

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXIV

DECEMBER, 1955

No. 374

## 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 September, 1955 - - - 79,860

### Notes of the Quarter

THE first good summer which Britain and Ireland have enjoyed for six years has found life-boats two and a half times as busy as they were twenty years ago. There are a number of reasons for the extraordinary growth in the work which the life-boats are called upon to do, even in a year of good weather, but one of the chief of these is certainly the increasing help given to yachtsmen. During the summer months, from May to August inclusive, life-boats were launched 254 times. 64 of these services were to yachts—that is to say, more than a quarter.

In the period reviewed in this number of the *Life-boat*, that from July to September inclusive, the relative importance of services to yachts was even greater. Out of a total of 192 launches on service 59—or more than 37 per cent—were to yachts. Much of the section in this number of the *Life-boat* which records details of services reads like a yachting chronicle; yet in spite of the continual reports of yachts in distress having been towed in, there were only four salvage claims in all and only two for the saving of yachts.

#### RAMSGATE'S 1,000th LAUNCH

When the Ramsgate life-boat put out to the help of the Norwegian ship *Husvik* on the 16th of July, 1955, the thousandth launch known to have

been made by Ramsgate life-boats was recorded. The early records of life-boat services are incomplete, and this figure of one thousand is arrived at only by listing services which are definitely known to have taken place. On the basis of the evidence available, only Great Yarmouth and Gorleston life-boats are known to have been launched more often, and only Caister and Great Yarmouth and Gorleston have rescued more lives than Ramsgate.

The Ramsgate station was established in 1802, the first life-boat to be stationed there having been built by Henry Greathead for the trustees of Ramsgate Harbour. Among the many famous life-boats which have been stationed at Ramsgate was that which was built according to the model submitted by James Beeching, which won the Duke of Northumberland's prize in 1851. Full records of the station date from only 1865. In the course of their remarkable record of life-saving, Ramsgate life-boats have been happily free from disasters. The only instance in which a member of a Ramsgate crew lost his life on service was that of an accident in 1873, when one man was washed out of the life-boat and drowned. Yet members of the Ramsgate crews have won 40 medals: two gold, 37 silver and one bronze.

### APPRECIATION

The reactions of those whose lives are rescued, or who are in other ways helped by life-boats, vary, but from time to time the Institution receives letters which indicate that the work done by life-boat crews is duly esteemed. The following letter received from the owner of the Italian steamer *Alba* is among the more memorable.

"I am very sorry I could not manage yet to come to your office to express all the gratitude we owe, myself and my men, to you and to the magnificent crew of the Lytham.

"It would be very difficult for me to explain the nature of the wave of emotion that overflowed every one of us seeing the little Lytham come out from the darkness and approach our dear and helpless *Alba*. The Lytham and her crew, in the storm, were a perfect image of struggle of Good against Evil. That emotion we will never forget because in that very moment we felt the way every human being would have to feel towards each other.

"There are no words to express our gratitude! I just have to say that, in that night of September 13th, the glorious and heroic history of the English Marine had in the crew of the Lytham her splendid ensign-bearer."

### MEMORIAL TO LIONEL LUKIN

An interesting ceremony took place on the 2nd of July, 1955, at Dunmow, in Essex. This was the unveiling of a memorial by Mrs. Augustine Courtauld, the wife of a member of the Committee of Management, to Lionel Lukin, the inventor of the life-boat. Lukin is believed to have carried out experiments with model boats on the doctor's pond in Dunmow, and from his experiments he developed the idea of constructing what he described

as an "unimmergible" boat. It was the success of these experiments which led Archdeacon Sharp, trustee of the Crewe estates, to ask Lukin to build the first boat to be used as a life-boat. This boat was stationed at Bamburgh in Northumberland. Like Sir William Hillary, the founder of the Institution, Lionel Lukin was a man with a remarkable variety of interests. By trade a coachbuilder, he also designed a raft for rescuing people submerged under ice, an adjustable reclining bed for invalids, a rain gauge and a stove for ventilating the lower parts of ships.

### EARLY RECORDS

Those who care to examine the statement of lives rescued, which is given at the beginning of each number of the *Life-boat*, may notice a sudden leap in the figures recorded in this number. This is not due to any recent huge increase in the number of lives rescued, but to the re-examination of certain early records. The figure of lives rescued has been built up over the years from existing records. Investigation, however, has shown that in the years 1824, 1843, and 1848 medals were awarded for certain services, but the lives then rescued have not been included in the total figures. On the 23rd of November, 1824, for instance, a gold medal was awarded for the rescue of 195 people from the transport ship *Admiral Berkeley*, of Portsmouth. In 1843 a silver medal was awarded for the rescue of five men from the Neapolitan ship *San Salvatore*, off Wexford, and five years later a silver medal was awarded for the rescue of 230 people from the American ship *Burgundy* on Long Sand. The discovery of these particular services suggests that the total number of lives rescued at sea since the Institution was founded may be even greater than is now claimed.

## Portrait on the Cover

The portrait on the cover is of Coxswain Richard Lisle of Sunderland. He has been coxswain of the Sunderland life-boat since July 1949. For nearly three years before that he was second coxswain. Since his appoint-

ment as second coxswain Sunderland life-boats have been launched on service 25 times and they have rescued 39 lives and saved 2 vessels. The photograph is reproduced by courtesy of the *Sunderland Echo*.

## Five Men Rescued from a Yacht

At 1.30 on the afternoon of the 3rd of July, 1955, the honorary secretary of the Lytham-St. Anne's station, Mr. J. Kennedy, was told by the Formby coastguard that a yacht was at anchor one mile north of Southport pier. She was in no immediate danger at the time. The tide was ebbing, and at 2.30 she was reported to be high and dry. Low water was at 5.10. A strong, squally westerly wind was then blowing.

At 5.50 the coastguard reported that conditions gave some cause for alarm. With the rising tide a heavy sea was running in over the banks. Mr. Kennedy decided that the life-boat should put out, and at 6.26 the *Sarah Townsend Porritt* left her moorings. A strong breeze was blowing from west by north and there was a moderate sea. There was a cloudy sky, but visibility was good.

### In a Dangerous Position

Soon after the life-boat had left her moorings the crew could see the yacht, which was the *Penboch*, but the coxswain had to take the life-boat some way down river in order to clear the training wall before he could enter Pinfold channel.

At 7.50 the life-boat anchored about three-quarters of a mile to the west of the yacht. The *Penboch* was in a dangerous position on a bank called the Great Brow two miles north of Southport pier, but the coxswain had to wait for the tide to come in further before he could approach her. The *Penboch* lay over on her port bilge, with her head to the south-east and with two anchors laid out to the westward. She had a crew of five.

By nine o'clock the seas were sweeping over the *Penboch* and she was pounding heavily. Her crew had to

seek shelter below decks. Coxswain Joseph Parkinson decided to weigh anchor and to try to close the yacht. He made three attempts, and each time the life-boat grounded heavily and was in danger of being swept up the bank herself.

### Mast Carried Away

At 9.45 the *Penboch's* mast was carried away, and soon afterwards the stump was washed out from deck level. One anchor cable had parted and the other anchor was dragging. It was clear that the vessel was in immediate danger of breaking up.

Coxswain Parkinson knew that he must act at once if the men were to be saved. At this time there was a steep, confused sea. Letting go anchor to windward, he veered down upon the *Penboch*. The breeches buoy was rigged, but by constant manœuvring the life-boat was kept close enough for all five members of the yacht's crew to jump aboard in turn. As they did so, both the yacht and the life-boat were pounding heavily and were being washed from end to end by breaking seas.

### Brought off Bank

By heaving on his anchor cable and using the engines at the same time, Coxswain Parkinson succeeded in bringing the life-boat off the bank. She returned to her moorings at 11.30 and the five rescued men were taken ashore.

For this service Coxswain Joseph Parkinson was awarded the bronze medal for gallantry.

Extra monetary rewards were made to all the members of the crew. Rewards to the crew, £36 14s; rewards to the helpers on shore, £4 5s.

## Religious Services

RELIGIOUS ceremonies associated with the Life-boat Service have been held in recent months in Bolton, Hoyle, New Brighton, Peel, Port Erin, Port St. Mary and Ramsey in the north-west district of England; Bude, Clovelly, Land's End and Weymouth in the south-west district; Caister, Rams-

gate, and Walton and Frinton in the south-east district; Orpington and Wembley in the London district; and Wolverhampton in the midlands district. In Scotland religious ceremonies were held at Arbroath, Oban, Thurso and Troon; and in Wales at Barry and Tenby.

### Three Men Rescued from Lobster Boat

At 2.25 on the afternoon of the 9th of September, 1955, the Kilchoman coast-guard telephoned a report which he had received from a farmer. This was that a fishing boat was in distress off Smaull Point on the north-west coast of Islay.

At 2.45 the Islay, Inner Hebrides, life-boat *Charlotte Elizabeth* put out. The sea was very rough, there was a moderate north-westerly gale, and it was an hour and a half before low water.

The life-boat found the lobster fishing boat *Ile Bhoidheach*, of Campbeltown, with a crew of three, at anchor with engine trouble. She was in a dangerous position on a rocky lee shore and was sheering.

The Port Charlotte Coastguard Life-saving Apparatus team fired a line to her from the cliffs, but the fishermen pre-

ferred not to go ashore by breeches buoy.

After two unsuccessful attempts to come alongside, the life-boat anchored. The coxswain, William Callander, then decided to veer down to the *Ile Bhoidheach*. This was done successfully, and with difficulty the life-boat rescued all the members of the fishing boat's crew. She then returned to her station, arriving at 10.30. Shortly after the rescue the fishing boat's cable parted and she was wrecked.

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain William Callander, and a letter of appreciation was sent to the farmer, Mr. William McEachern. Rewards to the crew, £22 2s.; rewards to the helpers on shore, £1 4s.

### Award for Rescue to Ten-Year-Old Boy

ABOUT 2.30 on the afternoon of the 16th of August, 1955, two boys, aged eight and eleven, who were in difficulties when swimming, began to shout for help. They were then about 200 yards north-north-east of the Appledore life-boat station. A strong tide was running.

The weather was fine and the sea was calm. A light westerly breeze was blowing, and it was about two and a half hours after low water.

Robert Cann, a ten-year-old boy, who is a grand-nephew of the Appledore coxswain, Sydney Cann, had at that time just arrived ashore at the life-boat station. He had pulled across the river in his father's 18-foot rowing boat from their sand-barge to go home to dinner.

Robert Cann heard the shouts and immediately manned the rowing boat which he had left moored afloat. Single-handed he pulled across the four-knot tide and reached the elder boy. With Cann's help this boy managed to climb into the boat. The two of them then rescued the younger boy. This was a more difficult task, and he had to be hauled into the boat by the other two.

Cann, who knew the local waters well, realised that it would not be easy to bring the two boys ashore. He knew that, because of the tide he

could not pull back to the point from which he had left, and he decided to carry on and try to reach the far shore. In this he succeeded.

When the boat grounded, he climbed out and manhandled her up-tide to the westward. Then, when he had reached a point from which he felt he could safely put out again, he manned the boat once more. There was only one pair of oars, and single-handed he pulled the boat back round Appledore Point to a jetty on the east side of the town, where the two boys were landed about 3.15.

The honorary secretary of the Appledore life-boat station, Mr. C. H. Ash, sent a report to Headquarters on this rescue, in which he described it as being certainly an exceptional performance for a boy of ten years of age. He described Robert Cann's promptness of action, courage and seamanship, and his knowledge of tides, currents and points of local danger, as "faultless".

For this service the Committee of Management decided to award Robert Cann the thanks of the Institution inscribed on vellum and to present him with an inscribed wristlet watch.

Robert Cann is the youngest person known to have received such an award for a rescue in the whole of the Institution's history.

## The New 47-foot Life-boat

A NEW 47-foot Watson cabin life-boat, the first of her kind, completed her trials during the summer of 1955. She has now been sent to her station at Thurso, Caithness-shire.

The new life-boat is a development of the 46-foot 9-inches Watson cabin type, but like the new 42-foot type, a description of which appeared in the September 1954 number of *The Life-boat*, she is fitted with diesel engines of a commercial type. The engines in this case are twin 60 h.p. Gardner 5 LW diesel engines, which are installed in an engine room with a watertight inner bottom.

### Greater Speed and Endurance

The following table shows the differences in speed, fuel consumption and endurance between the present 46-foot 9-inches and the new 47-foot type:

TYPE	FUEL CONSUMPTION PER HOUR	FULL SPEED	TOTAL ENDURANCE
	<i>gallons</i>	<i>knots</i>	<i>miles</i>
46' 9"	4.35	8.37	216
47'	4.95	8.69	280

After completing her trials at Littlehampton, where she was built, the new life-boat was sent on a long sea trial. The life-boat stations at which she called were: Yarmouth (Isle of Wight), Weymouth, Torbay, Salcombe and Falmouth in the south-west of England; Ballycotton, Dunmore East, Rosslare Harbour and Donaghadee in Ireland; Campbeltown, Barra Island, Stornoway, Thurso, Lerwick, Wick, Fraserburgh, Aberdeen, and Montrose in Scotland; and Holy Island, Tynemouth, Hartlepool, Teesmouth, Humber, Gorleston and Great Yarmouth, Ramsgate, Dover, and Newhaven on the east and south coasts of England.

### Rigidly to Schedule

This trial afforded an opportunity of testing the engines by driving them hard all the way. The boat kept rigidly to her schedule and reached Littlehampton on the 10th of August, after completing 1,918 miles in 217 hours at an average speed of 8.83 knots without any form of engine

trouble. Two days after her arrival she was inspected by members of the Committee of Management.

### Thirty-two Deputations

Thirty-two deputations from different life-boat stations went afloat in the boat in the course of the sea trial. A memorandum was submitted to each of these deputations asking both for their general opinion on the engines and their views on a number of new features in the construction of the life-boat. They expressed unanimous agreement that the engines and the watertight double bottom of the engine-room were altogether satisfactory, and none of the deputations was able to suggest any comparable engine of a commercial type which would be preferable.

One of the new features of this life-boat is the provision of a covered steering position which virtually provides a wheelhouse. The purpose of this is to afford greater protection from weather for life-boat crews, and an overwhelmingly favourable view of this new feature was taken by the crews which examined it. To make these wheelhouses standard features in all 47-foot and 52-foot life-boats would necessitate heightening the main boat-house doors at a number of stations, and this question is being further examined by the Committee of Management.

### Worm Drive Steering

The new life-boat is also fitted with worm drive steering instead of the normal type of self-centering steering. Until reaching a rudder angle of  $22\frac{1}{2}^{\circ}$  the load is approximately 11 lb. less with the worm drive steering than with the self-centering steering, and as a result the life-boat becomes easier to manoeuvre. This modification was also approved by an overwhelming majority of the deputations and will become a standard feature of life-boats of 42 feet and more to be built in the future.

Other minor modifications which were fully approved were the provision

of bulwarks forward and aft and of a larger fender with a rubber buffer on the outside edge.

Before going to Thurso the life-boat was also fitted, at the request of the Thurso honorary secretary and cox-

swain, with an echo sounder. Most of the fishing boats in the Thurso area are fitted with echo sounders, and the use of one in the life-boat is being tried as an experiment. The type fitted is the Bendix DR-10A.

## Reminiscences of the Coast and Depot

By Commander J. M. Upton, M.B.E., R.D., R.N.R.

AFTER twenty-seven years with the Institution it is brought home to me more than ever that the great majority of the people of these islands have a dash of the salt of the sea in their veins. For twelve years, as an inspector on the coast, I sailed with crews from every part of the British Isles, and although the dialects were different, the attitude towards their life-boats and the service to which they were dedicated was everywhere the same. The faith in the boat that is shared by all coxswains and crews round our coast has enabled them to carry out the most hazardous feats of seamanship, and at times one is amazed by the matter-of-fact way in which the feat is described to the inspector sent to investigate a meritorious service. There was, for example, the Irish coxswain who, after 63 hours in a full gale, rescued all hands from a light vessel which had broken away from her mooring. Every man in the crew was awarded a medal, but the coxswain wanted his gold medal presented to his life-boat. He was only satisfied when it was agreed to erect a plaque in the boat commemorating the service.

### Waiting for the Grapnel

Where brave men are concerned humour rises sometimes unconsciously when things are difficult. I remember the case of the fiery honorary secretary who always went out on service. One night after beating against a gale for some hours the crew found the schooner they had gone out to help ashore. The life-boat hailed, but getting no reply, went nearly alongside. The crew threw in the grapnel and shouted again. At this a figure appeared at the rail, who said that they did not now want assistance. Before

the honorary secretary could flare up the coxswain said: "Do'na curse him, sir, till he's given us back our grapnel."

Then there was the case of the life-boat ranging up and down alongside a steamer ashore. One by one the crew jumped into the life-boat, but one man hesitated for some time. Then the coxswain lost patience and shouted: "Next time up jump on our Willie," pointing to his son, a big, strong lad. The man took the coxswain at his word and jumped on Willie.

The crews were really a grand lot of men, and working with them has made life to me so much more worth while.

### Meeting Voluntary Workers

Then the second phase of my time in the Institution as Superintendent of Depot. Here one comes in contact with the voluntary workers ashore, who, all over the country, give up their time in order to raise funds. The zeal that honorary workers put into this work is astonishing, and at times the resources of the Depot are stretched to the utmost in order to cope with the request for supplies.

In addition to the 1,500 flag days a year, the Depot has provided decorations and displays for life-boat balls, mannequin parades, garden parties, *gymkhanas*, *cinema displays* and many other shows which our branches have arranged. We even designed and made a large sou'-wester that won a first prize in a Luton Easter bonnet lorry competition and helped the B.B.C. television service by bringing a well-known actress on to a studio set in a bosun's chair.

### What is a Scuffle?

This publicity work is all done in addition to the Depot's main task of

storing and supplying every item of equipment that is required by our boats and stations.

The supplying of stores too presents its problems. I was once asked for a "scuffle". Fortunately my coast experience told me that this was the name given by a certain Irish station for a Dutch hoe, which is used to clear sea-weed, etc., off the slipway.

Certain outstanding events will always stay in my memory: the passage from Falmouth of the first life-boat to Port Askaig in 1935. She was a 38-foot self-righter and the

passage was the worst I ever made. The crew had never manned a life-boat before. After this passage I was given a week's special leave.

There were the days at Dover during the Dunkirk evacuation, and the war-time convoy of four new life-boats round the east coast in October, 1939. On this passage we sighted the periscope of a submarine quite close, and one of the boats broke away to investigate. Fortunately discretion prevailed, and the boat sheered off before she caused any annoyance to the owner of the periscope.

---

## Joint Helicopter-Life-boat Exercise

ON the 1st of September, 1955, the Humber life-boat *City of Bradford III* carried out an exercise in conjunction with a helicopter of the Royal Air Force station at North Cotes.

In the morning the pilot of the aircraft lectured to the Spurn Point, Flamborough and Bridlington coastguards and to the coxswain superintendent of the Humber life-boat station, Captain W. S. Anderson, on the use of helicopters for life-saving, and a practice was arranged for the afternoon.

The life-boat was launched at 2.25, and five minutes later the helicopter came overhead. The exercise was carried out half a mile from the beach. The masts of the life-boat and the windscreen were taken down, and the

helicopter hovered some ten feet above the life-boat. Even at this distance it was impossible to communicate with the pilot by loud-hailer because of the noise of the helicopter, and the exercise showed that the problems of direct communication between life-boats and helicopters require further study.

Three members of the crew were then picked up from the life-boat in turn. It was found that the wire of the canvas belt could be slipped over each man's head and under his armpits and drawn tight in a few seconds, and the whole manoeuvre of taking up three men in turn and landing them on the beach was carried out in eleven minutes.

---

## One Act Plays

Two new one act plays on the subject of the Life-boat Service have recently been written. Both are available to branches for local performances, and in each case the author is willing to forgo any royalties when branches produce the play in aid of the Institution's funds.

One of these plays, entitled *Storm Tide*, has been written by Mr. Angus MacViccar, and won the cup for the best play performed at the Argyll County Drama Festival held at Ardrishaig. The play takes about

thirty minutes to perform, and the scene is laid in the office of the honorary secretary of a Scottish life-boat station.

The other play, which has been written by Mr. Herbert de Hamel, is entitled *The Jimp'ny*. This takes some twenty minutes and has been written for an all-female cast. There are seven parts, and the play can be performed with or without scenery. Mr. de Hamel has stated that he would be glad to attend a dress rehearsal and to help in the production of the play by any branch.

## Assessment of Rates on Life-boathouses

At the report stage and third reading of the Rating and Valuation (Miscellaneous Provisions) Bill in the House of Lords on the 21st of July, 1955, Earl Howe, Deputy Chairman of the Institution, moved, after clause 7, to insert the following new clause: "No life-boat-house, shed or slipway used solely for the purposes of life-boat services shall in the case of any rating area be liable to be rated for any rate period beginning on or after the date of the coming into force of the new valuation list for that area."

In moving the amendment, Earl Howe said of the Institution: "After all, we exist to save life at sea of people of all nationalities—not only British seamen or people who find themselves in the sea for one cause or another, but all nationalities. The Royal National Life-boat Institution is an entirely voluntary body, and if it is right to exempt Trinity House I cannot help thinking that it is also right to exempt us."

Supporting the amendment, Lord Silkin said: "This particular Institution, I submit, is absolutely vital to the life of the country. . . . I suggest that what differentiates it from almost any other charity is that it is vital to

the life of the nation. For that reason, I think that it deserves special treatment."

Speaking on behalf of the Government, the Earl of Munster said that the Government would advise their Lordships with regret not to accept this amendment. If they did so, they could not, he pointed out, reasonably refrain from embarking upon a judgment of the merits of a great number of very worthy organisations which might well consider themselves at least equal in merit in their particular field to the Institution. He said:

"In addition to the compulsory remission, the Institution may benefit under Clause 8 (4), which will enable any rating authority to reduce further, or to remit entirely, any rates for which they are liable."

Of the action likely to be taken by rating authorities he added: "There is at least the hope that, encouraged by the views which have been expressed in all quarters of this House, and armed now with the clear power which I have mentioned under Clause 8 (4) of the Bill, they will be more generous in future to the Institution."

After this explanation had been given the amendment was withdrawn.

## A New Superintendent at the Depot

COMMANDER J. M. UPTON, M.B.E., R.D., R.N.R., who has been Superintendent of the Life-boat Depot since 1941, has retired and has been succeeded by Commander H. L. Wheeler, R.N.

Commander Upton, who was born at Petworth in Sussex, was educated at Churcher's College, Petersfield, and then on board the training ship H.M.S. *Worcester*. After completing his training in 1910 he was given a naval reserve appointment and served in sailing ships for three years. Shortly before the outbreak of the first world war he joined the P. and O. Company, with which he served until he was called for duty with the Royal Navy. For nine years after the war he continued to serve with the P. and O. Company and then, in 1928, became District Inspector of Life-boats for

Ireland. In 1939 he was appointed Eastern District Inspector.

Commander Upton became an extremely well-known figure both in Ireland, where his name is still continually recalled at life-boat stations, and at the Depot in Boreham Wood where he became known to very many honorary workers. His reminiscences, both as district inspector and as Superintendent of the Depot, which he has briefly written for the *Life-boat*, appear on page 150.

Commander Wheeler, who lives at St. Ives, Huntingdonshire, was appointed Southern District Inspector of the Institution in 1929. After service with the Royal Navy during the second world war he was appointed Eastern District Inspector in 1945. He continued to hold this post until his appointment as the new Superintendent of the Depot.



## Two New Life-boat Films

Two new films, *Troubled Waters* and *The Village Turned Out*, are now available to branches for showing to non-paying audiences. *Troubled Waters*, which runs for six minutes, shows a launch by night of the Walmer life-boat. Wrecks on the Goodwin Sands are seen, and the coxswain, Frederick Upton, and the motor mechanic, Percy Cavell, are shown examining the life-boat. The life-boat is called out, and she is seen launching into the night. This film, which was made by Countryman Films, Ltd., has already been distributed by Columbia Pictures. It has now been presented by Countryman Films as a gift to the Institution.

*The Village Turned Out* has also been presented to the Institution as a

gift by the Shell Film Unit, who are showing the film to members of the Shell organisation. *The Village Turned Out* begins with the naming ceremony of the new Coverack life-boat *William Taylor of Oldham*. The various members of the crew are shown at their normal occupations, the coxswain fishing and one member of the crew baking bread. The maroons are fired, and the crew rush to the life-boat station. Nearly the whole village turns out to watch the launch. Twilight is falling as the life-boat puts out, and after a search, during which darkness comes on, a training aircraft which has crashed into the sea is found. Two members of the aircraft's crew are rescued by the life-boat. The film lasts eight minutes.

## 150th Anniversary of Newhaven Station

COLONEL A. D. BURNETT BROWN, Secretary of the Institution, presented a certificate inscribed on vellum to the Newhaven branch on the 21st of September, 1955. This certificate commemorated the one hundred and fiftieth anniversary of the establishment of a life-boat station at Newhaven.

It is known that there has been a life-boat station at Newhaven since 1803. Since complete records began to be kept in the middle of the nineteenth century up to the time of the presentation of the vellum Newhaven life-boats had been launched on service 306 times and had rescued 408 lives.

Ten silver and nine bronze medals for gallantry have been awarded to

men of Newhaven. The last silver medal awarded was that to Coxswain William Harvey for the rescue of eight men from the Danish auxiliary schooner *Vega* on the 26th of November, 1954.

At the same ceremony Colonel Burnett Brown presented Coxswain Harvey with the vellum which accompanies his medal and the other six members of the crew with the thanks of the Institution inscribed on vellum.

In making the presentation he pointed out that although there had at the time been three other vessels standing by the *Vega*, conditions had been such that only the life-boat had been able to effect the rescue of the *Vega's* crew.

## Cromer, Gorleston and Scarborough Memorials

### CROMER

LORD TEMPLEWOOD, president of the Cromer branch of the Institution, unveiled a tablet in the No. 1 life-boat-house at Cromer on the 10th of August, 1955, and formally opened a shelter in which a tablet is inscribed: "To

honour the memory of Coxswain Henry Blogg, G.C., B.E.M., this shelter was erected by public subscription."

Lord Templewood said: "Henry Blogg was not only a life-boat hero in Cromer, he was a national figure whose name was known all over the country

and all over the British Commonwealth." After saying that the late Coxswain Blogg had rescued or helped to rescue, with his crew, no less than 873 lives, Lord Templewood declared: "He received almost every kind of decoration which anybody could obtain in the Life-boat Service and the climax was when he received what is the V.C. of civil life, the George Cross."

The proceedings were broadcast by the B.B.C.

On the 11th of September the present coxswain of the Cromer No. 1 life-boat, Henry Davies, unveiled a tablet which has been placed by the Committee of Management in the Church of St. Peter and St. Paul in Cromer.

#### GORLESTON

A plaque in memory of the late Coxswain William Fleming was unveiled in Gorleston by Miss T. A.

Bloomfield, vice-chairman of the Gorleston branch, on the 7th of August. The plaque was dedicated by the Rev. E. L. Corbell, of Gorleston, and a tribute to the great record of the late coxswain, who helped to save no fewer than 1,183 lives, was paid by Commander H. L. Wheeler, district inspector of life-boats.

#### SCARBOROUGH

The Mayoress of Scarborough, Mrs. Miles Bird, unveiled a plaque at Scarborough on the 18th of August in memory of Coxswain John Sheader, Second Coxswain John Cammish and Signalman Francis Bayes, who lost their lives when the Scarborough life-boat capsized in December, 1954. The plaque was dedicated by the Vicar of Scarborough, Canon F. E. Ford. The ceremony took place on Scarborough life-boat day.

## A Hundred Years Ago

*An extract from the Life-boat October, 1855*

A new life-boat has been recently stationed at Moelfre, a fishing village, on the north-eastern coast of the island of Anglesey, in lieu of the former life-boat stationed there, which has been removed to replace a worn-out boat at the neighbouring station at Cemlyn. It was built at the joint expense of the National Life-boat Institution and the Local Association, the former having contributed £50 towards its cost. The fittings of this boat are of a novel character in several respects. She was designed by Captain Skinner, R.N., the Government Superintendent of packets at Holyhead, at which place she was built. She has some important advantages, is undoubtedly the best life-boat on the Anglesey coast, and we have no doubt will do credit to her constructors. Her dimensions are, extreme length, 28 feet; breadth, 7 feet; depth, 2 feet 6 inches, with 1 foot 9 inches sheer of gunwale. She is fitted to row either with six oars single banked, or 12 oars double banked.

Her chief peculiarities are: 1st. Her

side air-cases, which are detached hollow boxes, are made with strips of ratan cane, covered with canvas on a patented plan of a Mr. Davis, of Southampton. 2nd. She is fitted with a series of hollowed wooden floor-tanks, which supply the place of a deck, and which may be filled, if thought advantageous, with sand or other material as extra ballast. Her 3rd peculiarity, is the manner in which her relieving tubes are fitted with plugs, which are of a simple, inexpensive, and durable character; they are not self-acting, but they can be withdrawn instantly by the crew without removing from their seats, on shipping a sea, and they are perfectly water-tight, which we suspect that no self-acting valve can be made to be. She is not built to self-right. Her ballast consists of an iron keel band of  $\frac{3}{4}$  cwt., and the wooden floor-tanks, which when empty, weigh  $2\frac{3}{4}$  cwt. Her total weight, including fitting and gear, is  $23\frac{1}{2}$  cwt. only. She is thought very highly of by her crew.

## Services of the Life-boats in July, August and September, 1955

### 116 Lives Rescued

#### JULY

DURING July life-boats were launched 72 times and rescued 31 lives.

#### COBLE TOWED THROUGH GALE

**Cullercoats, Northumberland.**—At eleven o'clock on the morning of the 3rd of July, 1955, the beach superintendent at Whitley Bay rang up the life-boat coxswain to say that a boat had burnt flares in Whitley Bay and appeared to be drifting towards rocks near the bathing pool. At 11.10 the life-boat *Isaac and Mary Bolton* was launched. She made for the position in a moderate swell and a flooding tide. A south-easterly gale was blowing. The life-boat found the fishing coble *Elizabeth Taylor*, of North Shields, with the life-boat second coxswain and his brother on board. The coble had broken her propeller shaft and had anchored, but she was dragging towards Table Rocks. The life-boat took her in tow and also escorted in a pleasure boat, which had engine trouble, reaching her station again at 12.9.—Rewards to the crew, £6; rewards to the helpers on shore, £9 13s.

#### LIFE-BOAT PUTS OUT TO CAPSIZED YACHTS

**New Brighton, Cheshire.**—At 12.5 on the afternoon of the 3rd of July, 1955, the life-boat coxswain received a message from the Wallasey Yacht Club that two yachts had capsized half a mile north-west of Rock Light. Ten minutes later the life-boat *Norman B. Corlett* put out. The sea was rough, there was a strong north-westerly breeze, and it was one hour after high water. A motor launch had had seven yachts in all in tow, but two had broken adrift and capsized. Just as the life-boat arrived the motor launch took the two which had capsized in tow again. The life-boat escorted the motor launch and the yachts to New Brighton and reached her station again at 1.10.—Rewards to the crew, £6; rewards to the helpers on shore, £1 4s.

#### MEDAL FOR LYTHAM COXSWAIN

On the evening of the 3rd of July, 1955, the Lytham-St. Anne's life-boat rescued five men from the yacht *Penboch*, which had gone aground two miles from Southport pier. For a full account of this service, for which Coxswain Joseph Parkinson was awarded the bronze medal for gallantry, see page 147.

#### MOTOR BOAT TOWED TO TENBY

**Tenby, Pembrokeshire.**—At 8.30 on the evening of the 5th of July, 1955, the coastguard reported that the local motor boat *Ranee* had broken down off Eel Point. He later stated that she had anchored, but was dragging seawards. At nine o'clock the life-boat *John R. Webb* was launched in a calm sea, with a light north-westerly breeze blowing and an ebbing tide. She found the *Ranee*, which had a crew of two, at Boats' Cove, took her in tow and returned to Tenby, arriving at 10.5.—Rewards to the crew, £8; rewards to the helpers on shore, £5 4s.

#### FISHING BOAT TOWED TO DUNMORE EAST

**Dunmore East, Co. Waterford.**—At 9.40 on the night of the 7th of July, 1955, a message was received from the pilots at Passage that a boat had broken down off Brownstown Head. At 9.55 the life-boat *Annie Blanche Smith* put out, with the honorary secretary, Mr. A. Westcott-Pitt, on board. The sea was calm, there was a light easterly breeze and fog, and it was two hours after high water. The life-boat made a search and came up with a 28-foot fishing boat from Passage East, half a mile off Brownstown Head. The fishing boat, which had a crew of three, had broken down. The life-boat towed her to safety and reached her station again at 11.30.—Rewards to the crew, £6; reward to the helper on shore, 13s.

#### DUTCH MOTOR VESSEL REFLOATED

**Hartlepool, Durham.**—At 9.52 on the night of the 10th of July, 1955, the

coastguard rang up to say that the police had reported that a vessel had run ashore to the northward. At 10.6 the life-boat *The Princess Royal*, Civil Service No. 7 was launched. There was a slight sea, with a light north-easterly breeze blowing and fog. It was two hours after high water. The life-boat found the motor vessel *Lyra*, of Groningen, a vessel of 200 tons with a crew of five, one mile north of Heugh. Because of the state of the tide the life-boat could not come close to the *Lyra* and at the request of the master passed a line to her and stood by until the tide flowed. The life-boat then helped the *Lyra* to refloat. The *Lyra* made for Middlesbrough, and the life-boat returned to her station, arriving at 6.50 on the morning of the 11th.—Property Salvage Case.

#### TWO MEN TAKEN OFF FISHING BOAT

Hastings, Sussex.—At 9.14 on the morning of the 13th of July, 1955, the Fairlight coastguard telephoned that a fishing boat had run ashore at Hook Ledge, Fairlight, and that her crew of two were shouting for help. At 9.35 the life-boat *M.T.C.* was launched. The sea was slight, there was a light breeze, and it was two hours before low water. The life-boat found the fishing boat *Kitty*, of Newhaven, and took on board her crew of two. The life-boat's second coxswain went ashore and remained near the fishing boat to help refloat her when the tide flowed. Meanwhile the life-boat landed the fishermen at her station at 11.30. The *Kitty* refloatated later and was towed in.—Rewards to the crew, £7; rewards to helpers on shore, £26 6s.

#### LIFE-BOAT PUTS OUT TWICE TO FISHING BOAT

Kilmore, Co. Wexford.—At 12.50 early on the morning of the 14th of July, 1955, the Civic Guard at Bannow telephoned that two Bannow men had put out in a fishing boat at eight o'clock on the morning of the 13th, but had not been heard of since. At 1.5 the life-boat *Ann Isabella Pyemont* was launched. The sea was calm, a light north-westerly breeze was blow-

ing, and the tide was ebbing. The life-boat made a wide search, but found nothing and reached her station again at 8.45. It was later reported from Dunmore that a steamer had found the boat ten miles south of Tuskar, bound for Carne, and had given the men petrol and food. However, anxiety was felt for their safety when they did not arrive, and at 3.55 in the afternoon the life-boat was launched again. She found the fishing boat at 4.20 short of fuel and drifting towards the Majeen reef. The life-boat towed her to Bannow and then returned to her station, arriving at seven o'clock.—1st service: rewards to the crew, £15 8s.; rewards to the helpers on shore, £10 1s.; 2nd service: rewards to the crew, £9 16s.; rewards to the helpers on shore, £10 12s. 8d.

#### SERVICE ON RETURN FROM SURVEY

Aldeburgh, Suffolk.—On the 15th of July, 1955, the No. 2 life-boat *Lucy Lavers* was bound for her station from Oulton Broad following a routine survey. About 1.10 in the afternoon, when she had reached a position one mile south of Southwold, she found the fishing boat *Smiling Morn*, of Southwold, broken down, with one man on board. The sea was smooth, there was a light easterly breeze and the tide was flooding. At the request of the fisherman the life-boat towed the *Smiling Morn* to Southwold, which she reached at 1.45. She then continued the passage to her station, arriving at 3.15.—Rewards to the crew, in addition to passage money, £3 2s. 6d.

#### LIFE-BOAT STANDS BY TUG ON GOODWINS

Walmer, Kent.—At 2.11 on the afternoon of the 15th of July, 1955, the Deal coastguard telephoned that a steamer had reported that the tug *Trapu*, of Dunkirk, had gone aground on the Goodwin Sands about half a mile south-by-east of the West Goodwin buoy. Nine minutes later the life-boat *Charles Dibdin*, Civil Service No. 2 was launched. There was a slight sea, a moderate north-north-east breeze was blowing, and it was low water. The life-boat found the

*Trapu*, which had a crew of seven, at the Goodwin Fork Sands, but she did not need help. At the request of the skipper the life-boat stood by the tug until she refloated at 5.5. She then returned to her station, arriving at six o'clock.—Rewards to the crew, £12 12s.; rewards to the helpers on shore, £17 5s.

#### AIRCRAFT BEACHED BY LIFE-BOAT

Dun Laoghaire, Co. Dublin.—At 3.30 on the afternoon of the 15th of July, 1955, the Civic Guard at Dalkey reported that a private aircraft with a crew of two had crashed in Killiney Bay. At 3.48 the life-boat *Dunleary II* put out. The sea was smooth, there was a light south-easterly breeze, and the tide was flooding. The life-boat found the aircraft in twenty feet of water near the shore, grappled her and beached her, and then returned to her station, arriving at 7.15. One of the crew of the aircraft lost his life.—Rewards to the crew, £9 16s.; rewards to the helpers on shore, etc., £2 11s.

#### SEARCH FOR LAUNCH FROM AIRCRAFT CARRIER

Margate, Kent.—At 7.50 on the evening of the 16th of July, 1955, the coast-guard reported that a motor launch from H.M.S. *Ocean*, an aircraft carrier at anchor off Margate, was in difficulties in dense fog near the Nayland Rocks about a quarter of a mile west of Margate pier. Ten minutes later the life-boat *North Foreland, Civil Service No. 11* was launched. The sea was choppy, there was a light north-easterly breeze, and it was two hours before high water. The life-boat made a search and learnt from another motor boat from the aircraft carrier that the launch had run ashore and damaged her propellers and rudder. The life-boat escorted the motor boat to Margate and then put off again to search for the motor launch. The launch was towed to the harbour by a pilot boat, and the life-boat was recalled to her station, arriving at 9.30.—Rewards to the crew, £8; rewards to the helpers on shore, £4 4s.

#### TEN ANGLERS RESCUED FROM ROCKS

New Quay, Cardiganshire.—At 4.40 on the afternoon of the 17th of July, 1955,

the life-boat coxswain reported that ten people were marooned on the rocks a mile and a half to the west of New Quay. Ten minutes later the life-boat *St. Albans* was launched, taking a small boat with her. The sea was calm, the weather was fine, and the tide was half flood. The life-boat found ten members of an angling association cut off by the tide, rescued them, and reached her station again at 5.40. The angling association expressed thanks.—Rewards to the crew, £6; rewards to the helpers on shore, etc., £8 17s.

#### PASSENGERS LANDED FROM LINER AGROUND

Great Yarmouth and Gorleston, Norfolk.—At 12.45 early on the morning of the 18th of July, 1955, the Great Yarmouth police reported that the motor pleasure boat *Golden Galleon*, with one hundred and twenty-two passengers on board, had run aground in Breydon water. The tide was ebbing fast, and at 1.45 the life-boat *Louise Stephens* was launched with a police inspector on board. There was a moderate south-easterly breeze and a slight swell. The life-boat found the *Golden Galleon* high and dry on a mud-bank. A small boat ferried seventy-five of the passengers to the life-boat, and another boat landed the others. The life-boat took the seventy-five people to Great Yarmouth and reached her station again at 4.26.—Rewards to the crew, £10 3s.; rewards to the helpers on shore, £4 5s.

#### SHRIMP BOAT TOWED IN ON LOCAL FLAG DAY

Great Yarmouth and Gorleston, Norfolk.—On the 20th of July, 1955, the life-boat *Louise Stephens* was launched for demonstration purposes on the life-boat flag day, and at 7.10 in the evening, while she was still afloat, the shrimp boat *YH316* in Yarmouth Roads signalled that she had broken down. The sea was moderate, there was a fresh north-easterly breeze, and it was two hours before high water. The life-boat made for the shrimp boat at once and towed her to the harbour, arriving at 8.30.—Rewards to the crew, £8.

**SICK MAN LANDED FROM STEAMER**

**Berwick-on-Tweed, Northumberland.**—At 9.10 on the evening of the 20th of July, 1955, the coastguard rang up to say that the S.S. *Corfield*, of London, needed a doctor to attend a sick man. As no other boat was available, the life-boat *J. and W.* was launched with a doctor at 9.35. The sea was slight, there was a light south-westerly breeze, and the tide was ebbing. The life-boat came up with the steamer off the pier, took on board the sick man, and landed him at her station, where an ambulance was waiting, at 10.45.—Rewards to the crew, £8; rewards to the helpers on shore, £1 16s.

**CREW TAKEN OFF PANAMANIAN STEAMER**

**St. Mary's, Scilly Islands.**—At 6.45 on the morning of the 22nd of July, 1955, the coastguard telephoned that a vessel had gone aground on a reef near the Seven Stones lightship. At 7.10 the life-boat *Cunard* was launched. The sea was calm, there was a light northerly breeze, and it was one hour before high water. The life-boat found the S.S. *Punta*, of Panama, a vessel of 2,197 tons laden with phosphates, fast on the rocks. The master's wife and twenty of her crew of twenty-four had abandoned the steamer in two of her boats and had secured to her stern. The life-boat went alongside the *Punta*, and after some time took off the master and three men. She then stood by.

During the evening the master asked the life-boat to take him, his wife and all of his crew to a French tug which had arrived that afternoon. The life-boat did so and continued to stand by. The tug skipper and master later reboarded the *Punta* to see if an attempt could be made to refloat her. She was holed forward and had a list to port, and as it was feared that she would sink at once if she was pulled clear, no attempt was made to refloat her. The men rejoined the tug, and at 8.30 the life-boat took on board twenty of the steamer's crew. She landed them at 10.45.

It had been decided that the life-boat should put to sea again the next morning to bring from the tug the master, his wife and three other men,

and at 9.30 that morning the coastguard reported that the *Punta* had broken in two. At 10.10 the life-boat was launched again in dense fog. She took on board the five people and arrived back at her station at 1.15. The owners made a donation to the funds of the Institution.—Rewards: 1st service: to the crew, £28 13s.; to the helpers on shore, £2 8s.; 2nd service: to the crew, £9 16s.; to the helpers on shore, £2 8s.

**FISHING BOAT TOWED TO PORT ERIN**

**Port Erin, Isle of Man.**—At 6.42 on the evening of the 23rd of July, 1955, the harbourmaster telephoned that the Cregneish wireless station had received a message from Chicken Rock lighthouse that a boat was in distress near the lighthouse. At 6.55 the life-boat *Matthew Simpson* was launched. The sea was calm, there was a light breeze, and it was two hours before low water. The life-boat found the motor boat *Swift*, of Port St. Mary, with two men on board, on a fishing trip two miles south of Chicken Rock. Her engine had broken down, and her crew had been unable to make any progress with oars. The life-boat towed her to Port Erin, arriving at 8.15. The owner made a donation to the funds of the Institution.—Rewards to the crew, £7; rewards to the helpers on shore, £3 14s.

**FIFTEEN TRANSFERRED BY BOARDING BOAT**

**New Brighton, Cheshire.**—At 8.40 on the evening of the 23rd of July, 1955, the Formby coastguard reported that the Sea Cadet pinnace *Rosie* was ashore on Devil's Bank in the river Mersey off Garston. At 8.50 the life-boat *Norman B. Corlett* put out, taking her boarding boat with her. The sea was smooth, there was a light northerly breeze, and it was low water. The life-boat found the *Rosie* high and dry and saw another Sea Cadet boat, the *Black Cap*, ashore about half a mile away. There were twelve cadets and an officer in the *Black Cap*, but they decided to stay on board. The boarding boat transferred to the life-boat thirteen cadets and two members of the W.R.N.S. from the *Rosie*, leav-

ing two people aboard. The fifteen who had been taken off were landed by the life-boat at Liverpool landing stage. She then put off again, stood by the boats until they refloated, and escorted the *Rosie* to Alfred Dock. The *Black Cap* was towed in by another boat. The life-boat reached her station again at 2.20 the next morning. The Commanding Officer of the local headquarters of the R.N.V.R. made a donation to the funds of the Institution.—Rewards to the crew, £13 13s.; rewards to the helpers on shore, £2 11s.

#### BOY RESCUED FROM CLIFF

Arbroath, Angus.—At six o'clock on the evening of the 24th of July, 1955, the police reported that a boy was stranded on the rocks at Red Head. At 6.30 the life-boat *Howard D.* was launched. The sea was calm, the weather was fine, and the tide had just begun to ebb. The life-boat found the boy on a rock close against a high cliff, rescued him, and took him to Arbroath, arriving at 7.45.—Rewards to the crew, £7; rewards to the helpers on shore, £1 10s.

#### INJURED MAN LANDED FROM NORWEGIAN SHIP

Lytham-St. Annes, Lancashire.—At 5.21 on the afternoon of the 25th of July, 1955, the Formby coastguard telephoned that the motor ship *Ferm*, of Grimstad, Norway, which was outward bound, had wirelessly that a member of her crew had fallen down a hold, seriously injuring himself, and that the Preston pilot boat had taken him on board. The *Ferm* asked if the life-boat would put off with a doctor and meet the pilot boat off the Gut Gas buoy in the Ribble estuary. At 5.43 the life-boat *Sarah Townsend Porritt* embarked a doctor and left her moorings. The sea was moderate, there was a swell and a light south-easterly breeze, and the tide was ebbing. The life-boat put the doctor aboard the pilot boat, but there was too much swell to allow the injured man to be taken on board. The life-boat therefore accompanied the pilot boat to a calmer position three quarters of a mile west of Lytham pier, where the man was transferred to the

life-boat. The life-boat then returned to her moorings at 7.40, and the patient was taken ashore in the life-boat's boarding boat.—Rewards to the crew, £7; rewards to the helpers on shore, £3 5s.

#### CABIN CRUISER TOWED TO PORTHDINLLAEN

Porthdinllaen, Caernarvonshire.—At 7.58 on the evening of the 26th of July, 1955, the coxswain was told that a cabin cruiser was close under Porthdinllaen Point, and that her crew were waving frantically. Twelve minutes later the life-boat *Charles Henry Ashley* was launched in a rough sea, with a moderate northerly breeze blowing and an ebbing tide. She found the local cabin cruiser *Dolphin* with seven people on board, who had been on a fishing trip. The *Dolphin* had run out of petrol and she was near rocks fifty yards north of Porthdinllaen Point. The life-boat towed her clear and then put a man on board to help haul up her anchor, which was not holding. The life-boat then towed the *Dolphin* to Porthdinllaen and reached her station again at 8.45. One of the rescued made a gift of money to the life-boat crew.—Rewards to the crew, £5; rewards to the helpers on shore, £4 4s.

#### YACHT BOUND FOR OSTEND REFLOATED

Clacton-on-Sea, Essex.—At 2.50 on the afternoon of the 30th of July, 1955, a man who had just come in from sea in his fishing boat told the life-boat coxswain that he had seen a yacht aground near the West Gunfleet buoy, but that he had been unable to come near her because she was on her beam ends high and dry. Ten minutes later the life-boat *Sir Godfrey Baring* was launched in a slight swell, with a light east-south-east breeze blowing. It was low water. The life-boat found the yacht *Ayasha*, with a crew of three, bound for Ostend. The life-boat stood by, and about six o'clock was able to come alongside on the rising tide. She passed a line aboard to steady the yacht while she refloated, gave the owner a course for Ramsgate, and stood by until the yacht was clear of the sands. She then returned to

her station, arriving at eight o'clock. The owner and his companions expressed their thanks.—Rewards to the crew, £12 13s.; rewards to the helpers on shore, £5 2s.

#### YOUTH RESCUED FROM BUOY BY SCRAMBLING NET

**The Mumbles, Glamorganshire.**—At 10.50 on the night of the 30th of July, 1955, the coastguard rang up to say that shouts for help could be heard from the wreck-marker buoy in Oxwich Bay. At 11.5 the life-boat *William Gammon—Manchester and District XXX* was launched. The sea was calm, there was a light north-westerly breeze, and it was low water. The life-boat found a youth clinging to the buoy. He had scrambled to it when the boat, in which he had been with two other youths, had capsized. The two youths had been rescued by two men in a canoe. The life-boat rescued the youth from the buoy, using her scrambling net, gave him hot cocoa, and took him ashore, arriving at 1.20 early on the 31st.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £5 12s.

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

**Howth, Co. Dublin.**—July 2nd.—Rewards, £9.

**Clacton-on-Sea, Essex.**—July 2nd.—Rewards, £11 18s.

#### INDEPENDENCE DAY FIREWORKS BELIEVED TO BE FLARES

**Walmer, Kent.**—At 12.26 early on the morning of the 4th of July, 1955, the Deal coastguard telephoned that red flares had been seen close inshore north of Deal. At 1.18 the life-boat *Thomas Markby*, on temporary duty at the station, was launched. She made a search towards Kingsdown in a calm sea, with a light west-south-west breeze blowing, but found nothing and arrived back at her station at four o'clock. A party of United States airmen celebrating American Independence Day had given rise to the report by setting off fireworks at Deal. On hearing the life-boat maroons, two of the airmen rushed to

the life-boat station and helped to launch the life-boat.—Rewards to the crew, £10 16s.; rewards to the helpers on shore, £9.

**Arranmore, Co. Donegal.**—July 4th.—Rewards, £12 4s.

**Aldeburgh, Suffolk.**—July 6th.—Rewards, £40 13s. 6d.

#### AIRCRAFT AND LIFE-BOATS JOIN IN SEARCH

**Lowestoft, Suffolk.**—A routine exercise had been arranged for two o'clock on the afternoon of the 6th of July, 1955, but just before the life-boat put to sea the coastguard reported that the yacht *White Lady*, of Southwold, which had a crew of four, had capsized off Southwold. The coastguard stated that one of her crew was missing, so the life-boat, *Greater London, Civil Service No. 3*, on temporary duty at the station, accompanied by the district inspector of life-boats, put to sea. The sea was choppy, there was a fresh westerly breeze, and the tide was ebbing. The life-boat made a search in which the Aldeburgh No. 1 life-boat, a helicopter, another aircraft, an R.A.F. rescue launch and four other boats took part, but the missing person was not found and the Lowestoft life-boat reached her station again at 5.30. A fishing boat rescued the three survivors.—Rewards to the crew, £12 12s.

**Padstow, Cornwall.**—July 8th.—Rewards, £5.

**Shoreham Harbour, Sussex.**—July 9th.—Rewards, £27 9s.

**Aberdeen.**—July 9th.—Rewards, £10 4s.

**Walton and Frinton, Essex.**—July 9th.—Rewards, £14 8s.

**Clogher Head, Co. Louth.**—July 9th.—Rewards, £13 6s.

**Padstow, Cornwall.**—July 9th.—Rewards, £9.

**Barrow, Lancashire.**—July 10th.—Rewards, £22 4s.

**Poole, Dorset.**—July 11th.—Rewards, £10 4s.

**Ramsgate, Kent.**—July 14th.—£9 2s. 6d.

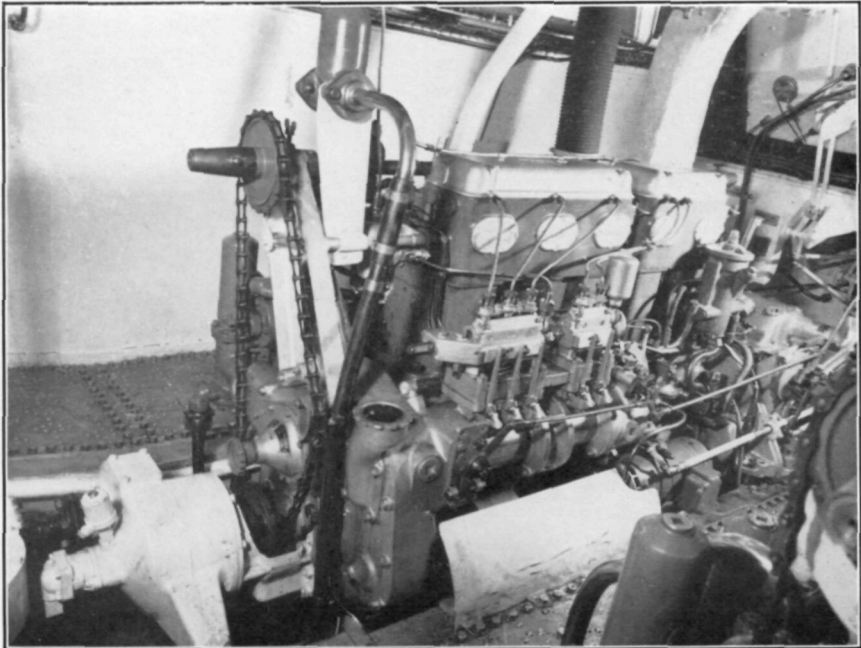
**Margate, Kent.**—July 14th.—Rewards, £24. 10s.

**Troon, Ayrshire.**—July 14th.—Rewards £8 8s.





**THE NEW 47-FEET LIFE-BOAT**  
(see page 149)



**ENGINE ROOM IN THE 47-FEET LIFE-BOAT**



*By courtesy of]*

*[Eastern Daily Press*

**RESCUED BY CROMER LIFE-BOAT**  
(see page 177)



*By courtesy of,*

**CROMER LIFE-BOAT AFTER THE RESCUE**

*[Eastern Daily Press*

(see page 177)



*By courtesy of]*

*[Blackpool Evening Gazette*

**THE RESCUED ARE LANDED AT LYTHAM**

(see page 147)



*By courtesy of*

*[Harry Penhaul*

### **STANDING BY AFTER TAKING OFF CREW**

St. Mary's, Scilly Isles, life-boat and S.S. *Punta*

(see page 158)



### **HUMBER LIFE-BOAT CITY OF BRADFORD III**

This life-boat, the money for which is being raised in the city of Bradford, recently carried out a joint exercise with a helicopter

(see page 151)



**PADSTOW LIFE-BOAT AND R.A.F. RESCUE LAUNCH**  
(see page 179)



*By courtesy of*

**YACHTSMEN BROUGHT OFF THE GOODWINS**  
The Walmer life-boat towed in this yacht

*[Keystone*



By courtesy of]

[Wm. McLauchlan

**NAMING THE NEW STORNOWAY LIFE-BOAT**

(see page 182)



By courtesy of]

[Leslie Smith

**THE NEW STROMNESS LIFE-BOAT**



*By courtesy of]*

*[Western Morning News*

**NAMING CEREMONY AT FOWEY**

(see page 183)



**COLLECTORS AT DOVER**





*By courtesy of,*

*Dundee Courier and Advertiser*

**SON SUCCEEDS FATHER AS COXSWAIN**

James Paton, Jnr., and James Paton, Snr., of Montrose



Hastings, Sussex.—July 16th.—Rewards, £41 1s.

Eastbourne, Sussex.—July 16th.—Rewards, £28 10s.

Margate, Kent.—July 16th.—Rewards, £14.

Boulmer, Northumberland.—July 16th.—Rewards, £10 11s.

Ramsgate, Kent.—July 16th.—Rewards, £13 7s. 6d.

Salcombe, Devon.—July 16th.—Rewards, £8 4s.

Ballycotton, Co. Cork.—July 17th.—Rewards, £7 12s.

Portpatrick, Wigtownshire.—July 17th.—Rewards, £11 4s.

Dungeness, Kent.—July 20th.—Rewards, £23 18s.

Falmouth, Cornwall.—July 24th.—Rewards, £7 12s.

Fowey, Cornwall.—July 24th.—Rewards, £9 16s.

Ferryside, Carmarthen.—July 24th.—Rewards, £17 1s.

Coverack, Cornwall.—July 25th.—Rewards, £16 1s.

Hartlepool, Durham.—July 26th.—Rewards, £16 16s.

Hoylelake, Cheshire.—July 26th.—Rewards, £38 12s.

St. Ives, Cornwall.—July 26th.—Rewards, £19 6s.

Clacton-on-Sea, Essex.—July 27th.—Rewards, £14 16s.

Skegness, Lincolnshire.—July 27th.—Rewards, £11 19s.

Barrow, Lancashire.—July 27th.—Rewards, £9 9s.

Llandudno, Caernarvonshire.—July 28th.—Rewards, £19 17s.

Pwllheli, Caernarvonshire.—July 28th.—Rewards, £15 3s.

Padstow, Cornwall.—July 28th.—Rewards, £9.

Llandudno, Caernarvonshire.—July 28th.—Rewards, £27 9s.

Fowey, Cornwall.—July 29th.—Rewards, £11 4s.

Newhaven, Sussex.—July 29th.—Rewards, £10 13s.

Peel, Isle of Man.—July 29th.—Rewards, £18 13s.

St. Peter Port, Guernsey.—July 30th.—Rewards, £8.

Galway Bay.—July 31st.—Rewards, £10 8s.

Youghal, Co. Cork.—July 31st.—Rewards, £10 2s.

## AUGUST

DURING August life-boats were launched 67 times and rescued 41 lives.

### SHIP'S BOAT TOWED BACK TO COASTER

The Mumbles, Glamorganshire.—On the 1st of August, 1955, the life-boat *William Gammon—Manchester and District XXX* was launched to stand by during a local regatta, but at 7.50 in the evening the coastguard reported that four men in a ship's boat under sail, one and a half miles south of the coastguard station, needed help. The sea was choppy, there was a moderate north-easterly breeze, and the tide was half ebb. The life-boat made for the boat, which was near Swansea pier, and found that she was sinking and unable to make way. The boat had come from the coaster *Johnny V*, of London, about three and a half miles away. The life-boat towed her to the ship and then returned to her station, arriving at 9.20.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £5 12s.

### DRIFTING YACHT TOWED TO LITTLEHAMPTON

Selsey, Sussex.—At seven o'clock on the evening of the 2nd of August, 1955, the coastguard telephoned that the yacht *Vigilance*, of Shoreham, which had left Shoreham for Portland on the 31st of July with a crew of three, was drifting two and a half miles south of Littlehampton. The owner of the yacht was by himself, as the other two members of her crew had gone ashore. At 7.20 the life-boat *Canadian Pacific* was launched in a calm sea, with a light south-westerly breeze blowing and a flooding tide. The life-boat found that the *Vigilance*, which had formerly been a trawler, was not seaworthy, so she towed her to an anchorage off Littlehampton and returned to her station, arriving at 11.30.—Rewards to the crew, £12 19s.; rewards to the helpers on shore, £7.

### YACHT BEACHED AFTER OWNER RESCUED

Clacton-on-Sea, Essex.—At 2.17 early on the morning of the 6th of August, 1955, the coastguard telephoned that the police had reported that shouts

for help had been heard from a boat off the holiday camp south-west of the pier. At 2.22 the life-boat *Sir Godfrey Baring* was launched. There was a slight swell and a light breeze, and it was high water. The life-boat found the 37-foot motor yacht *White Heather*, with the owner on board, bound for Ipswich. The yacht had sprung a leak, and the life-boat took her in tow. But the yacht made water very quickly, so the life-boat rescued the man, beached the yacht at St. Osyth, and reached her station again at 4.40.—Rewards to the crew, £13 7s.; rewards to the helpers on shore, £4 19s.

#### YACHT WITH ELEVEN ON BOARD TOWED IN

**Valentia, Co. Kerry.**—At 3.30 on the afternoon of the 6th of August, 1955, the Valentia radio station telephoned that a motor boat, which had taken a party of visitors to Skelligs Rock, had broken down on leaving the rock. At 3.45 the life-boat *A.E.D.* put out. There was a moderate sea and a fresh northerly breeze, and the tide was flooding. The life-boat found the motor boat *Naomh Cionnec*, of Dublin, with eleven people on board, in danger of being carried on to the rock. She towed her to Portmagee, reaching her station again at 7.45.—Rewards to the crew, £11 4s.; rewards to the helper on shore, 16s.

#### YACHT TOWED TO ABERDEEN

**Aberdeen.**—At 3.41 on the afternoon of the 6th of August, 1955, the coast-guard telephoned that a small boat, with a crew of four, appeared to be in difficulty and drifting southwards two and a half miles south-east of Findon Ness. At four o'clock the No. 1 life-boat *J. W. Archer*, on temporary duty at the station, put out. The sea was moderate, there was a moderate north-westerly breeze, and it was high water. The life-boat made for the position, and three miles south of Findon Ness found the motor vessel *Glamis* standing by the yacht *Westward Ho*, of Aberdeen, which had broken down. The life-boat towed the yacht to Stonehaven and reached her station again at 9.15.—Rewards to the crew, £12 13s.; rewards to the helpers on shore, etc., 18s.

#### SECOND COXSWAIN BOARDS YACHT

**Walton and Frinton, Essex.**—About 8.45 on the evening of the 6th of August, 1955, a fisherman came in from sea in his fishing boat and brought ashore a woman from the yacht *Bagatelle*, of Ipswich. She stated that the yacht had run ashore on Pye Sands and that her husband and daughter were still on board. She asked for the life-boat, and at nine o'clock the life-boat *Edian Courtauld* put out. The sea was slight, there was a light easterly breeze, and the tide was flooding. The life-boat found the yacht on the sands near High Hill buoy and stood by her until she refloated. The second coxswain then boarded her to pilot her to Walton backwater. The life-boat remained with the yacht until she was clear of the sands and then returned to her station, arriving at midnight. The owner made gifts to the funds of the Institution and to the life-boat crew, and expressed his appreciation.—Rewards to the crew, £11 4s.; rewards to the helpers on shore, £5 11s.

#### CREW RESCUED BY BOARDING BOAT

**Holy Island, Northumberland.**—At 9.42 on the night of the 6th of August, 1955, the coxswain reported that the converted ship's boat *Caroline*, of Hartlepool, had grounded on Ridge End at the northern entrance to the harbour. At 9.55 the life-boat *Gertrude* was launched, taking her boarding boat with her. The sea was slight, there was a moderate northerly breeze, and it was an hour and a half before low water. The life-boat found the *Caroline*, a boat of 4 tons bound in ballast from Berwick, with a crew of two, but she could not come close to her. The boarding boat rescued the *Caroline's* crew and then transferred them to the life-boat, which reached her station again at 11.30. At two o'clock the next morning the life-boat put off with the owner and his friend to attempt to refloat the *Caroline*, but the boat was found to have broken up. The life-boat returned to her station, arriving at 3.30.—Rewards to the crew, £14; rewards to the helpers on shore, £5 1s.

**THREE MEN RESCUED FROM YACHT**

Caister, Norfolk.—At 4.38 on the morning of the 7th of August, 1955, the life-boat motor mechanic saw flares on the North Scroby Sand. At 5.10 the life-boat *Jose Neville* was launched. There was a ground swell and a light north-westerly breeze, and the tide was half ebb. The life-boat found the yacht *Jemima Puddleduck*, of Hull, with a crew of three, ashore and nearly high and dry. With difficulty the coxswain took the life-boat to within twelve yards of her, and the three men waded to the life-boat. The life-boat then took them back to her station, arriving at 6.11. The *Jemima Puddleduck* became a total wreck.—Rewards to the crew, £8; rewards to the helpers on shore, £6 6s.

**ABANDONED SAILING DINGHY  
TOWED IN**

Tynemouth, Northumberland. — At 11.27 on the morning of the 7th of August, 1955, the Sunderland coast-guard telephoned that the Souter lighthouse had reported that a small boat could be seen drifting off Souter Point. Sixteen minutes later the coastguard stated that two people could be seen on board. At 12.9 the life-boat *Tynesider* was launched, with the second coxswain in charge, in a very heavy swell. A moderate north-easterly gale was blowing, and the tide was ebbing. The life-boat found the local sailing dinghy *Gwen* two and a half miles off Whitburn, but there was nobody on board. She towed her to the harbour and reached her station again at 2.30. Floating bottom boards in the dinghy had been mistaken for exhausted men.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £4 4s.

**THREE MEN RESCUED FROM  
SAILING DINGHY**

Tenby, Pembrokeshire.—At 11.55 on the morning of the 7th of August, 1955, the coastguard telephoned that a sailing dinghy had capsized about one and a half miles east of the coastguard station. At 12.3 the life-boat *John R. Webb* was launched, with the honorary secretary, Mr. D. Bancroft, on board. The sea was calm, there was a light north-north-west breeze, and the tide was half ebb. The life-boat found the

sailing dinghy *Auriol* waterlogged, with one man sitting on her bow and two others in the sea. The life-boat rescued them, towed in the dinghy, and reached her station again at 1.15.—Rewards to the crew, £8; rewards to the helpers on shore, £5 4s.

**OVER SANDS TO RESCUE  
YACHT'S CREW**

Bridlington, Yorkshire.—At noon on the 7th of August, 1955, a message was received from the harbour office that the local yacht *Regina* had put off with a crew of two, and that anxiety was felt for her safety in the ebbing tide. Twenty minutes later the coast-guard telephoned that he had seen the yacht drifting southwards towards Smethwick Sands. At 12.22 the life-boat *Tillie Morrison, Sheffield II* was launched. There was a heavy sea, and a fresh gale was blowing from the north-west. The life-boat made for the sands and obtained the position of the yacht from a coaster. She found that the *Regina* had driven right across the sands to a position three and a half miles south-south-west of Flamborough lighthouse. The life-boat went over the sands and rescued her crew. She then took the yacht in tow, but the yacht was nearly full of water and a little later she sank. The life-boat landed the rescued men at her station at three o'clock.—Rewards to the crew, £6; rewards to the helpers on shore, £5 13s.

**WOMAN PULLED BY LINE OFF  
ROCKS**

Cadgwith, Cornwall. — About one o'clock on the afternoon of the 14th of August, 1955, the life-boat honorary secretary, Mr. J. F. Gibson, saw a sailing dinghy go ashore at Sperric Cove. At 1.30 the life-boat *Guide of Dunkirk* was launched, with Mr. Gibson on board. The sea was smooth, there was a moderate north-westerly breeze, and it was one hour before high water. The life-boat found that a woman had got into difficulties in a canvas dinghy, but had been able to haul the dinghy over the rocks. The members of the life-boat crew threw a heaving line to the woman and pulled her off to the life-boat in her dinghy. They then took her and the dinghy on

board and returned to their station, arriving at three o'clock.—Rewards to the crew, £6; rewards to the helpers on shore, £13 16s.

#### TWO CUT OFF BY TIDE RESCUED

Newhaven, Sussex.—At eight o'clock on the evening of the 14th of August, 1955, the coastguard telephoned that two people were cut off by the tide three hundred yards east of Splash Point, Seaford. Eight minutes later the life-boat *Cecil and Lilian Philpott* was launched, taking a dinghy with her. The sea was calm, there was a light breeze, and it was one hour before high water. The life-boat found a man and a woman, rescued them, and returned to her station, arriving at nine o'clock.—Rewards to the crew, £7; rewards to the helpers on shore, £3 12s.

#### NIGHT AND DAY SEARCH FOR SAILING BOAT

Falmouth, Cornwall.—At 9.30 on the night of the 14th of August, 1955, the police reported that a woman and her two sons, who were on holiday in Falmouth, had put off in the local sailing boat *Olive* the morning before for a trip in Falmouth Bay, but had not returned. At 9.45 the life-boat *Crawford and Constance Conybeare* was launched in a choppy sea. There was a light northerly breeze and a flooding tide. The life-boat made a search near St. Mawes and St. Anthony, but at eleven o'clock the police rang up the life-boat station and said that a French fishing vessel had been reported to have seen the *Olive*, becalmed, earlier in the day. Her position had been about twenty miles east of Land's End. The fishing vessel had given her crew food and water and a course to Lizard Point. The life-boat made for the area indicated, and at daybreak on the 15th an aircraft joined in the search. At 10.30 that morning the life-boat found the *Olive* thirty miles south-east of Lizard Point. She put a man and some food aboard and towed the boat to Falmouth, arriving at 4.30 in the afternoon.—Property Salvage Case.

#### SICK MAN TAKEN FROM STEAMER

Caister, Norfolk.—At 9.50 on the morning of the 15th of August, 1955, local

shipping agents asked if the life-boat would take ashore a sick man from the S.S. *Keynes*, of London, which was lying at anchor two miles north-west of North Cockle Buoy. At 10.15 the life-boat *Jose Neville* was launched in a calm sea. There was a light north-easterly breeze and fog, and the tide was ebbing. The life-boat took the man on board, wirelessly for a doctor and ambulance to meet her at her station, and reached Caister again at 12.10.—Rewards to the crew, £7; rewards to the helpers on shore, £6 6s.

#### DOCTOR TAKEN TO PANAMANIAN STEAMER

Humber, Yorkshire.—At 8.37 on the evening of the 15th of August, 1955, the Spurn Point coastguard rang up to say that the S.S. *Atlantic Sea*, of Panama, had reported that a member of her crew had been seriously injured by a falling derrick and needed a doctor. At 9.24 the life-boat *City of Bradford III* embarked a doctor and was launched at once. The sea was smooth, the weather was fine, and the tide was ebbing. The life-boat reached the steamer at No. 5 gateway buoy at 9.38 and put the doctor aboard. A few minutes later the injured man died, and the life-boat re-embarked the doctor and returned to her station, arriving at 10.25.—Paid Permanent Crew; rewards, £1.

#### YACHT TOWED TO ANGLESEY

Beaumaris, Anglesey.—At 12.10 on the afternoon of the 16th of August, 1955, the life-boat coxswain noticed that a yacht needed help two miles south-east of Beaumaris. At 12.30 the life-boat *Field Marshal and Mrs. Smuts* was launched. The sea was rough, there was a fresh south-westerly breeze and the tide was half ebb. The life-boat found the 7-ton sailing boat *Osiris*, bound from Abersoch to Liverpool, with a crew of two. Her rudder and tiller were broken. The life-boat towed her to Gallows Point, beached her there, and arrived back at her station at two o'clock.—Rewards to the crew, £7; rewards to the helpers on shore, £1 19s.

#### TOW FOR SAILING BOAT AFTER SEARCH FOR SWIMMER

New Brighton, Cheshire.—At 1.20 on the afternoon of the 16th of August, 1955, the Formby coastguard reported that the port radar station had stated that a man was swimming seawards off Alexandra dock. At 1.40 the life-boat *Norman B. Corlett* put out. There was a slight sea and a light south-westerly breeze, and the tide was ebbing. The life-boat searched widely, but found nothing and made for her station again. However, one mile north of Rock lighthouse she came up with the sailing boat *Genevieve*, which had a crew of three and was in need of help in shallow water. The life-boat made for her station at once with the intention of getting her boarding boat to take the *Genevieve* in tow. On the way a motor pleasure boat was seen, and the life-boat towed her to a position near the sailing boat. The motor boat then took the *Genevieve* in tow and transferred her to the life-boat, which took the crew on board and towed the *Genevieve* to New Brighton, arriving at 3.30.—Rewards to the crew, including the man in the motor boat, £6; rewards to the helpers on shore, etc., £2 1s.

#### YACHT TOWED TO EXMOUTH

Exmouth, Devon. — At 12.53 early on the morning of the 18th of August, 1955, the coast-guard rang up to say that red flares had been seen on the seaward side of Pole Sands. At 1.9 the life-boat *Maria Noble* was launched. There was a ground swell and a moderate south-south-west breeze, and it was low water. The life-boat found the 32-foot yacht *Saida*, of Lymington, with a crew of four, aground on the south side of the Sands. Two members of the life-boat crew were put on board, and the life-boat towed her to Exmouth docks, arriving at 3.30.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £13 8s.

#### LIFE-BOAT STANDS BY DAMAGED STEAMER

Teesmouth, Yorkshire. — At one o'clock on the afternoon of the 20th of August, 1955, the life-boat motor mechanic reported that the S.S. *Basalt*,

which had been unloading scrap from a wreck, had gone aground on Salt Sear Rocks. At three o'clock the life-boat *John and Lucy Cordingley* was launched. The sea was calm, there was a light north-easterly breeze, and the tide was half flood. The life-boat found the *Basalt*, which had a crew of six, still aground, and stood by her until she re-floated at 4.12. The life-boat then went alongside and learnt that the steamer was damaged and leaking. The fire brigade put two pumps on board, which kept pace with the water, and the *Basalt* was beached at Redcar. The life-boat reached her station again at 7.45.—Rewards to the crew, £12 1s. 6d.; rewards to the helpers on shore, £2 15s. 6d.

#### LIFE-BOAT PICKS UP SWIMMER FOUND BY HELICOPTER

Dungeness, Kent.—At 4.50 on the afternoon of the 20th of August, 1955, the Lade coastguard rang up to say that the Rye police had reported that a boy swimming off Camber was drifting out to sea. At 5.15 the life-boat *Charles Cooper Henderson* was launched. The sea was smooth, the weather was fine, and it was two and a half hours before low water. The life-boat made a search, accompanied by a helicopter and two other aircraft. The helicopter spotted the boy and hovered over him, and the life-boat picked him up. Her crew gave him artificial respiration and made for Camber Sands. There the life-boat, using her loud hailer, asked for a doctor from the crowds on the beach. Two went to the life-boat, and the boy was taken to hospital. The life-boat returned to her station, arriving at 11.30. The boy lost his life.—Rewards to the crew, £18 5s.; rewards to the helpers on shore, £23 11s.

#### MOTOR BOAT ESCORTED AFTER SEARCH

St. David's, Pembrokeshire.—At eight o'clock on the evening of the 20th of August, 1955, the coastguard rang up to say that the motor boat from Ramsey Island bound for St. Justinian had broken down and was drifting past St. David's Head. Further enquiries were made, and it was learned later that the boat had landed three people

near Porth Helgan and that her crew of four had repaired her engine. However, about 10.30 the coastguard stated that a flashing light could be seen on Ramsey Island, and at 10.40 the life-boat *Civil Service No. 6* was launched. The sea was calm, there was a light north-easterly breeze, and the tide was flooding. The life-boat hailed the island quay and was answered by a light, which indicated that the motor boat was missing. The life-boat then made a search, and using her searchlight found the motor boat at the northern end of the island. She had shipped a lot of water, so the life-boat escorted her to the quay and reached her station again at 12.5 early on the 21st.—Rewards to the crew, £6; rewards to the helper on shore, £2 12s.

#### CREW RESCUED AND DINGHY TOWED IN

Fowey, Cornwall.—At 11.20 on the morning of the 21st of August, 1955, the Polruan coastguard rang up to say that a sailing dinghy had capsized three-quarters of a mile south-west of Blackbottle. At 11.35 the life-boat *Deney's Reitz* put out. The sea was calm, there was a moderate east-south-east breeze, and the tide was half ebb. The life-boat found the local sailing dinghy *Shelduck*, which had a crew of four. Another sailing dinghy had gone to their help and rescued two of the crew. The life-boat then rescued the others and towed the *Shelduck* to Fowey, arriving at 12.10. The club to which the dinghy belonged made a donation to the funds of the Institution.—Rewards to the crew, £7; other reward, 2s. 6d.

#### ROWING BOAT TOWED TO RAMSGATE

Ramsgate, Kent.—At 3.40 on the afternoon of the 21st of August, 1955, the piermaster of the East Pier rang up to say that a rowing boat with four men and a woman on board was in difficulties about one and a half miles off shore. Eight minutes later he reported that one of the crew was waving a white shirt. The boat had now drifted to a position off Dumpton Gap, and at 3.54 the life-boat *Michael and Lily Davis* put out. The sea was slight, there was a light north-easterly

breeze, and it was one hour after high water. The life-boat found that the boat's crew could not make any headway against the tide, so she took them on board and towed the boat to Ramsgate, arriving at 4.25.—Rewards to the crew, £6; rewards to the helpers on shore, 14s. 6d.

#### CABIN CRUISER TOWED TO MARGATE

Margate, Kent.—At 4.56 on the afternoon of the 21st of August, 1955, the coastguard rang up to say that he had seen a cabin cruiser two miles to the eastward and that one of her crew was waving a shirt. At 5.2 the life-boat *North Foreland, Civil Service No. 11* was launched. The sea was smooth, there was a light easterly breeze, and the tide was ebbing. The life-boat found the cabin cruiser *Pluto*, of Broadstairs, with a man, his wife and two children on board. The woman had waved her white jumper to attract attention. The *Pluto* had broken down, so the life-boat towed her to Margate, reaching her station again at 5.20.—Rewards to the crew, £7; rewards to the helpers on shore, £4 4s.

#### CABIN CRUISER NEAR ROCKS TAKEN IN TOW

Porthdinllaen, Caernarvonshire.—About 9.10 on the night of the 21st of August, 1955, the life-boat motor mechanic saw flares burning about a quarter of a mile north-east of Porthdinllaen Point. He told the coastguard and the life-boat honorary secretary, and at 10.5 the life-boat *Charles Henry Ashley* was launched. The sea was choppy, there was a moderate south-east wind blowing, and it was two hours before high water. The life-boat found the converted ship's boat *Heron*, with a crew of two, half a mile north-north-east of Porthdinllaen. She had broken down and was in danger of being driven on to the rocks north of the life-boat station. The life-boat took her in tow and reached her station again at eleven o'clock.—Rewards to the crew, £6; rewards to the helpers on shore, £4 4s.

#### FISHING BOAT'S CREW RESCUED

St. Ives, Cornwall.—At 3.15 on the morning of the 22nd of August, 1955,

the coastguard rang up to say that the fishing boat *Dido*, of Portreath, which had put out from Portreath the evening before with a crew of three, had not returned and anxiety was felt for her safety. At 3.25 the life-boat *Edgar, George, Orlando and Eva Child* was launched. She made a search in a swell, with a light south-easterly breeze blowing and a flooding tide, but she found nothing. She then went to Portreath for further news. She arrived there at 7.15 and left again a little later. She found the *Dido* broken down five miles to the north-west of Portreath, rescued her crew and towed her to St. Ives, reaching her station again at 9.35.—Rewards to the crew, £16 5s.; rewards to the helpers on shore, £14 2s.

#### STEAMER ESCORTED TO BAY IN HEBRIDES

**Barra Island, Outer Hebrides.**—At 5.10 on the morning of the 25th of August, 1955, the Stornoway coastguard reported that the S.S. *Graigaur*, of Cardiff, which had a crew of thirty-four, had gone aground east of Barra Head and needed a tug. Forty minutes later it was reported that the steamer was holed and making water, and at 7.15 the life-boat *Lloyd's* put out. The sea was calm, and there was a light south-south-west breeze. The life-boat reached the *Graigaur* an hour and a half later and remained with her until she refloated on the rising tide. The life-boat then guided her clear and escorted her to Vatersay Bay, where she was beached. The life-boat reached her station again at three o'clock in the afternoon. The owners made a gift to the life-boat crew.—Rewards to the crew, £15 17s.; reward to the helper on shore, 19s.

#### LIFE-BOAT STANDS BY GREEK STEAMER ON REEF

**Rosslare Harbour, Co. Wexford.**—At 5.40 on the afternoon of the 25th of August, 1955, the Coast Life-saving Service at Carne rang up to say that a steamer had gone aground at Collough Rock near Carnesore Point and had signalled for help. At 5.55 the life-boat *K.E.C.F.*, on temporary duty at the station, put out. There was a slight swell and a light southerly breeze, and the

tide was low. The life-boat found the S.S. *Vassilis*, of Piraeus, with a crew of twenty-one, fast on the Collough reef. The life-boat stood by her until she refloated on the rising tide and then directed her to a safe anchorage. The life-boat coxswain gave the master a course for Liverpool, and the life-boat then returned to her station, arriving at 11.55.—Partly Permanent Paid Crew. Rewards to the crew, £9 3s.; rewards to the helpers on shore, 17s.

#### TOW FOR YACHT SHORT OF FUEL

**Fishguard, Pembrokeshire.**—At 8.10 on the morning of the 26th of August, 1955, the Strumble Head coastguard rang up to say that the Strumble Head lightkeeper had reported that a yacht was becalmed to the west of Strumble Head. At 8.45 the life-boat *White Star* was launched. The sea was smooth, there was a light breeze, and the tide was half ebb. The life-boat found the yacht *Red Gurnet*, of Burnham-on-Crouch, with a crew of three, one mile west of Strumble Head. She had run short of fuel and food. The life-boat towed her to Fishguard, arriving at eleven o'clock.—Rewards to the crew, £6; rewards to the helpers on shore, £2 16s.

#### FISHING BOAT TOWED TO KILMORE

**Kilmore, Co. Wexford.**—At 10.15 on the night of the 31st of August, 1955, the life-boat motor mechanic noticed flares between Goose Rock and Lesser Saltee Island. At 10.35 the life-boat *Ann Isabella Pyemont* was launched. The sea was smooth, there was a light westerly breeze, and the tide was low. The life-boat made a search and came up with the local fishing boat *Cymba*, which had a crew of two. She had broken down and had drifted towards the cliffs on the south-western point of Lesser Saltee. The life-boat towed her to Kilmore, arriving at 11.35.—Rewards to the crew, £7; rewards to the helpers on shore, £8 8s.

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

**St. Ives, Cornwall.**—August 1st.—Rewards, £15 2s.

New Brighton, Cheshire.—August 1st.—Rewards, £7 6s.

Penlee, Cornwall. — August 2nd. — Rewards, £16 12s.

The Mumbles, Glamorganshire. — August 3rd.—Rewards, £13 17s.

Dun Laoghaire, Co. Dublin.—August 3rd.—Rewards, £6 16s.

Torbay, Devon.—August 4th.—Rewards, £7 12s.

Holyhead, Anglesey.—August 5th.—Rewards, £9 18s.

Bembridge, Isle of Wight. — August 6th.—Rewards, £10 5s.

Exmouth, Devon.—August 6th.—Rewards, £32 1s.

Swanage, Dorset.—August 7th.—Rewards, £12 4s.

Dungeness, Kent.—August 7th.—Rewards, £23 5s.

Eastbourne, Sussex.—August 8th.—Rewards, £21 *vs.* 6d.

Newhaven, Sussex.—August 8th.—Rewards, £10 13s.

Amble, Northumberland. — August 9th.—Rewards, £11 4s.

Boulmer, Northumberland.—August 9th.—Rewards £15 9s.

Torbay, Devon.—August 10th.—Rewards, £5 12s.

Bembridge, Isle of Wight.—August 11th.—Rewards, £10 5s.

Wicklow.—August 15th.—Rewards, £12 4s.

Penlee, Cornwall. — August 16th. — Rewards, £13 16s.

Bembridge, Isle of Wight. — August 17th.—Rewards, £9 5s.

Holyhead, Anglesey.—August 18th.—Rewards, £6 12s.

St. David's, Pembrokeshire.—August 19th.—Rewards, £25 2s.

Beaumaris, Anglesey.—August 20th.—Rewards, £13.

Coverack, Cornwall.—August 21st.—Rewards, £28 2s.

Sheringham, Norfolk.—August 21st.—Rewards, £30 17s.

Dungeness, Kent. — August 22nd. — Rewards, £29 15s.

Newhaven, Sussex.—August 23rd.—Rewards, £10 13s.

Portrush, Co. Antrim.—August 23rd.—Rewards, £11 12s.

St. David's, Pembrokeshire.—August 24th.—Rewards, £9 12s.

St. Ives, Cornwall.—August 24th.—Rewards, £17 8s. 6d.

Selsey, Sussex.—August 24th.—Rewards, £15 11s.

Humber, Yorkshire.—August 25th.—Rewards, £1; Paid Permanent Crew.

St. Ives, Cornwall.—August 25th.—Rewards, £19 13s.

Southend-on-Sea, Essex. — August 26th.—Rewards, £10 5s.

Poolbeg, Co. Dublin.—August 31st.—Rewards, £8 15s.

Workington, Cumberland. — August 31st.—Rewards, £9 2s.

### SEPTEMBER

DURING September life-boats were launched 53 times and rescued 44 lives.

### YACHT TOWED OFF SANDS

Walmer, Kent.—At 4.55 on the afternoon of the 1st of September, 1955, the Deal coastguard rang up to say that a message had been received from the East Goodwin lightvessel that a yacht needed help about two miles west-by-south of the lightvessel. At 5.5 the life-boat *Charles Dibdin, Civil Service No. 2* was launched and made for the position in a moderate sea, with a fresh south-westerly breeze blowing and an ebbing tide. A helicopter had taken off, but the crew of two of the yacht *Bonne Santé* declined its help. The life-boat found the yacht high and dry, but the yachtsmen would not leave her. The life-boat crew told them that they would be in danger when the tide rose, and they eventually went aboard the life-boat. The life-boat then secured a line to the yacht, re-floated her on the rising tide and towed her ashore. She reached her station again at 10.45. The yachtsmen made donations to the funds of the Institution.—Rewards to the crew, £16 5s.; rewards to the helpers on shore, £18 14s.

### TWO CUT OFF BY TIDE BROUGHT TO SWANAGE

Swanage, Dorset.—About 5.50 on the afternoon of the 1st of September, 1955, the coastguard telephoned that two people were cut off by the tide at Kimmeridge Ledge, and that a yacht was ashore there. Five minutes later the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, was launched. The sea was choppy, there was a moderate south-westerly



breeze, and the tide was flooding. The Wyke Regis coastguard later stated that the yacht had been re-floated. The life-boat came up with the auxiliary yacht *Kastag*, of Bosham, which had taken the two people on board, to the west of St. Aldhelm's Race. She then towed the *Kastag* to Swanage and reached her station again at 7.50.—Rewards to the crew, £7; rewards to the helpers on shore, £2 8s.

#### YACHT TOWED FROM DANGEROUS POSITION

**Lytham-St. Anne's, Lancashire.**—At 10.25 on the night of the 1st of September, 1955, the *Formby coastguard* telephoned that a yacht needed help three and a half miles west of Lytham pier. At eleven o'clock the life-boat *N.T.*, on temporary duty at the station, put out. The sea was rough, there was a moderate south-westerly breeze, and it was one hour before high water. The life-boat found that the local auxiliary yacht *Anne Agnes*, which had a crew of four and had broken down, had anchored in a position dangerous to navigation. She had no lights. One of the life-boat crew went on board to help weigh her anchor. The life-boat then towed her to Lytham, reaching her station again at 12.30 early on the 2nd.—Rewards to the crew, £7; rewards to the helpers on shore, £3 5s.

#### THREE MEN RESCUED FROM METAL DINGHY

**Caister-on-Sea, Norfolk.**—At 2.25 on the afternoon of the 2nd of September, 1955, the life-boat motor mechanic saw through a telescope three men in a metal dinghy. They had put off to try to recover a rubber dinghy, which was drifting out to sea three miles north-east of the life-boat station. The men were also drifting seawards and were waving for help. At 2.32 the life-boat *Jose Neville* was launched, with the second coxswain in charge. The sea was rough, there was a strong west-south-west wind, and the tide was ebbing. The life-boat came up with the metal dinghy on the southern part of the Cockle Bank, rescued the men, and gave them rum. She then picked up the rubber dinghy and returned to her station, arriving at

3.30. The parents of one of the men made a gift to the life-boat crew.—Rewards to the crew, £8; rewards to the helpers on shore, etc., £6 6s.

#### THREE RESCUED FROM RUBBER TYRE

**Cromer, Norfolk.**—At 3.47 on the afternoon of the 2nd of September, 1955, the coastguard rang up to say that some people were drifting out to sea on a rubber tyre off Walcott. At 3.55 the No. 1 life-boat *Henry Blogg* was launched. There was a moderate swell and a fresh westerly breeze, and it was low water. The life-boat made a search and at 5.20 found a man, his wife and his daughter clinging to the tyre two miles south-east of Happisburgh. They had been adrift for two hours, and the women were exhausted and frightened. The life-boat crew rescued them all, treated them for shock, gave them rum, and then took them to Cromer, arriving at 8.40.—Rewards to the crew, £6; rewards to the helpers on shore, £7 15s.

#### YACHT ESCORTED THROUGH SANDBANKS

**Margate, Kent.**—At 6.33 on the morning of the 4th of September, 1955, the coastguard rang up to say that he had seen a sailing yacht in a dangerous position on Hook Sands. At 7.5 the life-boat *North Foreland Civil Service No. 11* was launched. The sea was choppy, there was a moderate south-westerly breeze, and it was one hour before low water. The life-boat found the sailing yacht *Keolin*, of Ramsgate, with a crew of three bound from Ramsgate to Rochester. She was among the sandbanks, and her crew had lost their bearings. The life-boat escorted them clear, saw them on their way to Rochester and then returned to her station, arriving at 9.15.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £4 4s.

#### LAUNCH FOUND AFTER NIGHT SEARCH

**Falmouth, Cornwall.**—At 10.30 on the night of the 6th of September, 1955, the police rang up to say that a woman had reported that the motor launch *Noddy*, which had been out all day with her son and three friends on board,

had not returned. At 10.35 the life-boat *Craxford and Constance Conybeare* put out. The sea was calm, there was a light northerly breeze, and the tide was half ebb. The life-boat found the *Noddy* one mile south of Pendennis Point, towed her to Mylor, and then returned to her station, arriving at two o'clock on the morning of the 7th. The owner made a donation to the funds of the Institution.—Rewards to the crew, £9 16s.; reward to the helper on shore, 12s.

#### RESCUE FROM STEAMER ON ROCKS

**Donaghadee, Co. Down.**—At 6.30 on the morning of the 7th of September, 1955, the Orlock coastguard telephoned that a vessel had run on the rocks a hundred yards south of Maidens. At 6.50 the life-boat *Sir Samuel Kelly* put out. The sea was choppy, there was a light southerly breeze and fog, and the tide was half ebb. The life-boat found the S.S. *Overton*, of Liverpool, fast on Saddle Rock and saw that seven of her crew of ten had abandoned her in her boats. These men reboarded their ship, and the life-boat stood by. The master later asked the life-boat to take the seven men on board because the *Overton* had made a lot of water and was in danger of listing heavily. The life-boat embarked them and made for Larne. When she was a mile away from the steamer she received a message on her radio telephone that the *Overton* had taken a very heavy list to port. She immediately returned to the steamer and found that the three remaining men had taken to her boats. The life-boat rescued them and took all the men to Donaghadee, arriving at 8.15. The *Overton* became a total wreck. Rewards to the crew, £25 9s.; reward to the helper on shore, £1 5s.

#### TWO BOATS ESCORTED TO HARBOUR

**Thurso, Caithness-shire.**—At 11.30 on the morning of the 8th of September, 1955, a man at Dounreay reported that a rowing boat with a crew of two was in distress one and a half miles north-north-west of Dounreay. At 11.40 the life-boat *James Macfee*, on temporary duty at the station, was launched. The sea was rough, there

was a fresh gale blowing from the south, and it was two hours before high water. The life-boat made for the position, but found that a fishing boat had taken the rowing boat in tow. The life-boat escorted the boats to Sandside Harbour and returned to her station, arriving at four o'clock.—Rewards to the crew, £13 6s.; rewards to the helpers on shore, £6 3s.

#### AWARD FOR HEBRIDES COXSWAIN

On the 9th of September, 1955, the *Islay, Inner Hebrides, life-boat* rescued three men from a lobster fishing boat. For a full account of this service, for which the thanks of the Institution inscribed on vellum were accorded to Coxswain William Callander, see page 148.

#### YACHT TOWED TO SAFE ANCHORAGE

**Dungeness, Kent.**—At 9.25 on the night of the 11th of September, 1955, the Lade coastguard rang up to say that a boat was burning red flares east of Rye Harbour. Ten minutes later the life-boat *Charles Cooper Henderson* was launched. The sea was choppy, there was a fresh south-westerly breeze, and the tide was ebbing. The life-boat made for the position and found the yacht *Skugga*, of Chichester, which had a crew of three, half a mile east of Rye Harbour. She had been aground, but had refloated and was in a dangerous position. The life-boat towed her to a safe anchorage and then returned to her station, arriving at 12.30 early on the 12th.—Rewards to the crew, £9 12s.; rewards to the helpers on shore, £18 7s.

#### MEMBERS OF LIFE-BOAT CREW BOARD YACHT

**Salcombe, Devon.**—At 8.11 on the evening of the 12th of September, 1955, the Polruan coastguard telephoned that a yacht was in distress west-by-north of Prawle Point. At 8.25 the life-boat *C.D.E.C.*, on temporary duty at the station, was launched. The sea was moderate, there was a light westerly breeze, and it was one hour before low water. The life-boat found the local yacht *Erla* anchored one and a half miles off

Prawle Point. Her crew of three stated that their engine had broken down and that they could neither weigh the anchor nor hoist their mainsail. Two members of the life-boat crew boarded her and weighed the anchor. The life-boat then towed the *Erla* to Salcombe, arriving at 10.25.—Property Salvage Case.

#### LIFE-BOAT STANDS BY ITALIAN VESSEL IN GALE

Lytham-St. Anne's, Lancashire.—At 12.33 early on the morning of the 13th of September, 1955, the Formby coastguard telephoned that the M.V. *Alba*, of Genoa, which had broken down on the 12th and had been towed by a tug to a position near the Gut buoy where she had anchored, was dragging towards the shore. At 1.15 the life-boat *N.T.*, on temporary duty at the station, put out in a very rough sea. A west-by-north gale was blowing, and the tide was ebbing. The life-boat stood by the *Alba* all night until another tug arrived. The tug towed the *Alba* to Preston, and the life-boat returned to her station, arriving at 8.25. The pilot in the *Alba* and the owner, master and crew expressed their thanks for the life-boat standing by, and the owner and master made gifts to the members of the life-boat crew. A letter in appreciation of this service is published on page 146.—Rewards to the crew, £15 17s.; rewards to the helpers on shore, £5 14s.

#### YACHTSMAN LANDED IN STRETCHER

Newhaven, Sussex.—At 4.15 on the afternoon of the 13th of September, 1955, the coastguard rang up to say that a yacht had anchored off the East pier, but that the anchor was dragging. The yacht signalled for help, and at 4.35 the life-boat *Cecil and Lilian Philpott* was launched. The sea was rough, there was a strong south-westerly wind, and it was one hour after low water. The life-boat found the yacht *Zinita* with a crew of three, one of whom had been badly injured on the face and head. He had been trying to heave up the anchor when a winch handle had flown off. The life-boat took the yacht in tow and wirelessed for a doctor and an

ambulance to meet her in the harbour. She reached Newhaven at 5.30 and landed the man in a Neil Robertson stretcher.—Rewards to the crew, £7; rewards to the helpers on shore, £3 13s.

#### FIVE RESCUED FROM FISHING BOAT

Fenit, Co. Kerry.—At 5.30 on the afternoon of the 14th of September, 1955, the honorary secretary noticed that the fishing boat *Daisy Picker*, of Tralee, was towing a raft towards Upper Tralee Bay. The tide was ebbing strongly, and half-way across the bay the boat struck a sandbank and sprung a plank. Her crew of five waved for help, and at 8.30 the life-boat *Peter and Sarah Blake* put out. The sea was rough, and there was a strong breeze blowing from the north-west. The life-boat rescued the men, towed the boat to Fenit and beached her, arriving back at her station at midnight.—Property Salvage Case.—Rewards, 12s.

#### FIVE RESCUED FROM R.A.F. AIRBORNE BOAT

Padstow, Cornwall.—At 12.45 on the afternoon of the 16th of September, 1955, the Trevoze Head coastguard rang up to say that a message had been received from St. Eval that an R.A.F. airborne life-boat was in difficulties off Bude. An aircraft was circling her. At 1.30 the No. 2 life-boat *Bassett Green* was launched. There was a heavy swell, a moderate north-north-west breeze was blowing, and the tide was flooding. Guided by a helicopter, the life-boat found the R.A.F. boat in Widemouth Bay. She was bound from Padstow for Porthcawl, but had got into difficulties in the bad weather. The life-boat rescued her crew of five and took the boat in tow. However, the boat broke adrift and was taken in tow by another R.A.F. boat. This boat followed the life-boat back to Padstow, which was reached at 8.30. The rescued men expressed their thanks and the Officer Commanding the R.A.F. station at St. Eval and his officers made a donation to the Padstow life-boat station.—Rewards to the crew, £11 18s.; rewards to the helpers on shore, £3.

### FISHING BOAT ESCORTED TO BARMOUTH

**Barmouth, Merionethshire.**—At 2.4 on the afternoon of the 17th of September, 1955, the coastguard telephoned that a fishing boat was making heavy weather off Mochras Point, seven miles north of Barmouth. The boat was kept under observation until she reached Barmouth bar, where conditions were dangerous. At 6.50 the life-boat *The Chieftain* was launched in a heavy swell. There was a fresh west-south-west wind and a flooding tide. The life-boat escorted in the fishing boat *Alicia*, of Milford Haven, and reached her station again at eight o'clock.—Rewards to the crew, £6; rewards to the helpers on shore, £3.

### INJURED WOMAN TAKEN TO MAINLAND

**Appledore, Devon.**—At 4.20 on the afternoon of the 17th of September, 1955, the Westward Ho coastguard telephoned that a woman visitor to Lundy Island had fallen over a cliff and broken a leg. He asked if the life-boat would take her to the mainland, and at 4.40 the life-boat *Violet Armstrong* was launched. The sea was calm, there was a light west-north-west breeze, and the tide was half flood. The life-boat reached Lundy at 7.35, embarked the woman, and took her to Appledore, arriving at 11.5. The woman was removed to hospital.—Rewards to the crew, £14 5s.; rewards to the helpers on shore, £3 6s.

### CREW OF TWELVE RESCUED FROM TRAWLER

**Wick, Caithness-shire.**—At 7.28 on the morning of the 22nd of September, 1955, the coastguard rang up to say that the steam trawler *Euclase*, of Granton, had run ashore at Noss Head in dense fog. At 7.50 the life-boat *City of Edinburgh* was launched. The sea was moderate, there was a fresh south-south-east breeze, and it was one hour before low water. The trawler later wirelessed that she was near Basker Rock, but at 9.30 the life-boat found her half a mile north of Skirza Head with a motor boat and another trawler near by. At the skipper's request the life-boat took a line from the *Euclase* to the motor

boat, which passed it to the other trawler, but the line parted. The life-boat then rescued ten of the crew of the *Euclase*, leaving the skipper and chief engineer on board. The skipper asked the life-boat to stand by his ship until high water, but the weather worsened, and at 2.15 the skipper asked the life-boat to take off himself and his engineer. The life-boat rescued them and then returned to her station, arriving at 5.20. The *Euclase* became a total wreck.—Rewards to the crew, £19 1s.; rewards to the helpers on shore, etc., £2 9s.

### YACHT TOWED TO SALCOMBE

**Salcombe, Devon.**—At 10.10 on the night of the 23rd of September, 1955, the Hope Cove coastguard telephoned that a yacht was becalmed and flashing a light half a mile south-west of Prawle Point. Fifteen minutes later the life-boat *C.D.E.C.*, on temporary duty at the station, put out, with the honorary secretary, Commander A. C. Roberts, R.N., on board. The sea was smooth, there was a light variable breeze, and the tide was flooding. The life-boat found the sailing yacht *Little Zahry*, with a crew of two, one and a half miles south-east of Prawle Point. She was drifting with the tide, and at the request of her crew the life-boat towed her to Salcombe and reached her station again at 1.10 early on the 24th.—Rewards to the crew £8 8s.; rewards to the helpers on shore, £1 4s.

### BOAT WITH TWENTY-TWO ON BOARD TOWED IN

**Torbay, Devon.**—At 6.24 on the evening of the 24th of September, 1955, the Brixham coastguard telephoned that a motor boat had burnt a smoke flare half a mile north-east of Berry Head. At 6.40 the life-boat *George Shee* put out. The sea was moderate, there was a moderate west-south-west breeze, and the tide was low. The life-boat found the motor boat *Lady Cable*, of Torquay, broken down, with twenty-two people on board. The life-boat towed the boat to Brixham and reached her station again at 7.50.—Rewards to the crew, £6; rewards to the helper on shore, 12s.

**THREE WOMEN TAKEN OFF YACHT**

**Clacton-on-Sea, Essex.**—At 8.30 on the night of the 24th of September, 1955, the coastguard telephoned that a boat was flashing an S O S signal north-west-by-west of the Barrow Deep lightvessel. At 8.58 the life-boat *Sir Godfrey Baring* was launched. There was a slight swell and a moderate south-west breeze, and the tide was ebbing. The life-boat found the 40-foot auxiliary yacht *Johnnie-Belinda*, with three women and three men on board, broken down near the Gunfleet Sands. Her steering gear was defective, and she had lost some of her sails. She was in shallow water, but the life-boat passed a line on to her and took off the women. Two members of the life-boat crew boarded the yacht, which was then towed to deeper water. The life-boat later towed the yacht to Burnham and reached her station again at 11.30 on the 25th. The owner expressed his thanks.—Rewards to the crew, £27 1s.; rewards to the helpers on shore, £5 11s.

**YACHT TOWED TO DOVER**

**Dover, Kent.**—At nine o'clock on the night of the 24th of September, 1955, the police reported that the motor yacht *Remedy*, which had a crew of two, was in distress between the South Goodwin lightvessel and the Goodwin Sands. At 9.35 the life-boat *Southern Africa* put out. The sea was rough, there was a fresh south-westerly breeze, and it was two hours before low water. The life-boat found the *Remedy* one and a half miles off Kingsdown, bound for Dover from Yalding. Her engine had broken down. The life-boat towed her to Dover, arriving at 12.50 early on the 24th. The yachtsmen expressed their thanks and made a gift to the life-boat crew.—Rewards to the crew, £7; reward to the helper on shore, 5s.

**FISHING BOAT TOWED TO MARGATE**

**Margate, Kent.**—At 11.15 on the morning of the 25th of September, 1955, the coastguard telephoned that the local fishing boat *Silver Queen* appeared to have broken down and was flashing a light about four miles from Margate pier. At 11.24 the

life-boat *North Foreland, Civil Service No. 11* was launched. The sea was choppy, there was a light westerly breeze, and it was one hour before low water. The life-boat found the fishing boat five miles north-west of Margate, with a crew of two. She had fouled her propeller with her trawl. The life-boat towed her to the harbour, reaching her station again at four o'clock.—Rewards to the crew, £12 19s.; rewards to the helpers on shore, £5 19s.

**ABANDONED SAILING BOAT TOWED IN**

**Fowey, Cornwall.**—At 3.10 on the afternoon of the 25th of September, 1955, the Polruan coastguard telephoned that a sailing boat had capsized off Buley Beach between Polkerris and Par. Four people were clinging to her bottom. At 3.25 the life-boat *Deneys Reitz* put out and made for the position in a calm sea with a light west-north-west breeze blowing. She found that the people had, by that time, swum ashore, so she towed the sailing boat to Polkerris and then returned to her station, arriving at 4.50.—Rewards to the crew, £7; reward to the helper on shore, 2s. 6d.

**DOCTOR TAKEN TO STEAMER**

**Cromer, Norfolk.**—About 10.45 on the morning of the 28th of September, 1955, the coastguard telephoned that a message had been received from the Humber radio station that the S.S. *Moorwood*, of London, had asked if the life-boat would take out a doctor to attend to a sick man. At 11.10 the No. 2 life-boat *Harriot Dixon* was launched with a doctor on board. She made for the steamer in a moderate sea with a moderate north-west breeze blowing. She came up with her two and a half miles to the north-east and put the doctor aboard. He found that the man had died. The body was left in the ship, and the doctor re-embarked in the life-boat, which returned to her station, arriving at 12.25.—Rewards to the crew, £9; rewards to the helpers on shore, £16 1s.

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

**Holyhead, Anglesey.**—September 1st.—Rewards, £10 4s.

**Workington, Cumberland.**—September 1st.—Rewards, £12.

**Dunmore East, Co. Waterford.**—September 1st.—Rewards, £5.

**Douglas, Isle of Man.**—September 3rd.—Rewards, £10 5s.

**Thurso, Caithness-shire.**—September 4th.—Rewards, £15 14s.

**Hastings, Sussex.**—September 4th.—Rewards, £39 6s.

**Margate, Kent.**—September 4th.—Rewards £11 4s.

**Hoylake, Cheshire.**—September 4th.—Rewards, £13 3s.

**Tenby, Pembrokeshire.**—September 5th.—Rewards, £19 4s.

**Southend-on-Sea, Essex.**—September 9th.—Rewards, £12 12s.

**Portpatrick, Wigtownshire.**—September 9th.—Rewards, £10 17s.

**Margate, Kent.**—September 9th.—Rewards, £12 12s.

**Holyhead, Anglesey.**—September 12th.—Rewards, £12 8s.

**Peel, Isle of Man.**—September 12th.—Rewards, £48 17s. 4d.

**Torbay, Devon.**—September 13th.—Rewards, £5 12s.

**Workington, Cumberland.**—September 13th.—Rewards, £20 2s.

**Ramsey, Isle of Man.**—September 13th.—Rewards, £22 13s.

**Shoreham Harbour, Sussex.**—September 13th.—Rewards, £10 1s.

**Tenby, Pembrokeshire.**—September 14th.—Rewards, £15 11s.

**Shoreham Harbour, Sussex.**—September 18th.—Rewards, £8 4s.

**Fowey, Cornwall.**—September 18th.—Rewards, £7 2s. 6d.

**Newhaven, Sussex.**—September 21st.—Rewards, £10 18s.

**Yarmouth, Isle of Wight.**—September 21st.—Rewards, £6 12s.

**Fowey, Cornwall.**—September 21st.—Rewards, £8 10s. 6d.

**Torbay, Devon.**—September 24th.—Rewards, £6 12s.

**Walmer, Kent.**—September 25th.—Rewards, £26 17s.

**Sunderland, Durham.**—September 26th.—Rewards, £10 2s. 6d.

## Naming Ceremonies

Six new life-boats were named in 1955. Four are in Scotland at Stornoway, Stronsay, Stromness, and Troon; two are in England at Southend-on-Sea and Fowey. An account of the Southend naming ceremony appeared in the September Number of the *Life-boat*.

### STORNOWAY

The Isle of Lewis had its first official royal visit for half a century on the 5th of July, 1955, when H.R.H. the Duchess of Kent, President of the Institution, visited Stornoway to name the new boat *James and Margaret Boyd*.

Before naming the boat Her Royal Highness said it had been a very special delight for her to learn that a new life-boat was going to Stornoway.

"The life-boat station here," she said, "has, I know, an excellent record and since its foundation has been responsible for the rescue of nearly 150 lives. The new boat,

which I am about to name will, I am sure, be worthy of its predecessors in every way. It is not without interest, I think, that the first life-boat stationed here cost £372; the cost of a life-boat today amounts to nearly £36,500—almost a hundred times as much. This money is found through the generosity of those who, throughout the country, support the life-boat service; and in giving money to the life-boats Scotland plays an outstanding part."

Sheriff R. B. Miller, president of the branch, took the chair. Miss Margaret Boyd, niece of the donors, presented the life-boat on behalf of the donors to the Institution. Lord Saltoun, chairman of the Scottish Life-boat Council, accepted her on the Institution's behalf and handed her over to the branch. Captain Alexander Finlayson, honorary secretary of the Stornoway branch, accepted her.

The life-boat, which is a 52-foot Barnett boat, was then described by

Commander S. W. F. Bennetts, Deputy Chief Inspector of Life-boats. The Rev. Roderick MacDonald, Minister of St. Columba's Church, Stornoway, assisted by the Rev. H. Downie, Minister of St. Peter's Church, Stornoway, dedicated the life-boat. A vote of thanks to Her Royal Highness was proposed by Lieut. Colonel Sir John Dick-Lauder, Bt., Vice-Lieutenant of the County of Ross and Cromarty, and a vote of thanks to the chairman and others was proposed by the Provost of Stornoway, Mr. A. J. Mackenzie.

The Stornoway Combined Pipe Bands conducted by Mr. Donald Macleod piped Her Royal Highness from the Town House to the harbour. The singing was led by the Stornoway Churches Combined Choirs conducted by Mr. Duncan Morison. The life-boat was provided out of legacies left by Miss C. A. I. Boyd, of Dumoon, Dr. J. C. Tennant, of East Newport, Fifeshire, and Mrs. C. M. Grant, of Edinburgh.

#### FOWEY

The new Fowey life-boat is a gift to the Institution from the peoples of Southern Africa, and she was named *Deneys Reitz* by Mrs. Jooste, the wife of the High Commissioner of the Union of South Africa, on the 6th of July, 1955.

Mr. Percy Varco, Mayor of Fowey, took the chair. The life-boat, which is a 46-feet 9-inches Watson boat, was then described by Lieut. Commander W. L. G. Dutton, Western District Inspector. Miss Pattie Price, who played a large part in raising the funds in Southern Africa, handed the life-boat over to the Institution. Colonel A. D. Burnett-Brown, Secretary of the Institution, accepted her on behalf of the Committee of Management and handed her to the branch, Major D. R. Carter, honorary secretary of the Fowey branch, accepting her. The Rev. T. H. Elkington, chaplain to the Missions to Seamen, dedicated the life-boat, the Vicar of Fowey, the Rev. J. R. Aspinall, reading the prayer and the Rev. A. Green, chaplain to the Mayor of Fowey, reading the lesson. The High Commissioner then spoke of the work of the Life-boat Service.

A vote of thanks was proposed by Brigadier H. H. V. Christie, a Deputy Lieutenant for the County of Cornwall, and seconded by Mr. Walter H. Graham, Undersheriff of Cornwall. The Lostwithiel town band played at the ceremony.

Accounts of the other naming ceremonies will appear in the March number of the *Life-boat*.

### New Ways of Raising Money

Mrs. BOUTWOOD, honorary secretary of the Stanmore branch, has been holding gramophone evenings for young people, contributions for the entertainment being given to the Life-boat Service.

\* \* \*

An unusual dance for those in their teens and twenties was held by the new Chilterns branch, which has been formed under the chairmanship of Lady Howe. The dance was held in the Amersham home of the Tyrwhitt-Drakes, which was lent by its present occupant, Mrs. McTaggart.

\* \* \*

Mr. H. Watson, honorary secretary of the Cemaes Bay branch, ferried people out in his private motor boat to inspect the Holyhead life-boat when she visited Cemaes Bay during the annual regatta.

Mr. Howard Biggs, honorary secretary of the Broadstairs branch, has placed a notice board beside the pillar collecting box at Broadstairs recording the services of the life-boats at the former Broadstairs station and up-to-date records of services by Kent life-boats. As a result the takings from the pillar collecting box increased ten-fold in one year.

\* \* \*

Mr. David Sutcliffe, of Deepcar, Hale, Cheshire, has been collecting money by placing a collecting box near large or unusual catches of fish, which have been exhibited on the sea-wall.

\* \* \*

At an exhibition held at Peterhead in aid of the Life-boat Service among the more unusual exhibits were a matchstick model of a life-boat and a

working model of a modern breeches buoy, demonstrated by Mr. James Taylor, a coastguard.

\* \* \*

Miss Philippa Champion, of Foxley, Beaconsfield, Buckinghamshire, has, with five other girls, been editing a magazine. Their parents and friends have been invited to borrow it at 2d. a time, and they have thereby collected 5s. for the Institution.

\* \* \*

Mr. G. A. Horsham, a butcher of 166, Mayplace Road, East Barnhurst, Kent, has a collecting box in his shop and asks customers to put in contributions when he gives them bones.

Mrs. Davie, the headmistress of a school in Bessacarr, Yorkshire, has devised a variation of the system of forming a mile of pennies. Two strips of strong paper were painted to represent the sea and led to a painting of a vessel foundering on the rocks. On each of the strips was a model life-boat, and every penny contributed moved the boat nearer the wreck. There was considerable competition between the two boats to reach the wreck first.

\* \* \*

David Jones, an eleven-year-old boy of Boston, Lincolnshire, while on holiday at Runswick Bay, collected sea urchins and then cleaned and sold them. In this way he raised 12s. 11d. for the Institution.

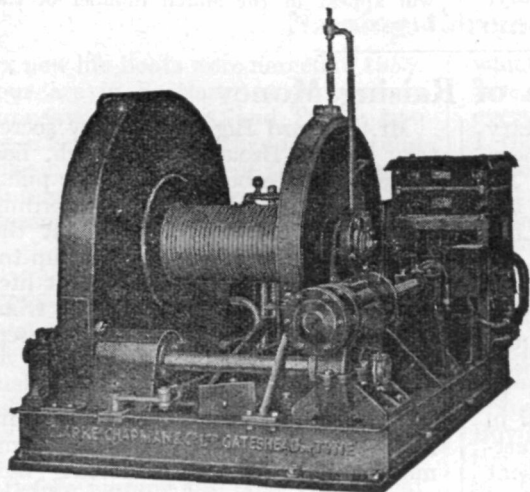
### Notice

*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 MARCH, 1956.*

## Clarke, Chapman Ships' Auxiliary Machinery



BACKED by three quarters of a century of experience in the manufacture of Deck Auxiliaries, the Company has built up a tradition of efficiency and dependability which extends throughout the entire range of its products.

Electrically-driven Worm and Spur Geared Slipway Winches as used by the Royal National Lifeboat Institution.

**Clarke, Chapman** AND CO. LTD.

VICTORIA WORKS      GATESHEAD UPON TYNE      CO. DURHAM  
LONDON OFFICE:      DUNSTER HOUSE, MARK LANE, LONDON, E.C.3  
TELEPHONE:      MINCING LANE 8345-6-7      •      TELEGRAMS: "CYCLOPS." EASPHONE, LONDON