

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXIV

SEPTEMBER, 1955

No. 373

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 30th June, 1955 - - - - 79,260

Notes of the Quarter

H.R.H. THE DUKE OF EDINBURGH attended a meeting of the Committee of Management of the Institution on the 14th of July, 1955. Lieutenant-General Sir Frederick Browning was in attendance. The Duke of Edinburgh is *ex-officio* a member of the Committee of Management as he is Master of the Honourable Company of Master Mariners. This was the first time he had attended a meeting, and during his visit to headquarters he examined with great thoroughness the drawings of all the types of life-boat being built today. Within a week of attending the meeting the Duke of Edinburgh, on a visit to the Scilly Isles, presented to Coxswain Matthew Lethbridge, of St. Mary's, the certificate inscribed on vellum which accompanies the bronze medal. Coxswain Lethbridge won his medal and vellum for the rescue of 25 people from the Panamanian steamer *Mando* late at night on the 21st of January, 1955. A full account of this service appeared in the June number of the *Life-boat*.

BUSIEST MAY EVER

In 1955 life-boats were launched in May more often than they had ever been before in that month. The total number of launches was 65, and 84

lives were rescued. The category to which the greatest number of services was rendered was that of motor vessels, steamers, motor boats and barges. There were 20 launches to vessels of this kind and 45 lives were rescued. There were 15 launches to fishing boats and 13 to yachts, but as many as 20 lives were rescued from yachts and only 4 from fishing boats. There were 6 launches to aircraft, 3 to small boats and dinghies and 2 to people who had been cut off by the tide. Life-boats were launched 3 times to land sick men, and there were 3 launches following reports of distress signals which led to no result.

GIFT OF FOUR NEW LIFE-BOATS

Mrs. E. M. M. Gordon Cubbin, who died on the 21st of May, 1955, left a sum of money in her will large enough to pay for four new life-boats. Mrs. Cubbin lived for many years in the Isle of Man and regularly sailed round the west coast of Scotland. She stipulated in her will that two new life-boats should be built for the Isle of Man and two for the north-west coast of Scotland. New life-boats will, therefore, eventually be built out of this legacy for Douglas and Port St. Mary in the Isle of Man, Barra Island in the Outer Hebrides and Mallaig,

Inverness-shire. The Barra Island and Mallaig stations will have 52-foot Barnett boats, which according to prices at the time of Mrs. Cubbin's death cost £34,500 each. Douglas and Port St. Mary will have 46-foot 9-inches Watson boats which at that time cost £30,000 each. The price of new life-boats of course, continually increases and the exact amount which the Institution will receive from the late Mrs. Cubbin's munificence cannot therefore be stated exactly, but it is evident that the legacy will be the biggest which the Institution has ever received. Among other big legacies received in the past were those from the late Mrs. Alice Pugh of Kensington, who died in 1944 and who left the Institution £68,828, and that of Mr. James Stevens of Birmingham, who died in 1894 and from whose will the Institution received £50,000. This sum proved large enough for the building of 20 new life-boats.

USE OF DIRECTION FINDING GEAR

A service carried out by the Rosslare Harbour life-boat on the 3rd of May provided the first example of the successful use of radio direction-finding gear fitted in a life-boat to locate a casualty. Direction-finding equipment is used in conjunction with the existing radio receiver, which is fitted as standard equipment. A fixed loop is mounted on the top of the after cabin, and a goniometer unit is fitted beside the receiver in the radio telephone cabin. The equipment can be used successfully only if the casualty or another vessel standing by can send out a signal on its transmitter. This signal is then tuned in on the goniometer, and its bearing in relation to the life-boat is passed to the coxswain. The equipment has been fitted experimentally in a limited number of life-boats. An account of the Rosslare Harbour life-boat's service is given on page 120.

Sixteen Men Rescued from Wreck

On the 26th of April, 1955, the S.S. *Germania*, of Piraeus, ran ashore to the east of Beachy Head. During the next ten days a number of salvage boats went out to her, and at 4.30 on the afternoon of the 6th of May Coxswain Thomas Allchorn, of Eastbourne, learned from the coastguard that flares were being shown from the wreck of the *Germania*.

The maroons were fired, and at 4.45 the Eastbourne life-boat *Beryl Tollemache* was launched. A fresh gale was blowing from the south-west, there was a rough sea, and it was overcast. It was an hour before low water, and because of the state of the tide the life-boat bumped twice on the sand as she was being launched.

The life-boat headed for the *Germania*, but before reaching her she saw a boat a mile to the south-west of the wreck. This was the salvage boat *Endeavour*. There were two men on board, and from them Coxswain Allchorn learned that the flares had been shown to call attention to their distress. In the heavy seas it was all

they could do to keep afloat when they had hove-to.

The life-boat took the *Endeavour* in tow at 5.45, and three-quarters of an hour later anchored her in the lee of Eastbourne pier. While she was towing the *Endeavour* she received a further distress message by radio telephone, which stated that another salvage boat was in difficulties a mile and a half south-east of the Eastbourne life-boathouse and was asking the Hastings life-boat to launch to her help.

Second Boat Found

Coxswain Allchorn decided to make for the second boat and found her to the east of Cooden. This boat was the *Moonbeam*, which also had two men on board. The time was now about seven o'clock.

The life-boat took the *Moonbeam* in tow and headed back towards Eastbourne. In the very rough seas towing was difficult, and the tow rope parted four times. Soon after the *Moonbeam* had been taken in tow a

piece of driftwood was drawn into the life-boat's starboard propeller. This caused the shaft to bend, and there was a drop in revolutions as a result. It was nearly nine o'clock at night by the time the life-boat anchored the *Moonbeam* close to the *Endeavour* and took both crews off.

While the Eastbourne life-boat had been towing the *Moonbeam* she had received a further message by radio telephone saying that more flares had been shown from the wreck. The life-boat therefore returned to the *Germania*, which she reached about 9.30. The coxswain found that the Life-saving Apparatus team had got a line aboard from a cliff-top, but the salvage party on board the *Germania* had not been taken off.

Fresh Gale Blowing

By this time a fresh gale was blowing from between south-west and west, and a heavy sea was running. The tide was about half flood, and because of heavy clouds the night was dark.

Coxswain Allehorn made one exploratory approach to mark the rocks surrounding the *Germania*. The wreck lay on a rocky ledge in very shallow water about half a mile east of Beachy Head lighthouse, with her bow to the north-west on one ledge and her stern on another. Her back was broken. A large rock just awash close off her starboard side and a ship's boat lowered to the rail on the same side made it extremely difficult for the life-boat to approach her. Heavy seas were hitting the stern and port side of the wreck and breaking high over her masts and funnel.

At his second approach the coxswain brought the life-boat outside the rock off the *Germania's* starboard quarter. He then turned sharply inside the inner ledge of rocks and came alongside with his bow to the *Germania's* stern. In this he was helped by a searchlight worked by the Life-saving Apparatus party from the cliff.

The depth of water alongside the wreck varied considerably because of the rocky bottom, but there were about ten feet at the vessel's stern. The life-boat hit the bottom as she approached, but she was only superficially damaged.

Engine's Damaged Shaft

There was a rope ladder over the side of the wreck, and by holding on to lines which hung from the deck and by the use of her engines the crew kept the life-boat in position. Although she was in the lee of the *Germania* she was rising and falling in a considerable sea. Throughout this operation the motor mechanic, Michael Hardy, was handicapped by having to nurse the starboard engine, which had a damaged shaft, yet he succeeded in carrying out all the coxswain's instructions with complete success.

There were sixteen men on board the wreck, and in less than ten minutes they all clambered down the rope ladder and jumped aboard the life-boat. One man hurt his foot and others received minor injuries.

Coxswain Allehorn succeeded in bringing the life-boat clear of the wreck without damage, and he then returned to Eastbourne. The survivors were landed at 10.15.

In addition to the *Endeavour* and the *Moonbeam* two other motor boats, the *Enfilade* and the *William III*, were also in difficulties during the day. The *William III* was escorted by the Newhaven life-boat to Newhaven, and the *Enfilade* was finally wrecked near Dungeness. One of her crew reached the shore, but the other man was missing. The Dover, Dungeness and Hastings life-boats all joined in the search, but without success. A helicopter from Manston also searched unsuccessfully the next day.

Second-Service Clasp

For this service Coxswain Thomas Allehorn has been awarded a second-service clasp to his bronze medal. The thanks of the Institution inscribed on vellum have been accorded to Motor Mechanic Michael Hardy. Additional monetary rewards of £2 each were paid to every member of the crew.

In 1940 Coxswain Allehorn won his first bronze medal for gallantry as a member of the crew which rescued 29 people from the S.S. *Barnhill*.

Scale rewards to the crew, £9 6s.; scale rewards to the helpers on shore, £16 10s.; additional rewards to the crew, £14. Total rewards, £39 16s.

Rescue from a Turkish Steamer

AT 3.10 on the afternoon of the 18th of May, 1955, Coxswain William Cox, of Wells, was told by the coastguard that a message had been received from the S.S. *Richmond Queen*, of London, that the S.S. *Zor*, of Istanbul, was in distress six miles west-north-west of the Dudgeon lightvessel. Maroons were fired immediately and the Wells life-boat *Cecil Paine* was launched at 3.25.

A northerly gale was blowing and there were squalls of sleet and hail. It was one hour before high water.

The Wells life-boat reached the *Zor* at 6.55 and found her anchored with her head between west and west-north-west, and with a list to starboard of about forty degrees. The *Zor* was loaded with timber, and as each successive sea hit her baulks of wood fell from her deck into the sea. A fresh gale was now blowing from the north-north-west and there was a steep breaking sea.

The *Richmond Queen* was still standing by. She had taken on board the wife of the captain of the *Zor* and several members of her crew whom she had apparently picked up from one of the *Zor's* boats.

Securing Rope Aboard

The captain of the *Richmond Queen* asked the coxswain to run a line to the *Zor*. He did so, going along the *Zor's* port side and putting a securing rope aboard to keep the life-boat in position. At times the life-boat was hitting the *Zor's* bilge keel.

One of the *Zor's* crew slid down a rope into the life-boat. The captain then followed him and asked to be taken to the *Richmond Queen* so that he could talk to his wife and to the *Richmond Queen's* captain. The life-boat took the *Zor's* captain to the *Richmond Queen*, where he remained for some ten minutes before asking the coxswain to put him back aboard his own ship. This too was done, although with considerable difficulty.

The life-boat then stood off, but when it appeared that some of the *Zor's* crew wished to leave her, the coxswain brought the life-boat alongside once more and four men and some baggage came aboard.

The captain of the *Richmond Queen* then asked Coxswain Cox to run another line to the *Zor* as the first one had parted. The coxswain answered that he would not do so, because of the danger to survivors, until a lull gave him the opportunity. The line was then passed and Coxswain Cox tried to persuade the rest of the crew to abandon ship.

They refused and the coxswain, realising that his fuel was running low, asked to be relieved by another life-boat at 1.22 early on the 19th of May. At 1.30, by which time the Sheringham life-boat had already been launched and a tug had also reached the scene, the Wells life-boat left the *Zor*. She reached Wells at four o'clock in the morning and landed the survivors.

Heavy Sea Running

The Sheringham life-boat *Foresters Centenary* was launched at 12.15 early on the 19th of May. The position of the *Zor* was then 25 miles north-north-east of Sheringham. A fresh wind was now blowing from the north-west and the life-boat had to be launched into a heavy swell. A heavy sea was running off shore and the wind increased steadily. By the time the Sheringham life-boat reached the *Zor* at six o'clock in the morning the wind was blowing strongly from the north-north-west.

The *Zor* was still lying to her anchor, approximately head to wind, with a heavy list to starboard. She was surrounded by timber from her cargo which continued to be washed out as seas struck her. Coxswain Henry West came to the conclusion that she would not remain afloat for long.

He approached the *Zor* from astern, and after circling her closed her starboard side through a gap in the floating timber. He asked the captain to abandon ship, but the captain refused. The coxswain then made for the tug *Serviceman* and asked her skipper what he intended to do. He was told that an attempt to tow would be made as soon as the weather moderated.

The life-boat stood by until 8.30, when the tug managed to get a line aboard. Shortly afterwards the *Zor*

took a further list and her captain signalled that he wanted to abandon ship. Coxswain West then tried to find a passage through the floating timber on the starboard side, which was on the lee side, but he could not do so. He, therefore, decided to risk taking the crew off on the weather side.

Sank Stern First

Approaching bow on, the life-boat was edged up to the *Zor* and a rope was passed aboard. The captain and the three remaining members of the crew slid down the rope into the hands of the life-boat crew. Almost immediately afterwards the *Zor's* remaining mast broke off and the rest of the deck cargo fell into the sea. The *Zor* began to sink slowly stern first.

The Sheringham life-boat then returned to her station, which she reached at 1.30 in the afternoon.

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain William Cox, of Wells, and Coxswain Henry West, of Sheringham.

Additional monetary awards of £2 each were paid to every member of both crews. Wells: Scale rewards to the crew, £23 12s.; scale rewards to the helpers on shore, £20 4s.; additional rewards to the crew, £16. Total rewards, £59 16s. Sheringham: Scale rewards to the crew, £31 10s.; scale rewards to the helpers on shore, £16 18s.; additional rewards to the crew, £20. Total rewards, £68 8s.

Methods of Launching Life-boats

By Commander T. G. Michelmores, R.D., R.N.R.

Chief Inspector of Life-boats

(This paper was read at the 7th International Life-boat Conference held in Lisbon in June, 1955.)

IN Great Britain and Ireland the very varying nature of the shore creates many problems, and the methods of launching life-boats, and indeed the life-boats themselves, have to be adapted to suit particular localities. In general, the localities can be divided into:

(a) Natural harbours, which are found in the Shetlands, Orkneys, along the western seaboard and the west coast of Eire;

(b) Artificial harbours, some of which are small and become almost dry at low water;

(c) Steep pebble beaches, mostly along the south-eastern coast, where not only does the contour alter with every tide but in some places the whole shore undergoes permanent erosion or accretion;

(d) Small estuaries, which also practically dry out at low water;

(e) Flat sandy beaches;

(f) Mud flats.

Natural Harbours

In the case of natural harbours, provided there is a good anchorage where the life-boat can be boarded in

any weather by means of a small boarding boat, no difficulty presents itself, and the life-boat, usually a 52-foot or a 46-foot 9-inches boat, according to the size of the area she has to guard, is moored afloat. Our experience has proved that provided such a boat is hauled out of water annually for an overhaul, she does not unduly deteriorate. In fact, we have some boats still in good condition which have lain afloat for over twenty-five years.

Artificial Harbours

In artificial harbours, where there is usually insufficient room for a life-boat to be permanently moored, it is customary to have her in a boathouse and launch her by means of a slipway. This is usually constructed either in a corner of the harbour itself or else in the approach to the harbour, where some degree of shelter can be obtained from outlying reefs, and with a launching gradient varying between 1 in 5 and 1 in 10 according to local conditions.

At some stations this method is adopted in the open sea, away from any harbour, provided that a degree of

shelter can be obtained from outlying reefs, sand banks, etc. The normal size of boat launched from slipways is the 46-foot 9-inches boat with its displacement of 22.5 tons and drawing 4.4 feet of water or, in the case of shoal water harbours, the 42-foot boat, displacing 16.5 tons and drawing 3.5 feet.

While a life-boat can be safely launched off a slipway into rough seas, she cannot be launched into heavy seas—a condition which will exist where there is no protection whatever—without incurring very grave risk. A boathouse is normally built on the shore itself. If this cannot be done, it is built on either reinforced concrete or steel piling above the water, and connected with the shore by means of a gangway at the shore end. The life-boat is secured to her steel winch rope by means of a slip and additionally by securing or preventer chains.

Necessary Conditions

On launching, the chains are first cast off and the slip is released. The boat then travels down the slipway, gathering momentum all the time until she finally strikes the water at a speed varying between 20 and 40 miles an hour, according to the length and gradient of the slipway. The essentials for a slipway launch therefore are a minimum depth of water at the toe at low water spring tides of 7 feet to 5 feet, varying according to the draft of the boat; a measure of protection from heavy seas; and a nearby harbour where the life-boat can be temporarily moored when sea conditions are too rough to return her to her slipway.

When launched off steep pebble beaches the life-boat, normally a modified version of the 42-foot boat, whose displacement is 16.5 tons and draft 3.3 feet, is eased out of her house by means of a winch rope. She is then carried across the flat top of the beach on a skeleton launching way, comprising a roller keelway at a very slight gradient, until she reaches the fall of the beach. She is then slipped and allowed to run down the steep bank over portable wooden skids, gathering momentum all the time until she enters the water. These wooden

skids have to withstand a severe strain and severe blows from a boat of this weight: our experience is that laminated oak skids are the best for this purpose.

Use of Carriages

The next three conditions, viz. small estuaries which dry out, flat sandy beaches and mud flats, are normally overcome by the provision of a transporting carriage fitted with tracks instead of wheels, on which the life-boat is housed, and a tractor. In these cases the life-boat is a 35-foot 6-inches boat with a displacement of 9 tons and a draft of 2.7 feet. The Royal National Life-boat Institution has two types of tractor in use, the 40 h.p. Roadless and the 95 h.p. Fowler. Both are tracked vehicles.

The life-boat is housed on her carriage in the boathouse with the tractor coupled up astern in the launching position. If it is about high tide, the tractor pushes her straight into the sea into a depth of water of about three feet, reverses, and by means of launching falls and sheaves on the bow end of the carriage launches the life-boat.

If, however, the tide is out, the tractor tows the life-boat on her carriage, stern first, along the bank of the estuary or else along the beach until a suitable launching site is reached. The life-boat is then turned into the launching position and launched by the method already described.

Soft Sand

Firm beaches present no difficulty, but many others have deep gullies to be traversed, soft sand, pockets of soft mud or patches of stones and boulders lightly covered with sand, all of which constitute hazards. With the introduction of the Fowler tractor all the difficulties have been overcome: the worst difficulties are caused by flats at the entrance to the River Mersey, which necessitate a haul of two miles at low water.

Our experience in beach work is that the driven caterpillar type of track is best for the tractor. On the carriage, however, where this is an

idding track, we find that we obtain better results from a track constructed on the girder principle. In this, the track shoes so lock as to form a rigid base on the arc of a large circle.

Importance of Speed

It is interesting to note that whereas until a few years ago the maximum weight of a carriage boat was $6\frac{3}{4}$ tons, it is now 9 tons. The increase has been made possible by the introduction

of more powerful tractors and carriage tracks of an improved design.

No matter which method of launching is adopted, it is the policy of the Royal National Life-boat Institution to take full advantage of mechanical improvements in order to launch a life-boat in the quickest and most efficient manner possible, for the value of a good boat is lost if she cannot be efficiently launched in the shortest possible time.

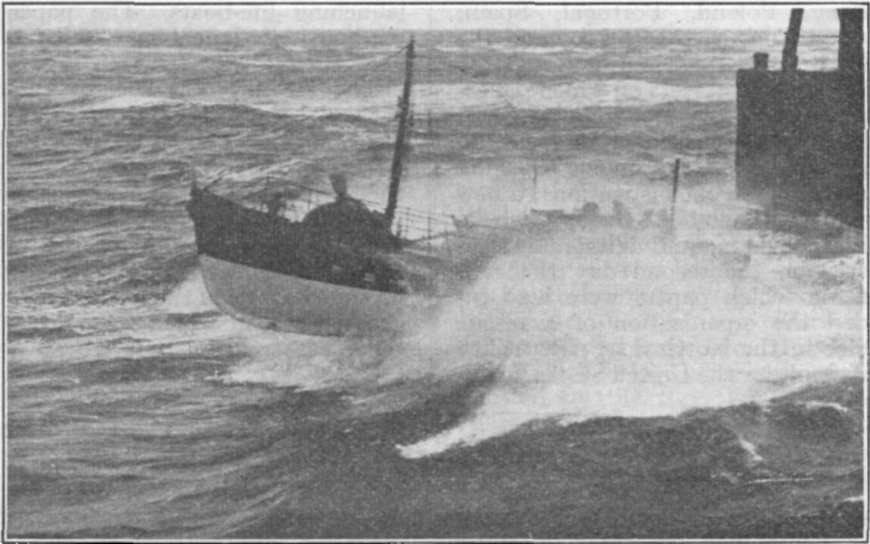
Life-boat Christmas Card and Calendar

THE Institution will again have a Christmas card and a pocket calendar.

The card will be a reproduction in colour of the picture below. It is a photograph of the Whitby No. 1 life-boat leaving harbour on the 15th of April, 1954, to the rescue of the fishing boat *Foxglove*, which had been hit

12s. 6d. for 50 and under 75, 15s. for 75 up to 100.

The pocket calendar will have on the front a reproduction of a photograph taken at the naming ceremony of the new life-boat for Southend-on-Sea, *Greater London II* (Civil Service No. 30) which was named by H.R.H. the Duchess of Kent this year. It can be



and severely damaged by a heavy sea near the harbour entrance.

The card will be of four pages, with the Institution's crest on page one, greetings on page two and the picture on page three.

The price of the card, with the envelope, will be 9d. Name and address can be printed in, if not fewer than twenty-five are ordered, at an added cost of 10s. for 25 and under 50,

obtained in dozens. The price is 2s. for the first dozen and 1s. 6d. for each additional dozen.

There will also be a hanging calendar, with a picture in colour, a reproduction of a photograph of the new Stronsay life-boat *The John Gellatly Hyndman*. Owing to the high purchase tax which would have to be paid on all calendars printed if any were sold, there will be none for sale.

Life-boat Conference in Estoril

THE seventh International Life-boat Conference took place in Estoril from the 12th to the 16th of June, 1955. The Portuguese delegation acted as hosts, and Commodore Vasco Alves of the Portuguese Ministry of Marine was chairman of discussions.

Twenty-two nations in all were represented. In addition to the delegates from the Institution, consisting of Captain the Hon. V. M. Wyndham-Quin, Chairman of the Operations Committee, Colonel A. D. Burnett Brown, Secretary, and Commander T. G. Michelmore, Chief Inspector, and from the Ministry of Transport and Civil Aviation, which was represented by Commander J. H. Lewty, Chief Inspector of Coastguard, there were delegates from Belgium, Canada, Chile, Denmark, the Dominican Republic, Egypt, Finland, France, Germany, Greece, Italy, Japan, the Netherlands, Norway, Poland, Portugal, Spain, Sweden, Turkey, the U.S.A., and the U.S.S.R.

Among the subjects on which papers were read on the first day were the application of the Geneva Convention; the problem of Government subsidies to private life-boat institutions; a new Dutch light alloy life-boat; life-belts and life-jackets; and telecommunications. On the second day the subjects on which papers were read included the organization of a rescue service in the North Sea; new utility boats built for the United States Coast-

guard; and medical and physiological problems of life-saving. On the third day distress signals, co-operation with aircraft and the use of helicopters and identification signals were discussed. On the fourth day the Conference was addressed at length by Dr. Alain Bombard, who attended as a guest of honour with the French delegation and who described his crossing of the Atlantic on a raft on a diet of seawater.

The delegates had an opportunity of seeing a number of Portuguese life-boats as well as a new German life-boat which had come from Bremen. A display of life-saving by breeches buoy was also staged at Cascais.

The papers read by the British delegates dealt with the lessons learned from two great storm periods in February 1953 and November 1954; the new Fowler tractor; and methods of launching life-boats. The paper on methods of launching life-boats is given in full on page 109.

The meeting was socially a great success. From the initial dinner to welcome the delegates to the final banquet, the Portuguese hosts and their wives were extremely hospitable and did everything possible to ensure that the delegates enjoyed their visit. At a final dinner Mrs. Burnett Brown proposed a vote of thanks to the Portuguese hosts, in which she said: "We came as strangers, but we go away friends."

New Ways of Raising Money

A MEMBER of Newhaven Ladies' Life-boat Guild has presented a silver challenge cup for an annual tug-of-war competition. Seven teams took part in the first contest for the cup held on the 29th of June, including teams from the Worthing Police and the East Sussex Fire Brigade. Each team pays a ten shillings entrance fee, which goes to the funds of the Institution.

* * *

At the Dartford Chamber of Com-

merce Trade Fair demonstrations of glass blowing were given and glass animals were auctioned for the Institution's funds. The glass blower gave his services free, and more than £8 was made for the Institution.

* * *

A collection was held on the towpath at Cambridge during May Week. When the ferry service broke down, a decorated boat, manned by members of the Cambridge Branch Committee,

provided a ferry service at 1s. a head. £19 were thereby raised.

* * *

Mr. E. W. Searles of South Harrow has made a donation to the Institution at the suggestion of the owner of the yacht *Rundlett* of the Royal Corinthian Yacht Club, Burnham-on-Crouch, which gave him a badly needed tow.

* * *

Mr. A. J. Greenslade of The Lizard Hotel has for some time been giving ten-minute talks on the history of The Lizard life-boat when coach parties are having morning coffee. Prizes were given to the driver of the coach whose

passengers give the largest sum to the Institution's funds.

* * *

The Sutton (Woodbridge) Women's Institute held a competition for sponge cakes made by members' husbands. These were auctioned for the Institution's funds.

* * *

The County of Monaghan Branch held a clay pigeon shoot at Rossmore Castle and thereby raised £34 for the Life-boat Service.

* * *

Mrs. A. E. Turner, the Honorary Treasurer of the New Romney Branch, raises funds for the Institution by baby sitting.

The President

Names the New Southend Boat

H.R.H. THE DUCHESS OF KENT, President of the Institution, named the new Southend-on-Sea life-boat on the 17th of May, 1955.

The new life-boat is a gift of the Civil Service Life-boat Fund, the thirtieth which that fund has given to the Institution, and Her Royal Highness described it as "yet another example of the wonderful generosity of the Civil Servants in this country." She went on to say:

SENSE OF LOSS

"There must be many here today who feel a sense of loss in the departure from Southend of this new boat's predecessor, the *Greater London Civil Service No. 3*. Few life-boats have had such a wonderful record of service; during that period, which lasted for nearly 27 years, she put out to sea more than 250 times and rescued more than 200 people from death at sea; no previous life-boat at Southend was launched so frequently or rescued so many lives. . . . For most of her period of service, this boat was manned by the same outstanding coxswain, Mr. Sidney Page, a winner of the silver medal once and the bronze medal twice."

The Mayor of Southend, Alderman H. N. Bride, president of the branch, took the chair. Commander T. G. Michelmore, Chief Inspector of Life-boats, described the new boat. Sir Eric A. Seal, chairman of the Civil Service Life-boat Fund, presented the life-boat to the Institution, Sir Godfrey Baring, chairman of the Institution, accepting her and handing her over to the Southend-on-Sea branch, on whose behalf Mr. W. A. Jones, chairman of the branch, accepted her. The Venerable E. N. Gowing, Vicar of Prittlewell, assisted by the Rev. L. J. Reading, chaplain to the Southend-on-Sea life-boat, dedicated the boat. Her Royal Highness then named her *Greater London II (Civil Service No. 30)*. A vote of thanks was proposed by Mr. Percy G. Garon, honorary secretary of the branch.

WATSON CABIN TYPE

The new life-boat is a 46-foot 9-inches Watson cabin type boat.

The next morning she was launched on service and rescued three people from the yacht *Stormaloug*. For a full account of this service see page 131.

Award to Life Saving Companies for Best Service

MR. JOHN BOYD-CARPENTER, Minister of Transport and Civil Aviation, has awarded the shield for the best wreck service of the year to be held jointly by the rocket coast life saving companies of Sea Palling and Winterton, Norfolk.

At 5.25 on the morning of Sunday, 13th of February, 1955, the Norfolk coastguard called out the rocket coast life saving companies of Sea Palling and Winterton to rescue the crew of 18 of the French trawler, *St. Pierre Eglise*, which had stranded at Waxham. It was dark and bitterly cold and a strong north-east wind was blowing, with frequent snow squalls, and a heavy sea and swell were running. When the coastguard on duty at Happisburgh saw red distress flares fired by the vessel he was unable to tell from their bearings whether the vessel was actually ashore. The coastguard-in-charge set out by motor cycle to investigate. After a hazardous journey over icy roads he found her two miles south of Palling.

Wind Increasing

In the meantime the Palling company had assembled and hurried to the scene. The flood tide had just begun and the wind was increasing. The first rocket to be fired reached the vessel, but because of her distance from the shore and the incoming tide the Palling rescue gear was found to be too short. Before the crew could be told that a larger set had been sent for they lowered a boat, into which seven of them jumped, and were hauled ashore by the Palling company, who had to wade into the sea to bring them in.

While the Winterton company, with larger equipment, was on its way, four members of the trawler's crew donned life-jackets and began to swim ashore. They were brought in by the Palling men, and through one of the rescued men the crew still on board were advised to stay there until further life saving gear arrived. The Winterton company reached the scene at nine o'clock, and both companies working together brought the remaining seven members of the crew safely ashore.

Sudden Storm

At noon three days later, when the crew was attempting to lighten the vessel and refloat her, a sudden storm blew up. A towing wire caused the trawler to heel over and to ship heavy seas. Fourteen people were on board and H.M. Coastguard were asked for assistance. Caister life-boat was standing by but was unable to approach the vessel, and the Winterton company was called out. When the company reached the scene the wind had gained gale force and was accompanied by almost continuous snow. It was very cold and rough seas were breaking over the vessel. Just before two in the afternoon the first rocket was fired, the breeches buoy secured and the first man brought safely ashore by 2.15. The last man was brought off by 5.15.

On both occasions the rescuers had to wade time and time again into icy seas and heavy surf in order to bring the men in.

Mr. B. Dobson, who was the coastguard-in-charge of Happisburgh and took part in these rescues, died on the 7th of June, 1955.

Diesel Engines in Life-boats

By Commander (E) R. A. Gould, O.B.E., R.N.

Superintendent Engineer.

WHEN diesel engines were first fitted into a life-boat in 1932 a new policy was adopted which was to be of the greatest importance in the history of life-boat construction. Just how important this development has been is

shown by the fact that every life-boat being built today is fitted with diesel engines.

The problem of finding the ideal method of providing a life-boat with mechanical power has occupied the

minds of designers and engineers for more than a century. For many years experiments were made with steam. At the Great Exhibition of 1851 a model of a steam life-boat, which was entered in the competition for the Duke of Northumberland's prize, was shown.

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

First Steam Life-boat

In 1886 the Committee of Management appointed a special Committee to inquire into the practicability of using steam power in life-boats. The first order was placed in 1887 for a steam life-boat, although the method of propulsion was that of hydraulic ejection, in itself a forerunner of the Hotchkiss principle later used by the Institution. By 1912 only four steam life-boats and a tug had been built.

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

Risk of Fire Reduced

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

The petrol engine, although initially cheaper to make than the diesel

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

The first life-boat with a diesel engine was the Yarmouth boat, into which a single 6-cylinder cell-type engine of the Ferry Engine Company's design was fitted in 1932. This boat gave good service both at Yarmouth and while she was in reserve. The fitting of this engine gave an opportunity of comparing two boats built at approximately the same time, the Yarmouth boat and the Portpatrick boat, which was fitted with CE4 petrol engines of equal horse-power. The Yarmouth boat could continue at full speed for 118 miles using 29½ pints of fuel per hour. The Portpatrick boat could continue at full speed for only 57 miles with a fuel consumption of 64½ pints per hour. At a cruising speed of 7½ knots the difference in petrol consumption, and therefore radius of action, was even greater.

Twin Diesel Engines

The single 6-cylinder cell-type diesel engine was followed by the development of twin 4-cylinder diesel engines, and the Institution has up to now placed orders for as many as 134 of these engines.

The earlier diesel engines were fitted into the larger life-boats, but it was clearly desirable that the smallest classes, the 35-foot Liverpool and self-righting types, should also be driven by diesel engines. Boats of these classes often have to be manoeuvred on a carriage and launched over shingle or sandy beaches, and the weight of the engine installation is clearly a matter of great importance.

A dozen years or more ago diesel marine engines in common use for commercial purposes were mostly of some 40 horse-power and weighing approximately a ton. The only really

suitable diesel engine which could be developed for use in the smallest classes of life-boats was the FKR3 made by the Ferry Engine Company. Weighing less than half a ton and developing 21 horse-power at 1,600 revolutions per minute, the engine used in these small life-boats was a supercharged two-stroke high-speed engine with three cylinders, and a modified version of the four-cylinder unit developed for the Admiralty and used in great numbers in 16-foot fast-planing dinghies. The engine used by the Admiralty was in itself a smaller and modified version of the General Motors GM6 engines.

Kadenacy Principle

The life-boat engine worked on the principle developed by the Frenchman, Kadenacy, whereby a higher compression and higher power are obtained. The essence of this principle is that if gases under reasonable pressure, having done most of their useful work, are suddenly released or exhausted there will follow a slight vacuum in the space previously occupied by the gases. If the inlet ports are made to open when the vacuum is created, the incoming air will rush in at increased speed, and if the ports remain open long enough a natural supercharging effect will result.

The first of the FKR3 engines was fitted in the Rhyll life-boat in 1949.

It has given good service ever since and there are now 24 life-boats fitted with these engines.

Commercial Engines

Late in 1950 the Committee of Management gave close consideration to the possibility of fitting commercial engines into life-boats. The problems of cost, simplicity of maintenance and ready availability of spares influenced the decision which was eventually taken. It had also become clear that it was extremely difficult to maintain engines in a completely watertight state, and that certain items such as ball-races and magnetos of the older petrol engines were tending to deteriorate rapidly. It was apparent too that there would be advantages in adopting an engine in daily use in the commercial world which had survived the tests of competition.

Experiments Continue

In 1954 a new type of life-boat fitted with two 4LW Gardner diesel engines was sent to Coverack. A full description of this boat appeared in the September, 1954 number of the *Life-boat*. A boat of a similar type was later sent to Troon.

As in all matters connected with the construction and design of life-boats experiments continue, but there is now no room for doubt that the policy of fitting diesel engines has been an unqualified success.

Birthday Honours

THE list of honours bestowed on those associated with the Life-boat Service in the Birthday Honours for 1955 was:

K.C.B.

Vice-Admiral A. K. Scott-Monerieff,

C.B., C.B.E., D.S.O., a former member of the Committee of Management.

M.B.E.

Mr. William James, honorary secretary of the Runswick station branch.

R.S.P.C.A. Awards

EIGHT members of the Dover life-boat crew, Coxswain T. Walker, Second Coxswain W. Cockings, Mechanic H. Pegg, Second Mechanic A. Liddon and Life-boatmen D. Briggs, S. Liddon, J. Sharp and A. Whiting, were presented with the R.S.P.C.A. award for

bravery for a service on the 10th of March, 1954, when they rescued a woman who had scrambled down a cliff near St. Margaret's Bay to go to the help of her dog. An account of this service appeared in the June 1954 number of the *Life-boat* on page 699.

Services of the Life-boats in April, May and June, 1955

123 Lives Rescued

APRIL

DURING April life-boats were launched 24 times and rescued 30 lives.

THREE-MILE TOW BY TRACTOR

Hoylake, Cheshire.—At five o'clock on the afternoon of the 8th of April, 1955, the life-boat coxswain reported that he had seen a yacht in Hilbre Swash and thought she would be in a dangerous position if the weather worsened, as she was on the north-western side of East Hoyle Bank. He kept her under observation, and about sunset the weather began to deteriorate. At 7.5 the life-boat *Oldham IV* was taken from her house and towed by her tractor for nearly three miles across East Hoyle Bank. She was launched at Hilbre Swash at 7.40. The sea was rough, a squally westerly breeze was blowing, and it was one hour after low water. The life-boat searched extensively, and at 8.30 found the 18-foot yacht *Sea Fury*, with three men on board, aground in Hilbre Swash and broadside on to breaking seas. The life-boat anchored, veered down to her, grappled her anchor rope and towed her to deeper water. She then rescued the men, who were given rum, and towed the yacht to Hoylake, arriving at eleven o'clock.—Rewards to the crew, £8 2s.; rewards to the helpers on shore, £7 14s.

PATIENT BROUGHT TO AIR AMBULANCE

Barra Island, Outer Hebrides.—At 8.15 on the evening of the 9th of April, 1955, a local doctor asked if the life-boat would take a sick person to Lochboisdale for conveyance to Glasgow by air ambulance. At 8.45 the life-boat *Lloyd's* put out in a rough sea, with a moderate south-westerly breeze blowing. She took the patient to Lochboisdale and reached her station again at six o'clock on the morning of the 10th.—Rewards to the crew, £17 1s.; rewards to the helpers on shore, 19s. Refunded to the Institution by the St. Andrew's and Red Cross Scottish Ambulance Service.

HOUSEBOAT AGROUND ON SANDS

Dungeness, Kent.—At 8.52 on the morning of the 10th of April, 1955, the Lade coastguard reported that the motor yacht *Episode*, of Dundee, a houseboat of 131 tons, which had three people on board, had run aground on Camber Sands, but did not appear to be in danger. She refloated on the rising tide about noon, but her engines broke down and she anchored. At 6.30 in the evening the owner asked if the life-boat would tow the *Episode* to Rye harbour, and at 9.30 the life-boat *Charles Cooper Henderson* was launched. The sea was moderate, there was a light westerly breeze, and it was one hour and a half after low water. The life-boat found the *Episode* three quarters of a mile east of Rye harbour, towed her to the harbour, and reached her station again at 2.45 early on the 11th.—Rewards to the crew, £13 19s.; rewards to the helpers on shore, £20 10s.

GIRL'S BODY TAKEN FROM SEA

Holyhead, Anglesey.—At 5.26 on the evening of the 11th of April, 1955, the coastguard telephoned that the light-keepers at the Breakwater lighthouse had signalled that they had recovered the body of a twelve-year-old girl from the sea at the end of the breakwater and had asked for the life-boat. At 5.40 the life-boat *St. Cybi, Civil Service No. 9* was launched in a smooth sea, with a light breeze blowing and an ebbing tide. She took the body on board, but artificial respiration failed to revive the child. The life-boat landed her body at Holyhead at 6.5.—Rewards to the crew, £2 5s.; rewards to the helpers on shore, £3 6s.

LIFE-BOAT RESCUES FOUR FROM TRAWLER

Longhope, Orkneys.—At 10.30 on the night of the 11th of April, 1955, the Kirkwall coastguard rang up to say that the steam trawler *Gava*, of Aberdeen, which had a crew of thirteen, had reported that she had gone ashore

at Duncansby Head. He later gave the position as the south-eastern side of Pentland Skerries. At 10.50 the life-boat *Thomas McCunn* was launched and made for the position in a moderate sea, with a moderate south-westerly breeze blowing and a flooding tide. She found the *Gava* at Clettaek Skerry. Nine of her crew had abandoned her in a small boat, which had subsequently capsized, and the men had been rescued by the fishing vessel *Enterprise*, which was still standing by the *Gava*. The life-boat went alongside the *Gava*, rescued the four other men, and then towed her to Longhope, arriving at 5.10 on the 12th.—Property Salvage Case.

SICK MAN BROUGHT FROM SARK

St. Peter Port, Guernsey.—At 3.30 on the afternoon of the 17th of April, 1955, the St. John Ambulance Brigade asked if the life-boat would fetch a sick man from Sark. As the local marine ambulance was out of commission and no other suitable boat was available, the life-boat *Euphrosyne Kendal* put out at 3.50. The sea was rough, a fresh east-north-east breeze was blowing, and the tide was ebbing. The life-boat reached Sark about five o'clock, embarked the patient and took him to St. Peter Port, arriving at 6.10.—Rewards to the crew, £6 13s.

LIFE-BOAT OUT TWICE TO FISHING BOAT

Torbay, Devon.—At eight o'clock on the morning of the 19th of April, 1955, the French Vice-Consul rang up to say that the fishing boat *Normandie*, of Dieppe, had gone aground near Mansands, and that two members of her crew of eight had swum ashore for help. They needed a tug, but a motor boat went to the fishing boat's help, and the life-boat *George Shee* put out at 8.30. The sea was calm, there was a light north-easterly breeze, and it was two hours before low water. The life-boat found the *Normandie* high and dry, surrounded by rocks, at the south end of Mansands beach. The motor boat remained with the *Normandie* with the intention of re-floating her on the afternoon tide, and the life-boat returned to her station, arriving at ten o'clock. The

Vice-Consul asked if the life-boat would put to sea in the afternoon, and at three o'clock she left her station again. She stood by while the motor boat re-floated the fishing boat, and then escorted them to Brixham, reaching her station again at five o'clock.—Rewards to the crew, £9; rewards to the helpers on shore, £1 12s.

CONVERTED LIFE-BOAT ESCORTED

Tenby, Pembrokeshire.—At 11.12 on the morning of the 25th of April, 1955, the coastguard rang up to say that the fishing boat *Neula*, an ex-R.N.L.I. life-boat formerly stationed at Aberystwyth, was flying a distress signal one mile south-west of Tenby. Eight minutes later the life-boat *John R. Webb* was launched. The sea was choppy, a moderate south-south-west breeze was blowing, and it was two hours after high water. The life-boat found that the *Neula*, which had a crew of four, had fouled her propeller, but was able to make way slowly. She escorted her to Tenby, arriving at 12.30.—Rewards to the crew, £7; rewards to the helpers on shore, £6. 13s.

TWENTY-THREE RESCUED FROM GREEK STEAMER

Eastbourne, Sussex.—At 3.29 on the afternoon of the 26th of April, 1955, the S.S. *Germania*, or Piraeus, wirelessed that she had been in collision with the S.S. *Maro*, of Panama, four miles south of Beachy Head, but that no help was needed. The *Germania* tried to anchor so that the damage done to her might be examined, but she ran aground half a mile east of Beachy Head lighthouse. At 4.30 the coastguard informed the life-boat station. Fifteen minutes later the life-boat *Beryl Tollemache* was launched in a moderate sea, with a fresh south-westerly breeze blowing and dense fog. The tide was half ebb.

The life-boat found the *Germania*, a vessel of 3,000 tons with a general cargo, on the eastern side of Beachy Head ledge. She went through rocks to reach her, and then, just as she did reach her, the *Germania* broke her back. The life-boat took on board her entire crew of twenty-six, but later put the master, chief mate and a sea-

man back in their ship. The life-boat landed the twenty-three men and then returned to the *Germania* and stood by her.

She remained with her all night, and at 9.5 on the morning of the 27th she landed the mate, so that he could communicate with the owners, and took ashore the crew's personal belongings. The life-boat then remained at her station until 11.15, when she put out again to stand by the steamer. She went alongside her, and during the afternoon helped the coastguard Life-Saving Apparatus Company pass a hawser to her. The life-boat remained with the *Germania* until 6.40 in the evening and then returned to her station, arriving at 7.30. The *Germania* was completely abandoned the next evening. The *Maro* was only slightly damaged and went to Southampton for temporary repairs.—Rewards to the crew, £49 12s.; rewards to the helpers on shore, £35.

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

Dungeness, Kent. — April 4th. — Rewards, £23 4s.

Porthdinllaen, Caernarvonshire. — April 10th.—Rewards, £9 6s.

Sennen Cove, Cornwall.—April 11th.—Rewards, £7 7s.

Walmer, Kent. — April 12th. — Rewards, £24 13s.

Barra Island, Outer Hebrides.—April 18th.—Rewards, £16 7s.

Thurso, Caithness-shire.—April 20th.—Rewards, £8 6s. 6d.

Stromness, Orkneys.—April 20th.—Rewards, £10 17s. 6d.

Stromness, Orkneys.—April 21st.—Rewards, £8 9s. 6d.

Skegness, Lincolnshire.—April 22nd.—Rewards, £12 7s.

Great Yarmouth and Gorleston, Norfolk.—April 22nd.—Rewards, £15 8s.

Appledore, Devon.—April 23rd.—Rewards, £7 8s.

Donaghadee, Co. Down.—April 24th.—Rewards, £5 16s.

Whitehills, Banffshire.—April 26th.—Rewards, £10 14s.

Sunderland, Durham.—April 27th.—Rewards, £7 18s. 6d.

MAY

DURING May life-boats were launched 65 times and rescued 84 lives.

RACING YACHT ESCORTED TO MOORINGS

Beumaris, Anglesey.—At 10.30 on the morning of the 1st of May, 1955, the life-boat coxswain noticed that a racing yacht appeared to be in difficulties in Friar's Bay and was making heavy weather. He kept her under observation, and at 11.30 the life-boat *N.T.*, on temporary duty at the station, was launched in a very rough sea. There was a moderating southerly breeze and the tide was ebbing. The life-boat found the yacht *Dot*, of Liverpool, half a mile north-east of Beumaris pier, with a crew of three, on passage for the Mersey. She escorted her to moorings at Gallows Point and then returned to her station, arriving at 1.15.—Rewards to the crew, £5 5s.; rewards to the helpers on shore, £1 13s.

TWO BOATS FLY DISTRESS SIGNALS

New Brighton, Cheshire.—At 12.20 on the afternoon of the 1st of May, 1955, the Formby coastguard telephoned that a boat had been reported in distress and making heavy weather in the Rock Channel. At 12.30 the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, put out. The sea was moderate, a fresh southeasterly breeze was blowing, and it was one hour and a half before low water. The life-boat saw two boats off Harrison Drive, both flying distress signals, but by the time she reached them one had gone aground and the other, the fishing boat *Kitty*, with a crew of four, had anchored. Neither boat was in any immediate danger, but the life-boat remained with the *Kitty* until the tide began to flood and then escorted her to New Brighton, reaching her station again at 4.45.—Rewards to the crew, £9 9s.; rewards to the helpers on shore, £1 8s.

YACHTSMAN HIT BY BOOM

Barrow, Lancashire.—At 6.55 on the morning of the 2nd of May, 1955, the Walney Island coastguard rang up to say that he had received a message by

radio telephone from the Barrow pilot boat. The pilot boat had found the 24-foot sailing yacht *Moby Dick*, of Fleetwood, with one man on board, near the Half Way buoy. The yachtsman had been hit on the head by his sail boom, was dazed and needed help. The pilot boat was unable to tow the yacht, and at 7.17 the life-boat *Herbert Leigh* was launched. The sea was choppy, a fresh north-west-by-north breeze was blowing, and it was one hour and a half before high water. The life-boat towed the *Moby Dick* to Piel and arrived back at her station at 8.15. The yachtsman made a gift to the members of the life-boat crew.—Rewards to the crew, £3 15s.; rewards to the helpers on shore, £1 12s. 6d.

FISHING BOAT TOWED TO SCRABSTER

Thurso, Caithness-shire.—At 11.30 on the morning of the 2nd of May, 1955, it was reported that the fishing boat *Ocean Pearl*, which had a crew of five, was in difficulties between one and two miles off Holborn Head. At 11.45 the life-boat *H.C.J.* was launched. There was a moderate sea, a strong north-north-east breeze was blowing, and it was two hours before low water. The life-boat found that the *Ocean Pearl* had fouled her propeller, and she towed her to Scrabster, reaching her station again at 1.10.—Rewards to the crew, £5 12s.; rewards to the helpers on shore, £2 17s.

DIRECTION-FINDING GEAR LOCATES CASUALTY

Rosslare Harbour, Co. Wexford.—At 11.14 on the morning of the 3rd of May, 1955, a man rang up to say that he had received a message by radio telephone from his fishing boat *Ros Ailithir* that she had taken in tow the fishing boat *Ros Tuaisceart*, of Dublin. The *Ros Tuaisceart*, which had a crew of three, had fouled her propeller three and a half miles north-east-by-east of Raven Point. The tow ropes parted four times, and the *Ros Ailithir* had difficulty in preventing the *Ros Tuaisceart* from driving ashore. At 11.30 the life-boat *Douglas Hyde* put out in a very rough sea, with a moderate south-westerly gale blowing and a flooding tide. Using her radio direc-

tion-finding gear in the poor visibility, the life-boat found the fishing boats four miles east-by-north of Raven Point and passed two tow ropes to the *Ros Tuaisceart*. The life-boat towed her to Rosslare Harbour and reached her station again at 3.40. This was the first occasion on which radio direction-finding gear fitted in a life-boat had been successfully used to locate a casualty.—Partly permanent paid crew; rewards to other members of the crew, £5 8s.; reward to the helper on shore, 14s.

YACHT TOWED TO FALMOUTH IN GALE

Falmouth, Cornwall.—At 11.15 on the morning of the 6th of May, 1955, the St. Anthony coastguard rang up to call attention to the position of a sailing yacht in Falmouth Bay. He later stated that she might need help as the weather was bad. At 11.50 the life-boat *Cracford and Constance Conybeare* put out. There was a very rough sea, a north-westerly gale was blowing, and it was low tide. The life-boat found the yacht *Nicolette*, of Southampton, with a crew of four. Her main sail had jammed, her headsail had carried away, and she was drifting towards the shore a hundred yards off Nare Head. The life-boat took her in tow with difficulty and towed her to Falmouth, arriving at 2.30.—Property Salvage Case.

RESCUES FROM A GREEK STEAMER AND TWO MOTOR BOATS

On the night of the 6th of May, 1955, the Eastbourne, Sussex, life-boat rescued a salvage party of sixteen men from the S.S. *Germania* and four men from two motor boats which had been helping to unload her. For a full account of this service, for which Coxswain Thomas Allehorn was awarded a second service clasp to the bronze medal he won in 1940, see page 106.

BOAT UNLOADING STEAMER ESCORTED IN

Newhaven, Sussex.—On the 6th of May, 1955, the motor boats *William III*, *Moonbeam*, *Endeavour* and *Enflade* put out from Dover to take a salvage party to the S.S. *Germania*, of Piraeus, which had run ashore to the



By courtesy of]

[Southend Standard

THE NAMING OF THE NEW SOUTHEND LIFE-BOAT

(see page 113)

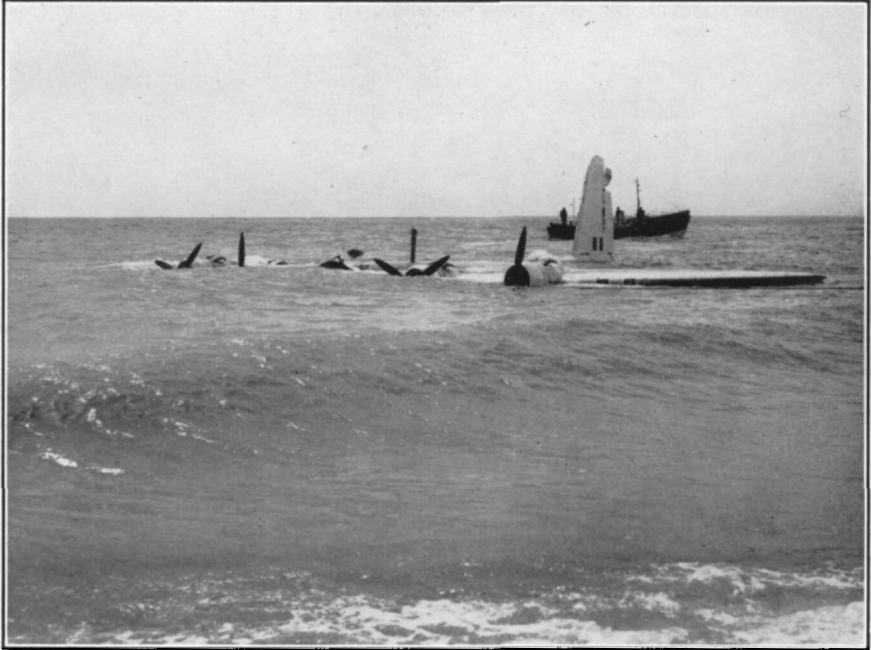


By courtesy of]

[J. W. Barry

SOUTHEND LIFE-BOAT WITH THE *BLOTTO* IN TOW

(see page 137)



By courtesy of]

[P.A. Reuter Photos, Ltd.

FLYING-BOAT WRECKED OFF EASTBOURNE

(see page 135)



By courtesy of]

[Eastbourne Gazette

EASTBOURNE LIFE-BOAT LANDS AN INJURED SEAMAN

(see page 120)



By courtesy of]

[East Kent Times

RAMSGATE LIFE-BOAT ESCORTS SWEDISH SHIP TO HARBOUR

(see page 130)



By courtesy of]

[Evening News, London

SWEDISH TANKER ON FIRE

(see page 140)



By courtesy of]

[Mirrorpic

PRINCE RICHARD OF GLOUCESTER ABOARD RAMSGATE LIFE-BOAT

Coxswain Verrion shows him over



By courtesy of]

[Hull Daily Mail

H.R.H. PRINCESS ALEXANDRA VISITS SCARBOROUGH BOATHOUSE



By courtesy of

[Medley and Bird

RESCUED BY HOYLAKE LIFE-BOAT

(see page 177)



By courtesy of

[Isle of Man Examiner

MOTOR-BOAT TOWED INTO DOUGLAS

(see page 132)



By courtesy of]

[Eastbourne Gazette

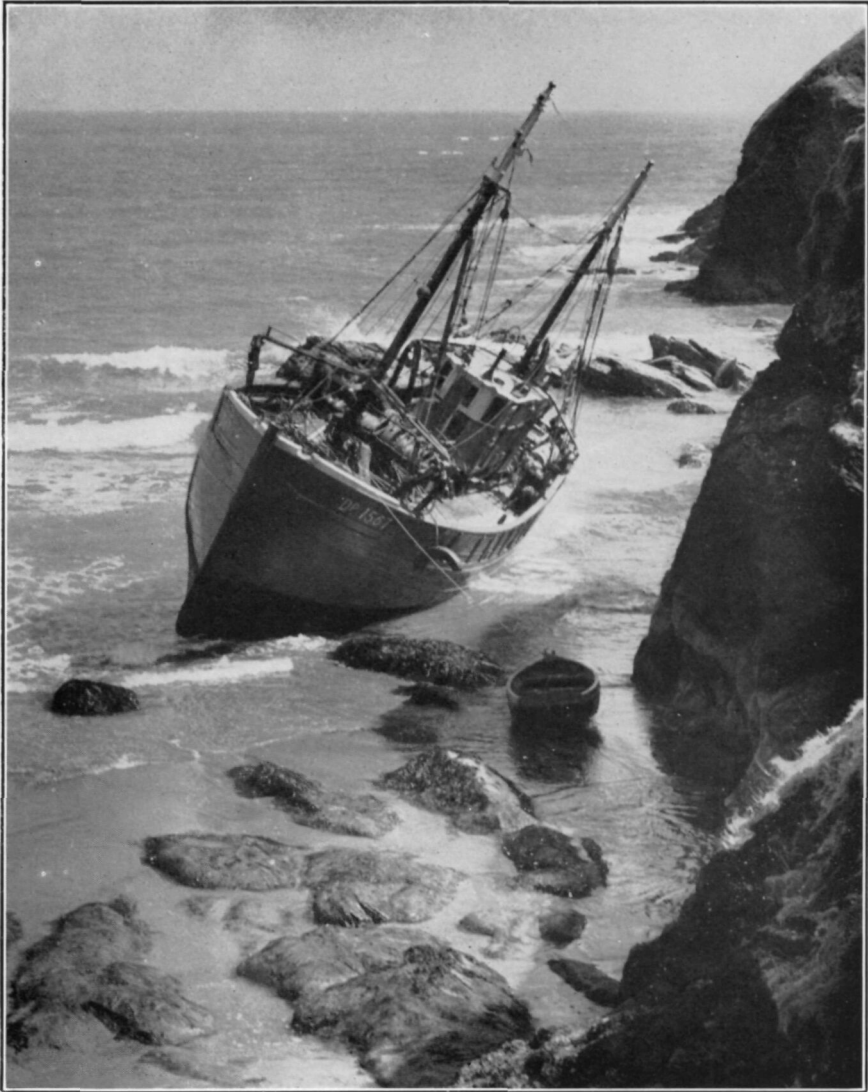
THE GREEK STEAMER GERMANIA AGROUND NEAR BEACHY HEAD
(see page 106)



By courtesy of]

[Aberdeen Journals Ltd.

THE STROMNESS LIFE-BOAT REACHES ABERDEEN
The new life-boat is a gift of Miss Margaret Paterson of St. Petersburg, Florida



By courtesy of]

[Nicholas Home

FRENCH FISHING-BOAT AGROUND NEAR MANSANDS

(see page 118)

east of Beachy Head on the 26th of April, and to help unload her cargo. Bad weather overtook them, and at 4.42 in the afternoon the Newhaven coastguard telephoned that the *William III*, which had a crew of two, was making for Newhaven laden with cargo. She was sighted an hour later, and at six o'clock the life-boat *C.D.E.C.*, on temporary duty at the station, put out in a rough sea, with a south-westerly gale blowing and an ebbing tide. She guided the *William III* to a safer position off the harbour and waited with her for an hour until the tide rose. She then escorted her into the harbour, arriving at eight o'clock.—Rewards to the Newhaven crew, £5 10s.; rewards to the helpers on shore, £4 8s.

TWO MEN RESCUED FROM DINGHY

Hastings, Sussex.—At eight o'clock on the evening of the 7th of May, 1955, the Fairlight coastguard telephoned that a message had been received from the Eastbourne police that two men were adrift in a dinghy two miles off Langney Point. At 8.18 the life-boat *M.T.C.* was launched in a slight sea with a light west-south-west breeze blowing and a flooding tide. The men had lost an oar and their dinghy was waterlogged. The life-boat rescued them and towed the dinghy to Hastings, arriving at 11.15.—Rewards to the crew, £6 13s.; rewards to the helpers on shore, £16 7s. 6d.

TWO SOLDIERS RESCUED FROM ROCKS

Dover, Kent.—On the morning of the 8th of May, 1955, two soldiers who were bird's-nesting at South Foreland, were cut off by the tide. The Sandgate coastguard rang up the life-boat station at 11.22, and at noon the life-boat *E.M.E.D.*, on temporary duty at the station, put out, taking a dinghy with her. The sea was choppy, there was a moderate south-westerly breeze, and it was one hour before high water. The life-boat found the soldiers on rocks, and two members of the life-boat crew manned the dinghy and rescued them. They were then transferred to the life-boat, which took them to Dover, arriving at 1.15.—Rewards to the crew, £4 10s.; reward to the helper on shore, 5s.

TWO LIFE-BOATS OUT TO ESCORT COBLES

Blyth, and Newbiggin, Northumberland.—At 7.32 on the morning of the 10th of May, 1955, the coastguard telephoned the Blyth life-boat station to say a man at Cambois had reported that a fishing coble appeared to be in difficulties in Cambois Bay. At 7.45 the life-boat *Winston Churchill, Civil Service No. 8* was launched with a scratch crew. The sea was rough, there was a strong north-easterly breeze, and the tide was ebbing. The coastguard informed the Newbiggin life-boat station, and at 9.44 the life-boat *Richard Ashley* was launched. The Blyth life-boat found the fishing coble *Adventure*, of Newbiggin, with a crew of two, making heavy weather four miles south-east of Coquet Island. She escorted her to Newbiggin and then returned to her station, arriving at 12.45. The Newbiggin life-boat found the Newbiggin fishing cobbles *George and Margaret, Louisa Twyzell* and another coble to the south-east of Newbiggin. She too escorted them to the shore and reached her station again at 12.45. Blyth—rewards to the crew, £7 15s.; rewards to the helpers on shore, £2; Newbiggin—rewards to the crew, £6 18s.; rewards to the helpers on shore, £5 12s.

SICK MAN BROUGHT TO MAINLAND

Galway Bay.—At 11.45 on the morning of the 10th of May, 1955, the doctor at Inishmore telephoned that a man there was in urgent need of hospital treatment at Galway and asked if the life-boat would take him to the mainland. No other boat was available, and at 12.30 the life-boat *Mabel Marion Thompson* put out. The sea was moderate, a northerly breeze was blowing, and it was low water. The life-boat took the sick man to Rossaveal, where an ambulance was waiting, and then returned to her station, arriving at 4.45.—Rewards to the crew, £9 9s.; reward to the helpers on shore, 9s. 6d.—Refunded to the Institution by the Galway County Council.

BARGE TOWED TO SHOREHAM

Shoreham Harbour, Sussex.—At 1.54 on the afternoon of the 10th of May,

1955, the coastguard rang up to say that a barge had broken down off the harbour and that her steering gear had been carried away. At two o'clock the life-boat *Rosa Woodd* and *Phyllis Lunn* was launched. The sea was rough, a strong breeze was blowing from the south-west, and it was one hour before high water. The life-boat found the barge yacht *Winifred*, of Colchester, in ballast, with three men and two women on board, half a mile off the harbour. The life-boat took her in tow with difficulty and towed her to the harbour, arriving at five o'clock.—Property Salvage Case.

YACHT TOWED IN AFTER RACE

Dover, Kent.—At 2.18 on the afternoon of the 14th of May, 1955, the Sandgate coastguard rang up to say that a yacht had been reported in difficulties in Wear Bay. At 2.30 the life-boat *E.M.E.D.*, on temporary duty at the station, put out. The sea was rough, a fresh south-westerly breeze was blowing, and it was two hours before low water. The life-boat found the yacht *Water Music*, which had a crew of seven. She had been dismantled two miles off Folkestone during a race from the Solent to Harwich. The life-boat towed her to Dover, arriving at 4.45. The owner made a gift to the life-boat crew.—Rewards to the crew, £3 16s.; reward to the helper on shore, 5s.

MOTOR BOAT TOWED TO SELSEY

Selsey, Sussex.—At 3.5 on the afternoon of the 14th of May, 1955, the coastguard telephoned that a motor boat, believed to be one in which the life-boat honorary secretary's son and two of his friends had put out earlier in the day, had been seen near an old wreck off Chichester harbour. The weather was bad, and at 3.15 the life-boat *Canadian Pacific* was launched, with the second coxswain in charge. The sea was rough, a strong south-westerly breeze was blowing, and the tide was flooding. The life-boat made for the position and found the motor boat one mile north-west of Selsey Bill. She was making way slowly, but the life-boat towed her to Selsey, reaching her station again at 4.30. The honorary secretary expressed his

thanks and made a donation to the funds of the Institution.—Rewards to the crew, £8; rewards to the helpers on shore, £5 7s.

FISHING BOAT ESCORTED IN ROUGH SEA

Runswick, Yorkshire.—At eight o'clock on the morning of the 16th of May, 1955, the fishing boat *Golden Crown*, of Staithes, put to sea with a crew of three, including the life-boat coxswain, to haul crab and lobster pots, but during the morning the weather deteriorated. At eleven o'clock the life-boat *The Elliott Gill* was launched, with the second coxswain in charge. The sea was very rough, a moderate breeze was blowing from the north-north-west, and it was one hour before high water. The life-boat came up with the *Golden Crown* at Staithes Wyke, escorted her into the harbour, and arrived back at her station at 2.30.—Rewards to the crew, £5 15s.; rewards to the helpers on shore, etc., £8 10s.

CRAB BOAT TOWED IN

Falmouth, Cornwall.—At 12.15 on the afternoon of the 16th of May, 1955, the coastguard rang up to say that a man in the crab boat *Silver Spray* was signalling for help off Zone Point near the entrance to the harbour. At 12.50 the life-boat *Craxford* and *Constance Conybeare* put out. The sea was rough, a fresh south-westerly wind was blowing, and it was high water. The life-boat found that the *Silver Spray* had broken down and was in danger of being driven on the rocks. She towed her to Restronguet Creek and arrived back at her station at three o'clock.—Rewards to the crew, £6 13s.; reward to the helper on shore, 8s. 6d.

SWEDISH VESSEL ESCORTED TO RAMSGATE

Ramsgate, Kent.—At 1.41 on the afternoon of the 17th of May, 1955, the coastguard telephoned that a cargo vessel was listing heavily near Gull Stream Buoy. At 1.53 the life-boat *Greater London*, Civil Service No. 3, on temporary duty at the station, put out. The sea was rough, a strong south-westerly breeze was blowing,

and it was one hour after low water. The life-boat found the motor vessel *Alice*, of Lidköping, Sweden, a vessel of 499 tons, whose cargo of timber had shifted. Two members of the life-boat crew boarded her, and the life-boat escorted her to Ramsgate Harbour. She helped her to a safe mooring and reached her station again at eight o'clock.—Property Salvage Case.—Rewards to the helpers on shore, 15s. 6d.

EIGHT BOYS RESCUED FROM WHALER AND DINGHY

Dover, Kent.—At 4.20 on the afternoon of the 17th of May, 1955, Lloyds signal station reported that a whaler, with five boys from Dover College on board, which had a dinghy in tow with three boys on board, had been blown out of Dover harbour through the eastern entrance. At 4.35 the life-boat *E.M.E.D.*, on temporary duty at the station, put out. The sea was rough, a fresh gale was blowing from the south-west, and it was two hours after low water. The life-boat came up with the boats half a mile east of the harbour and rescued the boys, who were wet and cold. She took the whaler and dinghy in tow and returned to her station, arriving at 5.50. Dover College made a gift to the members of the life-boat crew.—Rewards to the crew, £5 5s.; reward to the helper on shore, 5s.

CREW OF NINE TAKEN OFF DUTCH SHIP

Ramsgate, Kent.—At 2.19 early on the morning of the 18th of May, 1955, the coastguard telephoned that a vessel had run on to the Goodwin Sands, inside the North Goodwin buoy, and was firing rockets. At 2.38 the life-boat *Greater London*, *Civil Service No. 3*, on temporary duty at the station, put out. The sea was rough, and a moderate gale was blowing from the west. The life-boat found the motor vessel *Urmajo*, of Rotterdam, but owing to the low tide she could not come close to her and lay off until the tide began to rise. The seas were breaking right over the vessel, and at six o'clock the life-boat, touching the bottom several times, closed her. The *Urmajo's* crew of nine, one of whom

was injured, and a pilot jumped into the life-boat, which then returned to her station, arriving at 7.50. It was hoped that it would be possible for the *Urmajo* to be refloated at high tide that night, and the master asked if the life-boat would take him and his crew off to her and help to refloat her. At 6.30 the life-boat put to sea again with the men on board, and a tug later pulled the vessel clear. The tug took her in tow, and the life-boat returned to her station, arriving at 9.50.—Rewards: 1st service, £10 1s; 2nd service, Property Salvage Case; rewards to the helpers on shore, 14s.

HONEYMOON COUPLE RESCUED FROM YACHT

Southend-on-Sea, Essex.—At 5.37 on the morning of the 18th of May, 1955, the coastguard rang up to say that a yacht was burning a flare near West Shoebury Buoy. At 6.10 the life-boat *Greater London II*, *Civil Service No. 30*, which had been named by H.R.H. The Duchess of Kent the previous afternoon, was launched on service for the first time. The sea was rough, a moderate gale was blowing from the west, and it was two hours after low water. Three miles east of the pier the life-boat found the auxiliary yacht *Stormalong*, of London, with a man and his wife, who had just been married, and another man on board. They were beginning a voyage round the world. The *Stormalong's* bowsprit had broken, her rudder had become unshipped, and she was driving towards a sandbank. The life-boat went as close to her as possible and the three people jumped into the life-boat. Two members of the life-boat crew then boarded the *Stormalong*, and the life-boat towed her to Southend, arriving at 7.30.—Property Salvage Case.

BOAT FOUND WITH NOBODY ON BOARD

Selsey, Sussex.—At one o'clock on the afternoon of May 18th, 1955, the coastguard rang up to say that a sailing boat had capsized three and a half miles south of Thorney Island, and that a helicopter was on its way to her. About 1.15 a bomber reported that the boat was off West Wittering,

and at 1.30 the life-boat *Canadian Pacific* was launched. The sea was rough, a fresh south-westerly breeze was blowing, and it was one hour before high water. The helicopter reported that no one was in the boat, which was the *Fantôme*, of Hayling Island. The life-boat found her at the mouth of Chichester Harbour, and towed her to Selsey, arriving at 5.45.

RESCUE FROM A TURKISH STEAMER

On the 18th-19th of May, 1955, the Wells and Sheringham life-boats between them rescued nine men from the S.S. *Zor*. For a full account of these services, for which the thanks of the Institution inscribed on vellum were accorded to Coxswain William Cox, of Wells, and Coxswain Henry West, of Sheringham, see page 108.

BOAT ESCORTED THROUGH HEAVY SWELL

Whitby, Yorkshire.—On the afternoon of the 19th of May, 1955, the fishing boat *Pilot Me* was at sea in bad weather. There was a heavy breaking swell at the harbour bar, and at 12.34 the No. 1 life-boat *J. W. Archer*, on temporary duty at the station, was launched. She escorted in the fishing boat in a fresh north-north-west breeze and a flooding tide and reached her station again at 1.35.—Rewards to the crew, £6; rewards to the helpers on shore, etc., £1 11s.

FIVE FROM TURKISH STEAMER LANDED

Great Yarmouth and Gorleston, Norfolk.—At 12.40 on the afternoon of the 19th of May, 1955, Lloyd's agent asked if the life-boat would put out to the S.S. *Richmond Queen* and land four men and the skipper's wife from the S.S. *Zor*, of Istanbul, whom the *Richmond Queen* had rescued when the *Zor* had sunk. One of the rescued men was injured. At 2.3 the life-boat *Louise Stephens* was launched, with a doctor on board, and made for the steamer in a moderate sea with a moderate north-westerly breeze blowing. She came up with her in Yarmouth Roads, took the five people on board, and landed them at 3.5. The

Wells and Sheringham life-boats rescued the other nine members of the *Zor*'s crew.—Rewards to the crew, £9; rewards to the helpers on shore, £3 5s.

MOTOR BOAT TOWED TO DOUGLAS

Douglas, Isle of Man.—At 6.40 on the evening of the 19th of May, 1955, the Ramsey coastguard telephoned that a small motor boat had broken down four miles east of Onchan Head. A quarter of an hour later the life-boat *Millie Walton* was launched. The sea was choppy, a fresh north-north-west breeze was blowing, and it was two and a half hours before high water. The life-boat came up with the local motor boat *Miranda*, whose crew of two were on a pleasure trip, five and a half miles east-by-north of Douglas Head. The boat was drifting, and the life-boat towed her to Douglas, arriving at 9.5. The owner expressed his thanks.—Rewards to the crew, £6 13s.; rewards to the helpers on shore, £3.

TWELVE BOATS ESCORTED TO WHITBY

Whitby, Yorkshire.—On the morning of the 21st of May, 1955, the local fishing fleet was at sea when the weather worsened, and at eight o'clock the No. 1 life-boat *J. W. Archer*, on temporary duty at the station, was launched, with an ex-coxswain in charge, to stand by at the harbour bar. The sea was heavy, there was a north-north-east wind, and the tide was low. The life-boat escorted in the small cobles *Three Brothers*, *Victory Rose* and *Gem* and then put to sea again and met the fishing boats *Lead Us*, *Pilot Me*, *Faith Star*, *Venus*, *Galilee*, *Progress*, *Prosperity*, *Easter Morn* and *Success*. She escorted all of them to the harbour and then returned to her station, arriving at 12.55.—Rewards to the crew, £9 9s.; rewards to the helpers on shore, £1 3s. 6d.

MOTOR YAWL TOWED IN

Longhope, Orkneys.—At 7.45 on the evening of the 21st of May, 1955, the principal keeper of the Cantick Head lighthouse reported that the local motor yawl *Shirma*, laden with lobster

pots and carrying a crew of two, had broken down. He later stated that the men were rowing. However, they stopped rowing and their boat drifted towards Herston Head, South Ronaldsay. At 9.30 the life-boat *Thomas McCunn* was launched. The sea was calm, there was a light north-westerly breeze, and it was two hours before high water. The life-boat came up with the *Shirma* on the south side of Switha, towed her to Cantick and then returned to her station, arriving at one o'clock on the 22nd.—Rewards to the crew, £9 16s.; rewards to the helpers on shore, £4 8s.

FOUR RESCUED FROM EX-R.A.F. LAUNCH

Padstow, Cornwall.—At 11.30 on the night of the 27th of May, 1955, a man at Rock telephoned that his son had come ashore in a dinghy from his motor launch *Wavehopper* and had reported that the launch had broken down off The Mouls with four people on board. The man who telephoned asked for the life-boat, and at 12.10 on the 28th the No. 1 life-boat *Joseph Hiram Chadwick* put out. The sea was calm, a moderate north-westerly breeze was blowing, and the tide was ebbing. The life-boat found the *Wavehopper*, an ex-R.A.F. launch, four miles off Tintagel, rescued the four people and towed the launch to Padstow, reaching her station again at seven o'clock.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £1 1s. The owner made a gift to the life-boat crew, who made a donation to the funds of the Institution.

SICK MAN LANDED FROM STEAMER

Great Yarmouth and Gorleston, Norfolk.—At three o'clock on the afternoon of the 28th of May, 1955, the Gorleston coastguard reported that a local doctor had received a message from the S.S. *Sunfleet*, of Goole, asking if a man on board, who was suffering from a perforated ulcer, could be taken ashore. The *Sunfleet* was due to arrive in Yarmouth Roads at 4.30, and at 4.20 the life-boat *Louise Stephens* was launched. There was a slight sea and a moderate north-

easterly breeze, and it was high water. The life-boat came up with the steamer half a mile to the eastward, took the patient on board, and landed him in the harbour, where an ambulance was waiting, at 4.38.—Rewards to the crew, £9; rewards to the helpers on shore, £3 17s. 6d.

YACHT DISMASTED IN RACE TOWED IN

Peel, Isle of Man.—At 9.50 on the morning of the 29th of May, 1955, the honorary secretary noticed that one of the yachts in the race round the island had been dismasted. At 10.20 the life-boat *Helena Harris-Manchester and District XXXI* was launched on service for the first time. The sea was slight, a moderate breeze was blowing from south-east-by-east, and it was one hour before low water. The life-boat came up with the yacht *Nahula*, which had a crew of three, one mile north of Peel, towed her to the harbour and reached her station again at 11.30.—Rewards to the crew, £4 10s.; rewards to the helpers on shore, £8 6s.

SICK MAN BROUGHT FROM TRAWLER

Peterhead, Aberdeenshire.—At 6.35 on the evening of the 29th of May, 1955, the coastguard telephoned that the steam trawler *Howard*, of Hull, had wirelessly that she had a very sick man on board and had asked if the life-boat would take out a doctor. She was about ten miles from Peterhead, but was unable to reach harbour because of dense fog. At 6.50 the life-boat *Julia Park Barry*, of Glasgow embarked a doctor and was launched in a slight swell with a moderate south-westerly breeze blowing. The *Howard* sounded her siren to guide the life-boat to her, and at 7.55 the life-boat found her five miles off Rattray Head. She put the doctor on board and later embarked him and the patient, who was suffering from pneumonia and pleurisy. She reached Peterhead again, where an ambulance was waiting, at 8.55. Rewards to the crew, £5 14s.; rewards to the helpers on shore, £1 14s.

THIRTY HOURS' SERVICE TO STEAMER

Caister, Norfolk.—At 12.20 early on the morning of the 30th of May, 1955, the Gorleston coastguard telephoned that the S.S. *Harfry*, of London, had been in collision with another ship between the North Cockle buoy and Middle Caister buoy, and that she had been badly holed. She intended to beach herself, and at 12.30 the life-boat *Jose Neville* was launched. There was a slight swell and a light north-easterly breeze, and it was one hour after low water. The life-boat found the *Harfry*, which had a crew of fifteen, on Hemsby beach, and members of the life-boat crew went on board. Towards midday, at low water, they tried to patch the hole with timber and cement, but were only partly successful. The life-boat then wirelessly Great Yarmouth for salvage men and equipment, and these men finished the patch. Tugs helped the steamer to pump herself dry, and she then refloated. She went to Yarmouth under her own power but accompanied by the life-boat, which reached her station again at 7.15 on the 31st, having been on service for over thirty hours. The master and crew expressed their appreciation.—Property Salvage Case.

COASTGUARDSMAN, TWO BOYS AND DOG RESCUED

Dover, Kent. — At 5.57 on the evening of the 30th of May, 1955, the Sandgate coastguard telephoned that two boys had been cut off by the tide at Big Fall, South Foreland. At 6.20 the life-boat *E.M.E.D.*, on temporary duty at the station, put out, taking a dinghy with her. The sea was moderate, a fresh breeze was blowing from the eastward, and it was one hour before high water. The life-boat found an auxiliary coastguardsman, two boys and a dog. The coastguardsman had been lowered over the cliff to the boys, but had fallen and had been badly shaken. Two members of the life-boat crew took the dinghy inshore, rescued all three people and the dog, and transferred them to the life-boat, which then returned to her station, arriving at 7.30.—Rewards to the

crew, £3 15s.; reward to the helper on shore, 5s.

YACHT AGROUND TOWED OFF

Humber, Yorkshire.—At three o'clock on the morning of the 30th of May, 1955, the Spurn Point coastguard rang up to say that a man had reported that the yacht *Kayak*, of Beverley, had gone ashore between Spurn Point and Kilnsea at one o'clock, and was now high and dry. During the morning the owner asked for the help of the life-boat to pull his yacht clear, but first of all, on the advice of the coxswain, he tried to refloat her himself. He was unsuccessful, and at nine o'clock at night he again asked for the life-boat. At 12.4 on the 31st the life-boat *City of Bradford III* was launched. The sea was smooth, there was a light north-north-east breeze, and it was two hours before high water. The life-boat found the *Kayak*, which had a crew of three, two miles north-east of Spurn lighthouse, pulled her into deep water, and then returned to her station, arriving at three o'clock in the morning.—No expense to the Institution.

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

Newhaven, Sussex.—May 1st.—Rewards, £7 16s.

Falmouth, Cornwall.—May 3rd.—Rewards, £5 5s.

Portrush, Co. Antrim.—May 3rd.—Rewards, £6 9s.

Aldeburgh, Suffolk.—May 3rd.—Rewards, £31 8s. 6d.

Hastings, Sussex.—May 6th.—Rewards, £33 18s. 6d.

Dover, Kent.—May 6th.—Rewards, £6.

Dungeness, Kent.—May 8th.—Rewards, £28 4s.

Bembridge, Isle of Wight.—May 7th.—Rewards, £9 0s. 6d.

Fowey, Cornwall.—May 9th.—Rewards, £6 13s.

Islay, Inner Hebrides.—May 9th.—Rewards, £4 11s.

Dungeness, Kent.—May 9th.—Rewards, £25.

Great Yarmouth and Gorleston, Norfolk.—May 10th.—Rewards, £20.

Cromer, Norfolk.—May 10th.—Rewards, £25 4s. 6d.

Poole, Dorset.—May 11th.—Rewards, £6 9s.

POLISH DISTRESS CALL CANCELLED

Stronsay, Orkneys.—At 11.40 on the morning of the 3rd of May, 1955, the Kirkwall coastguard telephoned that the Polish trawler *Cietrzew* had wirelessed that she was in great danger and needed help 140 miles east of Auskerry. At 12.5 the life-boat *The John Gellatly Hyndman* put out on service for the first time in a smooth sea, with a light south-easterly breeze blowing and an ebbing tide. However, it was later reported that the *Cietrzew* did not need help, and the life-boat was recalled to her station, arriving at 12.55.—Rewards to the crew, £5 5s.; reward to the helper on shore, 7s. 6d.

Padstow, Cornwall.—May 12th.—Rewards, £8 1s.

Bembridge, Isle of Wight.—May 13th.—Rewards, £7 10s.

Walton and Frinton, Essex. — May 14th.—Rewards, £9 15s.

Aberystwyth, Cardiganshire. — May 17th.—Rewards, £13 2s.

Walton and Frinton, Essex. — May 18th.—Rewards, £16 13s.

WIDE SEARCH FOR MISSING AIRMAN

Selsey, Sussex.—At 3.20 on the afternoon of the 20th of May, 1955, the Selsey coastguard telephoned that the R.A.F. No. 19 Group had reported that a jet aircraft of the R.A.F., with a crew of two, had crashed fifteen miles south of Selsey Bill. At 3.40 the life-boat *Canadian Pacific* was launched. The sea was choppy, a fresh south-westerly breeze was blowing, and it was one hour before low water. The life-boat made an extensive search, in which an Air Sea Rescue launch, a helicopter, other aircraft and naval vessels took part, and H.M.S. *Delight* picked up one of the airmen about eleven and a half miles south of Nab tower. No trace of the other man was found, and the life-boat arrived back at her station at 12.30 early on the 21st. The man the naval vessel picked up died. The Air Officer Commanding No. 19 Group expressed

his thanks for the action taken.—Rewards, £24 2s. 6d.

Port Erin, Isle of Man.—May 20th.—Rewards, £13 13s.

Shoreham Harbour, Sussex. — May 21st.—Rewards, £7 8s.

Lerwick, Shetlands. — May 25th. — Rewards, £3.

Bembridge, Isle of Wight.—May 26th.—Rewards, £10 17s. 6d.

Port Erin, Isle of Man.—May 28th.—Rewards, £10 4s.

Walton and Frinton, Essex. — May 29th.—Rewards, £25 18s.

JUNE

DURING June life-boats were launched 50 times and rescued 9 lives.

SICK MAN LANDED FROM SWEDISH VESSEL

Workington, Cumberland.—On the 1st of June, 1955, the motor vessel *Kengis*, of Stockholm, which had anchored off the entrance to the harbour, wirelessed for a doctor to attend a sick man. At 2.15 in the afternoon the life-boat *Manchester and Salford XXIX* put out with the local Medical Officer of Health on board, and made for the vessel in a moderate sea with a light southerly breeze blowing. The life-boat took on board the sick man, landed him, and reached her station again at 3.45.—Rewards to the crew, £3 15s.; reward to the helper on shore, 8s.

LIFE-BOAT, HELICOPTERS AND LAUNCHES OUT

Eastbourne, Sussex.—At 9.35 on the morning of the 4th of June, 1955, the coastguard rang up to say that a Sunderland aircraft of the Royal Air Force had crashed when landing half a mile south-east of the life-boathouse. Ten minutes later the life-boat *Beryl Tollemache* was launched. The sea was calm, there was a light southerly breeze, and it was one hour before high water. Three helicopters and two R.A.F. launches also put out, and one of the launches rescued ten airmen. Four men were trapped in the aircraft. The life-boat stood by while unsuccessful attempts were made to reach them, helped to beach the Sunderland, and reached her station again at 12.15. The four men lost

their lives.—Rewards to the crew, £7 12s.; rewards to the helpers on shore, £14 11s.

FISHING BOAT TOWED TO COBH

Ballycotton, Co. Cork.—At 12.20 on the afternoon of the 4th of June, 1955, a man at Kinsale telephoned to say that the motor fishing boat *Inis Caol*, of Dublin, had left for the fishing grounds the previous day, with a crew of four, but had not returned. At 12.30 the life-boat *Mary Stanford* put out and made a search in a choppy sea. There was a fresh west-south-west breeze, and it was low tide. About 4.30 the Daunt Rock lightship stated that a fishing boat could be seen under sail about three miles south-east of the lightvessel. The lightkeeper at Rochespoint later reported that the *Inis Caol* was trying to enter Crosshaven harbour, but the tide carried her seawards, and the life-boat found her broken down eighteen miles south of East Kinsale. She towed her to Cobh and then returned to her station, arriving at midnight. The Courtmacsherry Harbour life-boat was also launched, but was not needed.—Rewards to the crew, £20 5s.; reward to the helper on shore, £1 1s.

WOMAN DOCTOR TAKEN TO DUTCH LUGGER

Aberdeen.—At 11.14 on the morning of the 4th of June, 1955, the coast-guard rang up to say that the lugger *Maria*, of Scheveningen, had wirelessed that she had in tow another Dutch lugger, the *Dolphin*, whose engine room was full of water. She gave her position as forty-five miles east of Aberdeen. She asked for a tug, but at 12.6 she reported that the *Dolphin* had sunk. Later she stated that she had rescued the *Dolphin*'s crew of sixteen and needed a doctor to attend the skipper. At 12.50 the No. 1 life-boat *Hilton Briggs* was launched in a rough sea, with a strong easterly breeze blowing and an ebbing tide. She embarked two doctors, one of whom was a woman. The life-boat, using her direction-finding gear, came up with the *Maria* thirty-eight miles east of Aberdeen and put the doctors aboard. The skipper of the *Dolphin*

had died, but the doctors remained on board the *Maria*, which made for Aberdeen. The life-boat returned to her station, arriving at 6.25.—Rewards to the crew, £12 8s.; reward to the helper on shore, 10s.

YACHT TOWED THROUGH GALE

Valentia, Co. Kerry.—At 3.40 on the morning of the 6th of June, 1955, the life-boat shore attendant reported that a vessel was burning flares on the south side of the harbour. At 3.55 the life-boat *A.E.D.* put out. The sea was rough, there was a fresh south-easterly gale, and the tide was flooding. The life-boat found that the sailing yacht *Mab*, of Cobh, which had a crew of two, had been driven ashore. The life-boat passed a rope to her. She then refloated her and towed her to Valentia, arriving at 6.15. The owner made a donation to the funds of the Institution.—Rewards to the crew, £6 13s.; rewards to the helpers on shore, £1 17s. 6d.

TRAWLER'S PROPELLER CLEARED

Valentia, Co. Kerry.—At 1.10 early on the morning of the 8th of June, 1955, a man at Portmagee telephoned that the trawler *Ross Corr*, of Dublin, had been due at Portmagee at eight o'clock the night before, but had not arrived. Efforts to get into contact with her by wireless had failed, and anxiety was felt for the safety of her crew of five. At 1.30 the life-boat *A.E.D.* put out. There was a rough sea, a strong north-easterly breeze was blowing, and it was low tide. The life-boat searched widely and at seven o'clock found the trawler drifting eight miles south-west of Bull Rock. Her propeller was fouled, and her fishing gear could not be hauled on board. Members of the life-boat crew passed a line to her, then hauled the gear on board and helped the trawlermen to clear their propeller. The *Ross Corr* then went on her way. The life-boat landed the gear at Portmagee and returned to her station, arriving at 1.15.—Rewards to the crew, £20 5s.; reward to the helper on shore, £1 1s.

153 LANDED FROM STEAMER

Fleetwood, Lancashire.—At 2.45 on the morning of the 8th of June, 1955, the

dockmaster rang up to say that the Isle of Man steamer *Mona's Isle* had collided with the local fishing boat *Ludo* while leaving Fleetwood. The *Ludo* sank, and the steamer searched for her crew of three. In doing so the *Mona's Isle* ran on to the beach a hundred yards west of the boathouse, and the captain asked if the life-boat would land some passengers. At 3.30 the life-boat *Ann Letitia Russell* was launched in a moderate sea, with a fresh easterly breeze blowing and an ebbing tide. Making two trips, she landed one hundred and fifty-three people. She could then land no more because of the low tide and reached her station again at 5.45. The skipper of the *Ludo* was picked up by a boat from the *Mona's Isle* and died in hospital, but the two other men swam ashore. The steamer refloated at 12.30. Rewards to the crew, £13 13s.; rewards to the helpers on shore, £3 8s.

TWO LIFE-BOATS OUT TO SHRIMP BOATS

Great Yarmouth and Gorleston, and Caister, Norfolk.—At 8.16 on the morning of 12th of June, 1955, the Gorleston coastguard rang up the Great Yarmouth and Gorleston life-boat station to say that a shrimp boat had broken down off the harbour. At 8.25 the life-boat *Louise Stephens* was launched. The sea was rough, there was a moderate south-easterly gale, and the tide was low. The life-boat came up with the *King Edward VII*, which had a crew of two, and towed her in. Two other shrimp boats were seen approaching from the north, and the life-boat put to sea again at once. At 8.30 the Caister motor mechanic had noticed that the *Try* was making little headway and shipping water one and a half miles north-east of Caister, so at 9.18 the Caister life-boat *Jose Neville* was launched. In the meantime the Great Yarmouth and Gorleston life-boat escorted in the *I'll Try* and *Baden Powell* and then waited for the Caister life-boat, which had met the *Try* and was leading her to the harbour. The Caister life-boat spread oil on the sea and asked the Great Yarmouth and Gorleston life-boat to do so as well at the harbour entrance. The Caister life-boat then escorted in the

Try and returned to her station, arriving at 12.20. The Great Yarmouth and Gorleston life-boat reached her station again at eleven o'clock. Rewards: Great Yarmouth and Gorleston, rewards to the crew, £6 13s.; rewards to the helpers on shore, £2 2s. 6d. Caister: rewards to the crew, £8 1s.; rewards to the helpers on shore, £4 19s.

YACHT TOWED TO SOUTHEND

Southend-on-Sea, Essex.—At 11.43 on the morning of the 12th of June, 1955, the coastguard telephoned that the yacht *Blotto*, of Felixstowe, was in distress near Blacktail Spit buoy off Shoeburyness. At noon the life-boat *Greater London II*, Civil Service No. 30 was launched. The sea was rough, a strong southerly breeze was blowing, and the tide was low. The motor vessel *Adroity* took off the yacht's crew of three, and at the request of the *Adroity* the life-boat took them on board. The life-boat then searched for the yacht, found her a quarter of a mile west of the buoy and towed her to Southend, reaching her station again at 2.35.—Property Salvage Case.

FISHING BOAT TOWED TO COVERACK

Coverack, Cornwall.—At 12.12 on the afternoon of the 12th of June, 1955, the life-boat honorary secretary noticed that the local fishing boat *Sea Sweeper*, which had a crew of four, appeared to have broken down about half a mile from Coverack. At 12.25 the life-boat *William Taylor of Oldham* was launched. The sea was rough, a moderate gale was blowing from the north-west, and it was two hours after high water. The life-boat found the *Sea Sweeper*, flying a distress signal, three miles south-east of Coverack. She was not under control and drifting quickly. The life-boat towed her to Coverack, reaching her station again at 1.10.—Rewards to the crew, £5 5s.; rewards to the helpers on shore, £2 16s. 6d.

DRIFTING FISHING BOAT TOWED IN

Dunbar, East Lothian.—During the morning of the 14th of June, 1955, it was reported that the local fishing boat *Beautiful Star*, which had a crew

of two, was overdue. At 12.15 a message from Skateraw stated that she had been seen drifting and apparently in difficulties. At 12.30 the life-boat *George and Sarah Strachan* put out, and made a search in a choppy sea, with a fresh west-north-west breeze blowing and an ebbing tide. She found the *Beautiful Star*, broken down, twelve miles south-east of Dunbar and towed her to Dunbar, arriving at three o'clock.—Rewards, £6 13s.

BOAT TOWED TO VALENTIA

Valentia, Co. Kerry.—At 9.30 on the morning of the 17th of June, 1955, a message was received from Cahirciveen asking if the life-boat would search for the fishing boat *Scadan*, of Tralee, which had not returned from fishing. At ten o'clock the life-boat *A.E.D.* put to sea. The sea was calm, there was a light north-easterly breeze, and it was low water. The life-boat made a search and found the *Scadan*, which had a crew of four, six miles west of Bray Head. Her engine had broken down. The life-boat towed her to Valentia, arriving at two o'clock.—Rewards to the crew, £8 1s.; reward to the helper on shore, 13s.

YACHT TOWED TO ST. IVES

St. Ives, Cornwall.—At 5.25 on the morning of the 18th of June, 1955, the coastguard rang up to say that the yacht *Molin*, anchored in St. Ives Bay, was making distress signals. At 5.50 the life-boat *Edgar, George, Orlando and Eva Child* was launched. The sea was slight, there was a light east-south-east breeze, and the tide was ebbing. A fishing boat also put out, took off the *Molin's* crew of two and returned to St. Ives, followed by the life-boat. The owner of the yacht then asked if the life-boat would tow in his yacht. The life-boat put to sea again and towed the *Molin* to St. Ives, arriving at 7.45.—Rewards to the crew, £6; rewards to the helpers on shore, £10 3s.

YACHT MADE FAST TO LIGHT-VESSEL

Walton and Frinton, Essex.—At 3.27 on the morning of the 20th of June, 1955,

the Walton-on-the-Naze coastguard telephoned that the Galloper light-vessel had reported that a motor yacht two miles north-east of the light-vessel had fired red rockets. At 4.5 the life-boat *Edian Courtauld* put out. There was a heavy swell, a fresh westerly breeze was blowing, and the tide was half ebb. The motor yacht, *Shahjehan*, of Brightlingsea, which had broken down with a crew of six, managed to reach the lightvessel under sail and limited engine power. She made fast to her, and the light-vessel wirelessly this news to the life-boat. The life-boat came up with the yacht at eight o'clock. She towed her to Walton River, reaching her station again at 1.30. The owner expressed his thanks.—Property Salvage Case.

MOTOR BOAT TOWED TO TORPOINT

Plymouth, Devon.—At 12.44 early on the morning of the 21st of June, 1955, the Rame Head coastguard telephoned to say the police had reported that a motor boat, in which two youths had put out on a fishing trip from Torpoint, was missing. At 1.14 the life-boat *Thomas Forehead and Mary Rowse* put out, with the honorary secretary, Mr. A. S. Hicks, on board. The sea was calm, there was a light north-westerly breeze, and it was low water. The life-boat made a search, using her searchlight, but the youths, after their engine had broken down, reached Cremyll under oars. They told the police there that they would row back to Torpoint, and the coastguard wirelessly this news to the life-boat. The life-boat came up with the motor boat about half a mile off Cremyll, towed her to Torpoint, and reached her station again at 2.40. The youths expressed their thanks.—Rewards to the crew, £5 5s.

THREE LANDED FROM ROWING BOAT

Ramsgate, Kent.—At 4.5 on the afternoon of the 23rd of June, 1955, the coastguard telephoned that a rowing boat, fitted with an outboard motor, three miles south-east of Ramsgate, appeared to be in difficulties. At 4.14 the life-boat *Michael and Lily Davis*

put out. The sea was slight, there was a light south-westerly breeze, and it was two hours after high water. The life-boat found that the rowing boat, which was the *Ellen*, of Deal, had broken down. She took on board her crew of three and towed the *Ellen* to Ramsgate, arriving at 4.51.—Rewards to the crew, £4 10s.; rewards to the helpers on shore, 12s. 6d.

CABIN CRUISER TOWED TO LOWESTOFT

Lowestoft, Suffolk.—At 5.9 on the afternoon of the 23rd of June, 1955, the coastguard told the second coxswain that a yacht was in difficulties south of Pakefield church, two miles south-south-west of the coastguard station. Eight minutes later the life-boat *Michael Stephens* put out. The sea was choppy, there was a moderate south-south-west breeze, and the tide was low. The life-boat found that the cabin cruiser *Marina*, which had a crew of two, had broken down. She towed her to the harbour, reaching her station again at 6.20.—Rewards to the crew, £4 10s.; rewards to the helpers on shore, 16s.

FISHING BOAT TOWED TO SEAHAM

Seaham, Durham.—At 10.33 on the night of the 23rd of June, 1955, the coastguard telephoned that flares had been seen four and a half miles to the north-north-east. At 10.45 the life-boat *George Elmy* was launched. The sea was slight, there was a moderate south-westerly breeze and it was two hours before low water. The life-boat found that the motor fishing boat *Ronnie*, with a crew of two, had broken down and was drifting out to sea. She towed her to Seaham, arriving at 2.20 early on the 24th.—Rewards to the crew, £4 10s.; rewards to the helpers on shore, £1 4s.

YACHT'S CREW UNABLE TO MAKE ROPE FAST

Clogher Head, Co. Louth.—At 11.25 on the night of the 23rd of June, 1955, the Skerries Sailing Club reported that the 17-foot yacht *Deirdre*, of Rush, with a crew of two, had left Rush at seven o'clock for Skerries, but was

now drifting off Drogheda Bar in a southerly direction. At 11.50 the life-boat *George and Caroline Ermen* was launched in a squally south-westerly wind, with a rough sea, and a flooding tide. She searched for the yacht all night, and at six o'clock on the morning of the 24th found her ten miles east-north-east of Skerries. Her crew were too wet and cold to make a rope fast from the life-boat, so a member of the life-boat crew boarded her. He secured the rope, helped the two men into the life-boat and was then joined in the *Deirdre* by another man from the life-boat. These two men steered the *Deirdre* while she was in tow of the life-boat, which reached Skerries at 8.30. Here the rescued, who had been given rum and hot soup, were landed and the yacht put ashore. The life-boat then returned to her station, arriving at one o'clock in the afternoon. The rescued men expressed their appreciation. The Howth life-boat was also launched but was not needed.—Rewards to the crew, £20 1s.; rewards to the helpers on shore, £10 18s. 6d.

BOY CUT OFF BY TIDE RESCUED

Seaham, Durham.—At six o'clock on the evening of the 25th of June, 1955, the coastguard rang up to say that a boy had been cut off by the tide at Pincushion Rock, Ryhope. Ten minutes later the life-boat *George Elmy* was launched. The sea was calm, a light south-westerly breeze was blowing, and it was two and a half hours before high water. The life-boat reached the boy at 6.30, rescued him and took him to Seaham, arriving at seven o'clock.—Rewards to the crew, £4 10s.; rewards to the helpers on shore, £1 2s. 6d.

SICK MATE LANDED FROM STEAMER

Great Yarmouth and Gorleston, Norfolk.—At 2.10 on the afternoon of the 26th of June, 1955, the coastguard reported that the S.S. *Flathouse*, of London, which was in the Roads, had asked for a boat to land her mate, who had been taken ill. At 2.50 the life-boat *Louise Stephens* was launched, with a doctor on board. The sea was calm, there was a light south-easterly

breeze, and it was high water. The life-boat put the doctor aboard the steamer, where he found that the mate was suffering from coronary thrombosis. He was transferred on a stretcher to the life-boat, which landed him. The life-boat reached her station again at 3.35.—Rewards to the crew, £6 15s.; rewards to the helpers on shore, £1 17s. 6d.

YACHT CAPSIZES WITH THREE ON BOARD

The *Lizard*, Cornwall.—At 3.9 on the afternoon of the 26th of June, 1955, the coastguard reported that the yacht *Enchantress*, of St. Ives, which had three naval officers on board, had capsized half a mile south of The Lizard signal station, throwing the men into the sea. Four men, who were mackerel fishing in a 12-foot punt near by, immediately went to the yacht and rescued the three officers. With seven on board the punt was overloaded, and at 3.29 the life-boat *Duke of York* was launched. The sea was slight, there was a light south-westerly breeze, and it was one hour before low water. As the punt reached Polpeor safely, the life-boat made for the *Enchantress*, which she found waterlogged. She towed her to Cadgwith and then returned to her station, arriving at 6.50. The owner expressed his appreciation.—Rewards to the crew, £6 18s.; rewards to the helpers on shore, £8 13s.

TWO YACHTS TOWED TO FILEY

Filey, Yorkshire.—At 8.40 on the evening of the 27th of June, 1955, the coastguard reported that the sailing yacht *Pedler*, which had a crew of two, had capsized off Primrose Valley. A fishing coble and another yacht went to her help, and at nine o'clock the life-boat *The Isa & Penryn Milsted* was launched. The sea was smooth, there was a light south-westerly breeze, and the tide was flooding. The coble picked up the two people, and the life-boat went to the other yacht, which by then also needed help. She took off her crew of two and then towed both yachts to Filey, arriving at 9.50.—Rewards to the crew, £4 10s.; rewards to the helpers on shore, £6 10s.

MOTOR BOAT TOWED TO HARBOUR

Plymouth, Devon.—At 10.50 on the night of the 27th of June, 1955, the Longroom signal station telephoned that a motor boat needed help outside the breakwater. At 11.10 the life-boat *Thomas Forehead and Mary Rowse* put out, with the honorary secretary, Mr. A. S. Hicks, on board. The sea was calm, there was a light north-westerly breeze, and it was one hour before high water. Using her searchlight, the life-boat found a 24-foot motor boat, with two men and a boy on board, on a fishing trip, three hundred yards south-by-west of Breakwater lighthouse. Her engine had broken down. The life-boat towed her to Sutton Harbour and then returned to her station, arriving at 12.35 early on the 28th.—Rewards to the crew, £4 10s.

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

Dover, Kent.—June 1st.—Rewards, £6 18s.

Workington, Cumberland.—June 2nd.—Rewards, £14 14s.

Courtmacherry Harbour, Co. Cork.—June 4th.—Rewards, £9 8s.

Poole, Dorset.—June 5th.—Rewards, £9 8s.

Exmouth, Devon.—June 5th.—Rewards, £15 8s.

Torbay, Devon.—June 5th.—Rewards, £6 11s.

Troon, Ayrshire.—June 7th.—Rewards, £5 5s.

Stronsay, Orkneys.—June 7th.—Rewards, £5 12s. 6d.

SEARCH FOR TANKER'S CREW IN BLAZING SEA

Ramsgate, Kent.—At 3.26 on the morning of the 9th of June, 1955, the coastguard telephoned that a wireless message had been intercepted from the Panamanian steamer *Buccaneer* that she had caught fire after being in collision with the motor tanker *Johannishus*, of Trelleborg, Sweden. She gave her position as twenty-two miles east-by-south of Ramsgate. At 3.40 the life-boat *Greater London, Civil Service No. 3*, on temporary duty at the station, put out and made for the

position in a calm sea, with a light south-easterly breeze blowing and an ebbing tide. The crew of the *Bucaneer* controlled the fire, but the tanker was also ablaze. She was burning furiously and her blazing cargo of oil spread on the surface of the sea. Several members of the crew jumped into the sea and were picked up by other vessels. The life-boat circled the ship, coming as near as she could, and looked for more survivors. She found none and was recalled to her station, arriving at three o'clock. Of the tanker's crew of forty-three, twenty were stated to have lost their lives.—Rewards to the crew, £20 5s.; rewards to the helpers on shore, 18s.

Torbay, Devon. — June 9th. — Rewards, £6 11s.

Howth, Co. Dublin.—June 9th.—Rewards, £6 13s.

New Brighton, Cheshire.—June 9th.—Rewards, £6 5s.

Shoreham Harbour, Sussex. — June 11th.—Rewards, £10 14s.

Longhope, Orkneys. — June 15th. — Rewards, £12 16s.

Great Yarmouth and Gorleston, Norfolk.—June 17th.—No expense to the Institution.

Rosslare Harbour, Co. Wexford.—June 19th.—Rewards, £5 5s. Partly Permanent Paid Crew.

Walmer, Kent. — June 20th. — Rewards, £23 7s.

Weston-super-Mare, Somerset.—June 20th.—Rewards, £11 2s.

Howth, Co. Dublin.—June 23rd.—Rewards, £15 9s.

Shoreham Harbour, Sussex. — June 25th.—Rewards, £7 5s.

Weymouth, Dorset.—June 26th.—Rewards, £6 13s.

Bembridge, Isle of Wight.—June 26th.—Rewards, £7 10s.

St. Ives, Cornwall.—June 28th.—Rewards, £10 14s. 6d.

Exmouth, Devon.—June 28th.—Rewards, £15 8s.

Torbay, Devon.—June 29th.—Rewards, £6.

Awards to Coxswains and Members of Life-boat Crews

To JOHN MATTHEWS, on his retirement, after serving for 36 years as coxswain and 2½ years as bowman of the *Moelfre* life-boat, a coxswain's certificate of service, a gratuity and a retirement allowance.

To WILLIAM R. PARR, on his retirement, after serving for 19¾ years as coxswain of the *Blackpool* life-boat, a coxswain's certificate of service, a gratuity and a retirement allowance.

To WILLIAM B. SAYLE, on his retirement, after serving for 17¼ years as coxswain and 11 years as second coxswain of the *Peel* life-boat, a coxswain's certificate of service and an annuity.

To JOHN R. NICHOLSON, M.B.E., on his retirement, after serving for 16 years as coxswain and 16½ years as second coxswain of the *New Brighton* life-boat and a member of the crews of the *Hoylake* and *New Brighton* life-boats between 1911–1921, a coxswain's certificate of service and an annuity.

To MARTIN GARDNER, on his retirement, after serving for 15¾ years as coxswain and 4¾ years as bowman of the *Anstruther* life-boat, a coxswain's certificate of service and an annuity.

To WILLIAM GARNER, on his retirement, after serving for 8 years as coxswain of the *Mumbles* life-boat, a coxswain's certificate of service and a gratuity.

To EDWARD L. JONES, on his retirement, after serving for 7 years as coxswain and 16 years as bowman of the *Barmouth* life-boat, a coxswain's certificate of service and an annuity.

To THOMAS HALL, on his retirement, after serving for 5¾ years as coxswain, 3½ years as second coxswain and 6¾ years as bowman of the *Amble* life-boat, a coxswain's certificate of service and an annuity.

To the late HUGH NELSON, B.E.M., who for 5½ years was coxswain and 20 years second coxswain of the *Donaghadee* life-boat, his coxswain's certificate of service to his sons.

To JAMES R. PAGE, on his retirement, after serving for 4¾ years as coxswain, 4 years as second coxswain and 10¼ years as bowman of the *Seaham* life-boat, a coxswain's certificate of service and an annuity.

To BERTIE H. BEAVERS, on his retirement, after serving for 4½ years as coxswain, 3 years as second coxswain and 4 years as a member of the crew of the *Great Yarmouth* and *Gorleston* life-boat, a certificate of service and a gratuity.

To ALBERT C. POTTER, on his retirement, after serving for 3½ years as coxswain, 2 years as assistant motor mechanic and 29 years as a member of the crew of the *Clacton-on-Sea* life-boat, a certificate of service.

To ANTHONY WEADICK, on his retirement, after serving for 2¾ years as coxswain and 8½ years as second coxswain of the *Arklow* life-boat, a coxswain's certificate of service.

To WILLIAM G. GREEN, on his retirement, after serving for 1 year as coxswain and 5¼ years as second coxswain of the *Aldeburgh* No. 1 life-boat and 2¼ years as bowman and

19½ years as a member of the crew of the Aldeburgh No. 2 life-boat, a certificate of service.

To PETER R. MCLEAN, on his retirement, after serving for 17 years as second coxswain of the Peterhead life-boat, a certificate of service.

To WILLIAM J. BAILEY, on his retirement, after serving for 9¼ years as second coxswain and 3 years as bowman of the Walmer life-boat and 10 years as a member of the crew of the Kingsdown life-boat, a certificate of service and an annuity.

To STANLEY WINTER, on his retirement, after serving for 8¾ years as second coxswain, 2 years as bowman and 4 years as a member of the crew of the Newhaven life-boat, a certificate of service and an annuity.

To JOSEPH POLKINGHORN, on his retirement, after serving for 8½ years as second coxswain and 24 years as a member of the crew of the Southend-on-Sea life-boat, a certificate of service and a gratuity.

To EDWARD J. PARKER, on his retirement, after serving for 7¼ years as second coxswain, 6 years as bowman and 9 years as a member of the crew of the Margate life-boat, a certificate of service.

To JOHN PAYNTER, on his retirement, after serving for 6 years as second coxswain, 2½ years as bowman and over 2 years as a member of the crew of the St. Ives life-boat, a certificate of service and a gratuity.

To PERCY SHACKSON, on his retirement, after serving for 3 years as second coxswain, 16 years as bowman and 9 years as a member of the crew of the Clovelly life-boat, a certificate of service.

To ALFRED F. NOBLE, on his retirement, after serving for 2¼ years as second coxswain and 17 years as a member of the crew of the Whitby No. 2 life-boat, a certificate of service.

To ARCHIBALD Y. SMITH, on his retirement, after serving for 1¾ years as second coxswain, 3¾ years as bowman and 18 years as a member of the crew of the Arbroath life-boat, a certificate of service.

To WILLIAM GILLIE, on his retirement, after serving for 19¾ years as bowman and 20 years as a member of the crew of the Eyemouth life-boat, a certificate of service and an annuity.

To WILLIAM J. WATKINS, on his retirement, after serving for 11¼ years as bowman and 11¾ years as a member of the crew of the St. David's life-boat, a certificate of service.

To WILLIAM MAJOR, on his retirement, after serving for 8¼ years as bowman and 6¼ years as a member of the crew of the Humber life-boat, a certificate of service.

To PATRICK SHARKEY, on his retirement, after serving for 23 years as motor mechanic of the Clogher Head life-boat, a certificate of service, a gratuity and a retirement allowance.

To DAVID J. WEBB, on his retirement, after serving for 21¾ years as motor mechanic and 13 years as a member of the crew of the Weston-super-Mare life-boat, a certificate of service and an annuity.

To H. V. LINDER, on his retirement, after serving for 20½ years as motor mechanic of the Cromer No. 2 life-boat, a certificate of service.

To JAMES C. CLUGSTON, on his retirement,

after serving for 18¾ years as motor mechanic and 20 years as a member of the crew of the Port St. Mary life-boat, a certificate of service.

To JOHN HOOPER, on his retirement, after serving for 10½ years as motor-mechanic of the Appledore life-boat, a certificate of service.

To DENIS DALY, on his retirement, after serving for 2 years as a reserve mechanic of the Institution and 8 years as motor mechanic of the Courtmacsherry Harbour life-boat, a certificate of service and a gratuity.

To BERNARD QUIRKE, on his retirement, after serving for 3½ years as motor mechanic, 6 years as assistant motor mechanic and 9½ years as a member of the crew of the Kilmore life-boat, a certificate of service.

To ROBERT KIRBY, on his retirement, after serving for 24 years as assistant motor mechanic and 5 years as a member of the crew of the Seaham life-boat, a certificate of service and an annuity.

To ALEXANDER MCGOWAN, on his retirement, after serving for 11¼ years as assistant motor mechanic and 3¾ years as a member of the crew of the Arklow life-boat, a certificate of service and an annuity.

To DAVID MACKAY, on his retirement, after serving for 10¼ years as assistant motor mechanic of the Wick life-boat, a certificate of service and an annuity.

To RALPH W. HALL, on his retirement, after serving for 7½ years as assistant motor mechanic and 7 years as a member of the crew of the Amble life-boat, a certificate of service and a gratuity.

To JOHN MCINTYRE, on his retirement, after serving for 3 years as assistant motor mechanic and 7 years as a member of the crew of the Campbeltown life-boat, a certificate of service.

To WILLIAM T. HOLMAN, on his retirement, after serving for 38 years as a member of the crew of the Exmouth life-boat, 14 years as head launcher and 19 years as a shore helper, a certificate of service.

To WILLIAM L. JONES, on his retirement, after serving for 37 years as a member of the crew of the Llandudno life-boat, a certificate of service.

To ROBERT SWAN, on his retirement, after serving for 34 years as a member of the crew of the North Sunderland life-boat, a certificate of service.

To GEORGE ROBSON, on his retirement, after serving for 33 years as a member of the crew of the North Sunderland life-boat, a certificate of service.

To HARRY TAYLOR, on his retirement, after serving for 13 years as a member of the crew and previously 9 years as second coxswain of the Dover life-boat, a certificate of service.

To JAMES LANG, on his retirement, after serving for 16 years as a member of the crew of the Campbeltown life-boat, a certificate of service.

To ARCHIBALD MCKAY, on his retirement, after serving for 16 years as a member of the crew of the Campbeltown life-boat, a certificate of service.

To WILLIAM LAWRENCE ALLEN, on his retirement, after serving for 12 years as a member of the crew of the Barrow life-boat, a certificate of service.

Awards to Honorary Workers

Honorary Life-Governors

THE following have been appointed Honorary Life-Governors of the Institution and presented with a copy of the vote inscribed on vellum and signed by H.R.H. the Duchess of Kent, President of the Institution:

MR. JOHN WILLIAM BAYES, M.B.E. (since deceased) in recognition of the valuable help he has given at Flamborough since 1920.

MR. LIONEL HOPE FRANCEYS, in recognition of the valuable help he has given at Blackpool since 1903.

THE COUNTESS HOWE, in recognition of the valuable help she has given to the Central London Branch of the Ladies Life-boat Guild.

HER GRACE MARY, DUCHESS OF MONTROSE, O.B.E., in recognition of the valuable help she has given as President of the Isle of Arran Ladies Life-boat Guild for twenty-three years.

MR. M. L. NICHOLLS, in recognition of the valuable help he has given as honorary secretary of the Fishguard station branch for over thirty-seven years.

MRS. MARY ELIZABETH PECOVER, in recognition of the valuable help she has given as honorary secretary of the Thame branch since 1925.

MRS. MILES THORNEWILL, in recognition of the valuable help she has given to the Central London Branch of the Ladies Life-boat Guild.

MR. SAM WHITEHEAD, F.C.A., in recognition of the valuable help he has given as an official of the Preston branch since 1912.

Thanks of the Institution on Vellum

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

CAPT. FRANCIS HENRY HICKS, of St. Ives.

MR. ARTHUR E. KITTO, of Douglas.

MR. H. J. KLUGE, F.P.S., of Mumbles.

MR. D. BRYNLEE REES, of New Quay, Cardiganshire.

MR. S. F. WATSON, of Cadgwith.

Barometers

The barometer with an inscription has been awarded to:

MR. T. BARRETT, Fenit.

MR. J. T. O'BYRNE, Wicklow.

CAPT. W. J. OXLEY, Walton and Frinton.

MR. S. TAYLOR, Lowestoft.

Binoculars

The binocular glass with an inscription has been awarded to:

MR. H. CARTMAN, Fleetwood.

MR. H. J. KLUGE, Mumbles.

MR. E. LAW, Blackpool.

MR. E. MCCARTHY, Wexford and Rosslare Harbour.

MR. L. H. SHELVEY, Walmer.

Gold Badges

The gold badge has been awarded:

MRS. D. M. COCHRANE, honorary secretary, Selby branch.

LADY WINIFRED LOWRY CORRY, honorary secretary, Fermanagh branch.

COUNCILLOR MRS. CRAYFORD, honorary secretary, Congleton branch.

MAJOR G. M. DUNCAN, O.B.E., T.D., J.P., president, Campbeltown station branch.

MISS A. FAIRHURST, J.P., honorary treasurer, Wigan branch.

MR. O. JONES, honorary secretary, Ipswich branch.

MRS. LAYCOCK, honorary treasurer, Huddersfield Ladies Life-boat Guild.

MRS. LOCKING, president and chairman, Cleethorpes Ladies Life-boat Guild.

MISS PARKINSON, honorary secretary, Market Weighton Ladies Life-boat Guild.

MRS. CONLY RILEY, honorary secretary, Accrington Ladies Life-boat Guild.

MRS. ROCH, honorary secretary, Youghal Ladies Life-boat Guild.

MISS M. C. ROWE, honorary secretary, East Grinstead branch.

MR. F. RUDDOCK, honorary secretary, Courtmacsherry station branch.

MRS. B. SLEIGH, chairman, Accrington Ladies Life-boat Guild.

MISS E. TAYLOR, honorary worker, Cromer.

MR. S. VALENTINE, honorary secretary, Girvan station branch.

Statuettes

A statuette of a life-boatman has been awarded to:

MR. P. BAKER, Ludlow.

MRS. BATLEY, Heckmondwike.

MRS. BEDFORD, Chichester.

MR. R. R. BELL, St. Abbs.

MR. C. H. S. BENNETT, Bedford

MISS M. GRAY-BUCHANAN, Isle of Bute.

MRS. BURRELL, Camborne.

MR. T. CARPENTER, Barry.

MRS. R. A. CAVE-ROGERS, Llandudno.

MRS. J. L. COALES, Newport Pagnell.

LT.-COL. L. W. COCKCRAFT, Windsor.

MRS. COX, Wells.

MRS. COUCH, Camborne.

MR. W. W. DAVIES, Barry.

MISS DOWZER, Eccles, Manchester.

DR. G. EVANS, Aberystwyth.

MR. E. J. FRIEND, Paignton.

CAPT. W. P. GANDELL, C.B.E., R.N., Horsham.

MRS. J. L. GILL, Crieff.

MRS. DUFF-GORDON, Hereford.

MR. J. GROAT, Longhope.

MRS. HARTLEY, Cheadle Hulme, Manchester.

MRS. HAYES, Eccles, Manchester.

MR. J. HEWITT, Donaghadee.

MRS. H. HOGARTH, Belfast.

MRS. HOPE-JOHNSON, Hindley.

MISS Q. M. HOWELL, Cardiff-Penarth.

MISS M. ILLINGWORTH, Shaw and Crompton.

MRS. JOURDAIN, Lindfield.

MISS HANNAH KEANE, Youghal.

MR. J. W. KELLY, Peel, Isle of Man.

MRS. M. M. KENYON, Bury.

MR. H. E. KINDER, Burgess Hill.

MRS. LEVELL, Cheadle Hulme, Manchester.

MISS E. LEWIS, Fishguard.

MRS. H. LING, Cheadle Hulme, Manchester.
 MRS. MACARTHUR MOIR, Dunoon.
 MR. W. R. R. McELROY, Dunoon.
 MRS. McMASTER, Skerries.
 MR. D. K. McMILLAN, Bangor.
 MRS. E. H. MOSELEY, Menai Bridge.
 MR. E. NEWGASS, Steyning.
 MR. D. PARK, Larbert.
 MISS D. PARKINSON, Withernsea.
 MISS MARY C. PEARD, Howth.
 MRS. J. PEARSON, Birmingham.
 MR. W. PETER, Gourdon.
 MR. G. PETERKIN, Fraserburgh.
 MR. W. P. PICOT, Jersey.
 MR. W. C. PRETHERO, Barry.
 MR. T. RAMSBOTTOM, Ramsbottom.
 MRS. H. E. REES, Milford Haven.
 MRS. A. REIDFORD, Hawarden.
 MRS. ROBERTS, South Shields.
 MRS. ROYAL, Alton (Basingstoke).
 MRS. SCOTT, Ayr.
 MR. and MRS. GILBERT SHIMMIN, Port St. Mary.
 MRS. SHUTT, Menai Bridge.
 MR. R. SMITH, Johnstone.
 MRS. SYKES, Cheadle Hulme, Manchester.
 MISS THORPE, Patrington.
 MRS. TRAIL, Fraserburgh.
 MRS. F. P. TREVOR, Menai Bridge.
 MR. J. TULLY, Portpatrick.
 MISS O. TURNER, Cuckfield.
 MR. L. G. URIDGE, Lewes.
 MRS. J. L. WALKER, Lymm.
 MR. J. WALLACE, Belfast.
 MISS L. WALPOLE, Woodbridge.
 MRS. WATSON, Eccles, Manchester.
 MRS. WEIR, Isle of Bute.
 MRS. WHEELER, Sudbury.
 MRS. S. E. WILLIAMS, Llandudno.
 MISS MAIR WILLIAMS, Llanelly.
 MRS. WILLOUGHBY, Camborne.

Records of Thanks

A record of thanks has been awarded to:
 MRS. F. ADAMS, Torquay.
 MRS. FITZGERALD ARTHUR, Nantwich.
 MRS. S. A. BEARDMORE, Wolverton.
 MISS K. BELLIS, Didsbury, Manchester.
 MR. C. R. BIBBY, Carnforth.
 MRS. E. M. BRITCLIFFE, Accrington.
 MRS. CAMERON, Dunoon.
 MRS. CLARKE, Thame.
 MR. W. COLLIER, Armadale.
 MRS. STEVENSON COPPIN, Ruislip.
 MISS L. E. COWGILL, Alderley Edge, Manchester.
 MRS. R. DAVIES, Bettws-y-Coed.
 MRS. DEAN, Mansfield.
 MRS. WILTON DIGGLE, Littleborough.
 MR. A. C. P. DOYE, Boston.

MRS. E. DUGDALE, Whaley Bridge.
 MRS. F. DUNN, J.P., Hackney.
 MISS FARRIES, Rock Ferry, Liverpool.
 MR. C. A. FORMAN, Grimsby.
 MRS. FORREST, Fraserburgh.
 MRS. E. GARRETT, Hackney.
 MR. W. GRAY, Ormskirk.
 MRS. FRANK GREENWOOD, Accrington.
 MRS. E. M. GUBBINS, Southport.
 MRS. C. A. HADAWAY, Folkestone.
 MRS. D. HAGUE, Sedbergh.
 MRS. WALTER HAIGH, Littleborough.
 MRS. HAYWARD, Hoylake, Liverpool.
 MR. J. HEPBURN, Tain.
 MISS HEPPESTALL, Whalley Range, Manchester.
 MRS. HERBERT, Shrewsbury.
 MRS. HILL, Harrow.
 MISS M. HOLLAND, Northwich.
 MRS. C. HOULDSWORTH, Cheadle Hulme, Manchester.
 MRS. R. INGRAM, Girvan.
 MR. W. H. JOHNSON, Doncaster.
 MRS. P. JONES, Larbert.
 MR. L. F. JOYCE, Milford Haven.
 MR. J. W. F. KERMODE, Douglas.
 MRS. E. LEE, Isle of Sheppey.
 MISS MacGILL, Littleborough.
 MRS. J. T. R. MACGILL, Littleborough.
 MRS. MACPHERSON, Wallasey, Liverpool.
 MR. and MRS. MARSHALL, Eastbourne.
 MRS. MATTOCK, Tenbury Wells.
 MISS H. McLAUGHLIN, St. Helens.
 MR. W. MILLS, Forest Row.
 MRS. J. F. MORRIS, Shrewsbury.
 MRS. B. C. MUNRO, Inverness.
 MRS. NEWMAN, Heston and Isleworth.
 MRS. NORRIS, Hornsey.
 MRS. K. OBRAY, Isle of Sheppey.
 MRS. PARRY, Littleborough.
 MRS. PEARCE, Isle-of-Sheppey.
 MRS. J. PEET, Southport.
 MR. and MRS. PHIMISTER, Dunfermline.
 MRS. PHIPPS, Heston.
 MRS. M. PICTON, Holmes Chapel.
 MR. E. POTTS, Irlam.
 MRS. SALKELD, Maryport.
 MRS. AMOS SHACKLETON, Littleborough.
 MRS. J. E. SHAW, Haslingden.
 MISS A. F. SMITH, Audenshaw, Manchester.
 MRS. STAPLES, Epping.
 MRS. J. SUTCLIFFE, Fleetwood.
 MRS. H. WHALLEY, Darwin.
 MRS. D. WILCOCK, Cleethorpes.
 MRS. M. WINCH, Isle of Sheppey.
 MRS. TRAVERS WOLFE, Skibbereen, Baltimore.
 MRS. A. WOODHALL, Sykehouse, Doncaster.
 MRS. H. WORSLEY, Darwin.
 MRS. ANTHONY WYNROE, Stalybridge.

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.

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

The next number of THE LIFE-BOAT will be published in DECEMBER, 1955.