winter in the Newhaven life-boat. Second Coxswain Winter himself served for 13 years, during which he took part in the rescue of 73 people. He was awarded a bronze medal for the part he played in a rescue from H.M. trawler *Avanturine* in November, 1943.

New Members of Committee of Management

Major Bertram Bell, Mr. Raymond Cory, Mr. John Russell, and Mr. Nigel Warrington Smyth, O.B.E., have been co-opted members of the Committee of Management of the Institution.

Major Bell, who lives in Fota Island (Co. Cork), has been a Justice of the Peace for Wiltshire and is a member of the Royal Yacht Squadron.

Mr. Cory, who lives in Cardiff and is chairman of the Cardiff branch of the Institution, is a director of a firm of ship-owners and ship-brokers.

Mr. Russell, who is a chartered accountant practising in London, served in the R.N.V.R. during the war. He is a member of the Royal Yacht Squadron.

Mr. Warrington Smyth, a solicitor practising in London, also served in the R.N.V.R. during the war, when he was awarded the O.B.E. He is a boat-designer and is senior vice-president of the Royal Yachting Association and on the committee of the Royal Cruising Club.

Obituary

ADMIRAL SIR WILFRID R. PATTERSON

ADMIRAL SIR WILFRID R. PATTERSON, K.C.B., C.V.O., C.B.E., who died on the 5th of December, 1954, at the age of 61, had been a member of the Committee of Management for seven years. He first joined the committee in 1947 as an ex-officio member when he was Admiral Commanding Reserves. On his retirement from the Royal Navy in 1949 he was co-opted as a full member, and later became Vice-Chairman of the Boat and Construction Committee. He was also president of the Dartford branch of the Institution.

In the last war Admiral Patterson commanded the battleship *King George V* from 1940 to 1942, and for his services in the chase and destruction of the *Bismarck* was appointed C.B. As Assistant Chief of Naval Staff (Weapons) at the Admiralty he was directly concerned with planning the Mulberry harbours. In 1945 he was appointed to command a cruiser squadron of the East Indies Fleet. He was promoted to Vice-Admiral in 1946 and Admiral Commanding Reserves in October 1947.

Obituary Notices have unfortunately had to be held over to the June number, of Coxswain Hugh Nelson, John W. Bayes, Henry Robert Johnson, Charles H. Barrett, and Brigadier R. J. P. Wyatt.

56 Days on the Atlantic

THE 61-foot former Padstow life-boat *Princess Mary*, now the converted life-boat *Aries*, crossed the Atlantic in both directions in 1954. She was commanded by her owner, Mr. Cecil Harcourt-Smith, and had a crew of four.

The outward journey took 33 days and the return journey 23 days. Heavy storms were met both ways, and 600 miles out from New York on the homeward run the *Aries* encoun-

tered a 70 miles per hour gale. The crossing was made both ways without the use of sail.

The *Aries* left Kingston-upon-Thames on the 22nd of May with greeting for Kingston-on-Hudson.

As the *Princess Mary* the life-boat was on service at Padstow from 1929 to 1952. During these years she was launched on service 63 times and rescued 48 lives.

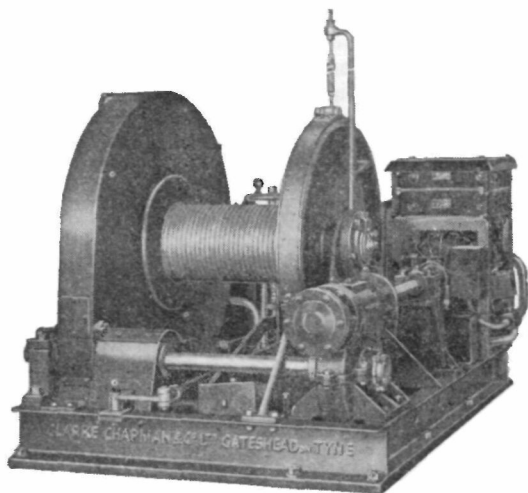
Notice

All contributions for the Institution should be sent either to the honorary secretary of the local branch or guild, or to Colonel A. D. Burnett Brown, O.B.E., M.C., T.D., M.A., the Secretary, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1.

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