

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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**THE LIFE-BOAT FLEET**  
**155 Motor Life-boats**  
**1 Harbour Pulling Life-boat**

**LIVES RESCUED**  
**from the foundation of the Life-boat Service in**  
**1824 to 31st December, 1955      -      -      -      79,970**

## Notes of the Quarter

THE year 1955 has been classified by meteorologists as the one with the best summer since 1911, and throughout the greater part of the year there was an unusual absence of storms and bad weather. Nevertheless life-boats went out on service in 1955 587 times and rescued 387 lives. The busiest month was July, when there were 72 launches. May was the month when most lives were rescued, the number being 84.

By contrast, twenty years ago there were only 378 launches on service. This increase of more than 50 per cent in the number of services, even in a year of exceptionally good weather, is a further indication of the mounting demands made on life-boats in comparison with pre-war years.

The past year has fortunately been wholly free of disasters or accidents to life-boats. No member of any crew was lost, and no boat was even seriously damaged.

### CREW'S OPINION

A remarkable tribute to the quality of modern life-boats was paid by two members of the crew of the Bridlington boat after she had returned from service early this year. A northerly gale had been blowing and very heavy

seas running. The Bridlington life-boat, a 35-foot 6-inches Liverpool type boat, is one of the smallest types of boat in the Service. The coxswain, Walter Newby, reported:

"It is the first time I have been in this boat in extremely bad weather. I am more than satisfied with her performance. After we got five miles out of the bay, as we were going broad-side to the swell all the time, she was never clear of water, and one sea, six or seven feet higher than the boat, broke into her and washed the drogue clean over her stern, and with two of her crew hanging on to her life-chains split the gunwale by way of the stanchion. But the boat acted wonderfully."

The mechanic, James Robinson, stated:

"In my estimation the performance of this boat was better than ever expected by me or any of the other men aboard. The stability was remarkable considering the amount of water taken aboard. I have been to sea for fifteen years in life-boats, and would never have believed that a boat of this size could stand such punishment."

"One particular thing I noticed was, when going over a sea, she seemed to

slide gently down the wave. She took one sea aboard which filled her level with her gunwales, but she freed herself within a minute. I will say that the engines ran perfectly throughout the whole of the voyage, never giving me a moment's anxiety."

A full account of this service will appear in the June number of the *Life-boat*.

#### INCREASING CO-OPERATION WITH HELICOPTERS

During 1955 there were 58 services in which life-boats co-operated directly with helicopters, as contrasted with 12 reported occasions of such co-operation a year earlier. In most cases during the past year co-operation took the form of a joint search, sometimes successful and sometimes unsuccessful. In February, however, a helicopter transferred a doctor and connected a tow and the St. Mary's, Scilly Isles, life-boat landed four injured men. In March the Lizard life-boat rescued two people and a helicopter then landed on shore and took them away. In December, as reported on page 217, the Bembridge, Isle of Wight, life-boat took a doctor to a fort and a helicopter took off a patient whom he had been attending.

#### DORCHESTER BALL

H.R.H. the Duchess of Gloucester was the guest of honour at a ball organised by the Central London Women's Committee, which was held at the Dorchester Hotel in London on the 12th of December, 1955. The Countess Mountbatten of Burma was president and Lady Tedder chairman of the Ball Committee. The Institution has derived a total profit from the ball of more than £2,500. One of the attractions at the ball was a half-scale model of the Southend-on-Sea 46-foot 9-inches Watson cabin life-boat *Greater London II, Civil*

*Service No. 30*. This model had earlier been included in the Lord Mayor of London's procession on the 9th of November, 1955.

#### A GREAT SUPPORTER OF THE INSTITUTION

By the death of Dr. Cyril Garbett, Archbishop of York, the Institution has lost a greatly valued and devoted supporter. It was at his own suggestion that the late Archbishop gave the address at the funeral of the three members of the Scarborough life-boat crew who lost their lives on the 8th of December, 1954, saying of the Life-boat Service: "It is a service of which the nation is proud." The late Archbishop of York dedicated four life-boats on the north-east coast of England, at Bridlington in 1948, Redcar in 1951, and Filey and Humber in 1954.

#### DOCTOR IN THE LIFE-BOAT CREW

On two separate occasions on the 29th of December, 1955, the Ramsey, Isle of Man, life-boat put out with a doctor on board. The first service, which is reported on page 221, took place in the morning, when the life-boat answered a call from a steam trawler, which had two sick men on board. The second service took place in the afternoon, in order to land a sick man from another trawler. The doctor was Dr. William Bridgewood, who is himself a regular member of the Ramsey life-boat crew, and when the life-boat went out in the morning he acted as bowman. Dr. Bridgewood recently passed his proficiency test as a Grade I boat signalman.

It is particularly appropriate to find a member of a learned profession who is also a member of an Isle of Man life-boat crew, for it was at Douglas in the Isle of Man that the founder of the Institution, Sir William Hillary, gained his long first-hand experience of service in life-boats.

### New Year Honours

Captain Alexander Finlayson, D.S.C., honorary secretary of the Storn-

oway station branch, was appointed M.B.E. in the 1956 New Year Honours.

## Three Men Rescued from a Barge

At 9.26 on the night of the 21st of October, 1955, the Southend coxswain, Sidney Page, learnt from the coast-guard that the S.S. *Cardiffbrook* had wirelessed that she had seen a ship aground one mile north-north-west of the North-East Mouse buoy, and that she herself was standing by near the West Barrow buoy.

Coxswain Page consulted the honorary secretary, Mr. P. G. Garon, who gave instructions for the Southend life-boat *Greater London II*, Civil Service No. 30 to be launched. This was done at 9.45. A gale was blowing from the north-north-west, with short steep seas. There were frequent rain squalls and visibility was poor. It was nearly low water.

### Sparks from Funnel

Coxswain Page set a course for the West Barrow buoy, and after some time sighted a vessel with sparks coming from her funnel. The vessel was later seen to fire red rockets.

The life-boat closed the vessel at 11.50 and found that she was the motor barge *Fence*, of London, with a crew of three. The *Fence* had grounded on the West Barrow Sand, but she was now clear in about five fathoms of water. Her circulating pump had sucked in sand, which had caused the engine to become red hot, and her crew had difficulty in keeping her afloat. She was awash and was being swept by the sea. The three members of her crew could be seen in the wheel-house.

Coxswain Page brought the life-boat alongside the barge's port bow, and a member of the life-boat crew was put on board with a tow rope. This was made fast, and the life-boat towed the *Fence* for a quarter of a mile. Then the *Fence's* engine broke down and the tow rope parted.

### Seas Sweeping Decks

The coxswain immediately brought the life-boat round astern of the *Fence*, and through the loudhailer told the crew to let go an anchor. This was done, but only twenty fathoms

of chain paid out because of the seas which were sweeping the barge's decks.

Coxswain Page then brought the life-boat alongside the *Fence's* star-board quarter and took off two of her crew. Before the third man could be taken off the sea carried the life-boat clear, and another attempt had to be made to bring off the third man and the member of the life-boat crew who had boarded the barge.

This next attempt was unsuccessful but once more the life-boat was brought alongside, this time along the port quarter. The two men still on board the barge jumped into the life-boat. The life-boat then returned to her station, which she reached at 1.30 early on the morning of the 22nd.

As the *Fence's* lights had been extinguished she was thought to be a danger to navigation, and at 5.14 the life-boat was launched again to tow her in. She did not succeed in finding her and returned to her station at 8.40.

### Third Launch

At 11.9 the coastguard reported that he could see a vessel, which he believed to be the *Fence*, drifting slowly to the north-west, off the Red Sand forts. The life-boat was therefore launched a third time at 11.25. By this time the weather had moderated, and the life-boat found the barge half a mile west-south-west of the forts. Three members of the life-boat crew boarded her and the life-boat towed her to Southend, arriving at 4.25 in the afternoon.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain Sidney Page.

Coxswain Page, who is the holder of the silver medal and has also been awarded the bronze medal twice, retired from the service of the Institution at the end of the 1955 after serving as coxswain for over twenty-one years.

Rewards to the crew: 1st service, £10 10s.; 2nd service, £12 5s.; rewards to the helpers on shore, 1st service, £3 15s.; 2nd service, £3 15s.; 3rd service, Property Salvage Case.

## Rescue in the Dundrum River

At 7.35 on the evening of the 10th of November, 1955, Mr. J. B. McClean, the son of the caretaker of Murlough House, noticed flares at sea at the entrance to the Dundrum river. He immediately went to the shore and saw a fishing vessel in difficulties. He then telephoned the police at Dundrum.

Twenty minutes later the police passed the information to the honorary secretary of the Newcastle, Co. Down, station, Mr. J. F. McCartan. Maroons were fired five minutes later, and at 8.10 the life-boat *William and Laura* was launched.

The sea was rough, there was a fresh south-south-west wind, and it was half an hour before high water.

### Military Unit Assembles

The life-boat made for the entrance to the river, some three miles from her station, and reached the Outer Channel buoy at 8.36. The buoy was unlighted but the life-boat was able to pick it up with the help of her searchlight.

A military unit had assembled on the eastern shore and were preparing to illuminate the sea with star shell. Mr. McClean and a group of other men, including a local pilot, were on the western shore. Mr. McClean had tried to swim to the fishing vessel with a line but had not been able to reach her through the breaking seas.

Coxswain Patrick McClelland continued up river and approached the western shore to ask for information from the group gathered there. The pilot gave him the position of the casualty, but suggested it might be too dangerous to take the life-boat in.

### Hundred Yards from Shore

The vessel which was aground was the fishing boat *Georgina Hutton*, of Belfast. She was little more than a hundred yards from the shore on a sandy beach, which is still covered with wooden posts as defences against invasion.

She had a crew of four, with a French skipper. Her engine had failed, and she had struck one of the posts, after which she had sunk. She now lay in some six or eight feet of water with her head to the westward and her stern on the bottom, listing to starboard.

Her crew had gathered on the fore-deck and were holding on to the fore-stay. To seaward there was a triangle of anti-invasion posts about ten yards apart and covered by four feet of water.

### Anchored Inside Obstructions

The wind was blowing up river and seas were breaking on the shoals and over the fishing boat. The tide was ebbing, and it was cloudy and dark.

Coxswain McClelland anchored the life-boat inside the obstructions and some fifty yards to seaward of the *Georgina Hutton*. Using his engines, he then veered down to within a few feet of the boat. Lines were thrown to the crew, and after six attempts they were all hauled into the life-boat.

As she went in the life-boat struck one of the posts and she later struck another, but the damage was superficial. She came out stern first and then made for Dundrum, where the survivors were landed at ten o'clock. She returned to her station the next day.

### French Consul Expresses Thanks

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain Patrick McClelland. Coxswain McClelland was awarded the bronze medal for gallantry in 1942.

The French Consul in Belfast expressed thanks on his own behalf and on behalf of the French Government.

Additional monetary rewards were paid to the crew. Total rewards to the crew, £21 5s.; rewards to the helpers on shore, etc., £17 9s. 6d.

## Eleven Men Rescued from a Steam Trawler

AT 9.30 on the night of the 19th of October, 1955, the son of Coxswain George Flett of the Aberdeen no. 1 life-boat heard a vessel in the bay blowing her siren continuously. He telephoned this information to the honorary secretary of the station, Captain L. Trail, who immediately informed the coastguard and then gave instructions for the crews of both the no. 1 and no. 2 life-boats to assemble.

At 10.15 the no. 1 life-boat *Hilton Briggs* put out. There was a considerable swell, a moderate southerly breeze was blowing, and it was low water. The night was dark and overcast, with patches of mist and heavy rain squalls.

The life-boat made for the vessel and found her a mile north of the harbour. She was the steam trawler *Sturdee*, of Aberdeen. She had been waiting to enter the harbour and had gone ashore in the poor visibility.

### Heavy Swell Breaking

There was a bank near the trawler on the seaward side, on which a heavy swell was breaking. The life-boat struck the bank and shipped some heavy water as she crossed it. There was broken water inside the bank, and an old boiler from a previous wreck, on which the seas were breaking, added to the risk.

The *Sturdee* was in some ten feet of water, about 150 yards from the beach. She was aground by her stern. The Bridge of Don Life-Saving Apparatus Company had passed a line to her, but Coxswain Flett brought the life-boat under the stern, using both the line from the coastguard and the life-boat line. The 30-inch drogue, which had

been streamed shortly after the life-boat left harbour, was towed up to the moment of going alongside, and proved of considerable value.

### Crew Jump Off

Because of the trawler's movement Coxswain Flett found he could not keep the life-boat alongside, but had to manoeuvre her continuously, using her engines and the lines.

The life-boat closed the trawler, whose crew began to jump off. Not more than one or two men could come off at a time, and altogether the life-boat was brought alongside seven times before the trawler's crew of eleven were all taken off.

When the skipper, who was the last to leave, had jumped into the life-boat Coxswain Flett ordered the lines to be cut. He then brought the life-boat round the bows of the trawler to meet the seas head on. This brought the life-boat close to the shore, but she did not ground and was soon in deep water. She reached her moorings at 11.15 after landing the rescued men. The no. 2 life-boat was not needed.

### Vellum Awarded

For this service Coxswain George Flett has been accorded the thanks of the Institution inscribed on vellum. In 1937, when second-coxswain, he was awarded the bronze medal, and he was also accorded the thanks of the Institution inscribed on vellum for services in 1937 and 1953.

Additional monetary awards were paid to the crew. Total rewards to the crew, £14 10s.; rewards to the helpers on shore, etc., £1 14s. 6d.

## Aircraft—Life-boat Signalling Exercise

THE Broughty Ferry, Angus, life-boat *Mona* took part in an exercise on the 8th of December, 1955, in conjunction with helicopters, search aircraft and air-sea rescue launches. The main purpose was to investigate and exercise communications between a life-boat and aircraft and a life-boat and

air-sea rescue launches through the Fifeness coastguard radio telephone station. The opportunity was also taken of picking up airmen from rubber dinghies, and a supposedly disabled man was taken off the life-boat in a Neil Robertson stretcher into a helicopter.

## Barge Aground near Swanage

At 1.55 on the afternoon of the 12th of December, 1955, the Swanage coast-guard told the honorary secretary of the Swanage life-boat station, Mr. W. Powell, that the tug *Flying Kestrel* had passed a distress message to Niton Radio Station. The *Flying Kestrel* had had a barge in tow, but this had broken adrift off Poole Bar buoy and was driving ashore. There was one man on board the barge.

The Swanage life-boat *R.L.P.* was launched at 2.14. The sea was very rough, a gale was blowing from the east-south-east, and it was one hour before low water.

### Breaking Sea Astern

Coxswain Robert Brown made for the position, setting a course which would keep the life-boat well clear of Standfast Point at the southern end of Studland Bay. As he neared the buoy he saw the barge aground on Milkmaid Shoal, and once more altered course. This brought the wind and the breaking sea astern, and the drogue was streamed until the life-boat approached the barge. By then the time was 2.40.

The barge was aground on the seaward edge of the shoal, about half a mile from the shore, and was in six feet of water. Her head was to the north-north-east.

Coxswain Brown decided to approach the barge on the weather side because of the lack of water to leeward. He made one trial run, in which he passed close to the starboard side of the barge, but the life-boat hit the bottom a number of times and was swept by the breaking sea.

### Veered Down on Barge

After this trial run Coxswain Brown decided that he must anchor and veer down on the barge. Using both engines he was able to manoeuvre the stern of the life-boat so that the survivor was able to jump aboard without injury. The man was rescued at 3.5. The life-boat returned to Poole, where the survivor was landed at four o'clock.

As the weather would not allow her to be rehoused at Swanage she remained at Poole until the 15th of December, when she returned to her station.

For the good seamanship, sound judgment and initiative which he showed in handling the life-boat in difficult and dangerous circumstances, Coxswain Robert Brown has been accorded the thanks of the Institution inscribed on vellum.

Rewards to the crew, £12 10s.; travelling expenses, £2 2s.

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## New Vice-President

LORD WINSTER, P.C., K.C.M.G., has been elected a Vice-President of the Institution.

Lord Winster, who was Governor and C.-in-C. of Cyprus from 1947 to 1949 and was formerly M.P. for Bas-

ingstoke and Nuneaton, has been a member of the Committee of Management of the Institution since 1932. He has served on a number of committees and from 1944 to 1945 was chairman of the Operations Committee.

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## Portrait on the Cover

The portrait on the cover is of Coxswain Michael Harrington, of Baltimore. He first joined the Baltimore crew in 1943 and was second coxswain from 1945 to 1950. He was appointed

coxswain on the 1st of April, 1950. Since he joined the crew Baltimore life-boats have been launched on service 21 times and have rescued 31 lives.

## 16 Year-Old Boy Helps to Save Life-boat

On the morning of the 2nd of November, 1955, the Aldeburgh no. 1 life-boat *Abdy Beauclerk* was launched for a routine exercise. A fresh southerly breeze was blowing, and there was a moderate swell.

The life-boat returned about ten o'clock in the morning. She was hauled up the beach on the turntable in the usual way and made ready for service in the launching position with her bow to seaward. While being turned, the boat is secured to the turntable by bow and stern wires, and after turning she is hauled forward about two feet. The bow securing wire is let go to enable this to be done.

### Boat Launches Herself

On this occasion, as the boat moved forward, the weight came on the after securing chain, which had been fouled by the boat's keel, and although it was not realised at the time, a link had been damaged. This link suddenly parted, and the boat launched herself, in spite of the efforts of the helpers, who hung on to the outside lifelines in an attempt to stop her.

The only one who succeeded in hanging on to the life-line was John

Sharman, the 16-year-old son of the motor mechanic. He was still clinging to the line when the life-boat reached the sea, and he managed to swing himself aboard. He then steered her seawards and tried to let go the anchor, but was unable to do so.

### Drifting on to Groynes

The life-boat then began to drift on to some groynes to the north of the launching position and was slightly damaged by some piles, but the no. 2 life-boat *Lucy Lavers* was quickly launched. John Sharman had made fast a tow rope and passed it to the No. 2 life-boat. The *Lucy Lavers* then put some men aboard the *Abdy Beauclerk*, after which she towed her clear of the groynes and beached her safely about two o'clock.

For the courage, enterprise and determination which he showed, the Committee of Management decided to send a letter of appreciation to John Sharman and to make him a special monetary reward.

Rewards to the crew of the no. 2 life-boat, including John Sharman, £21; rewards to the helpers on shore, £20 9s. 6d.

## A Hundred Years Ago

*An extract from The Life-boat January, 1856*

KESSINGLAND, SUFFOLK.—In the account we gave, in our 15th Number, of the establishment of a life-boat by the seamen of Scratby, in Norfolk, we stated that we hoped to see this novel feature in the cause of "preservation of life from shipwreck," exhibit itself in other localities; nor has our wish been long unanswered, as we have now the gratification to record the establishment of two other "seamen's life-boats."

The boatmen at Kessingland, in emulation of their brethren in the neighbouring county of Norfolk, and having often experienced the want of a life-boat in their locality, determined to exert themselves to procure one; and having first put their own shoulders to the wheel, and collected amongst themselves the sum of £73, they applied to this Institution in July last for assistance; and as they

could not hope to raise a sufficient amount to build a new boat suitable to the locality, the cost of which would have been £200, they purchased one which happened to be for sale at Southwold, and which, with some repairs and refitting, could be made efficient.

The application to the Institution was answered by a grant of £10 and a set of life-belts, value £14, for the use of the boat's crew. Thus, through the enterprise and humanity of the coast seamen themselves, another life-boat has been provided on a dangerous part of the coast for the relief of the shipwrecked mariner, who might otherwise have been left to perish.

The Kessingland life-boat is 40 feet long, with 11 feet beam, and is similar in character to the sailing life-boats on the Norfolk coast.

## The Gear a Life-boat Carries

By **Commander E. W. Middleton, V.R.D., R.N.V.R.**

*Assistant Chief Inspector of Life-boats*

A MODERN life-boat may cost as much as £36,500. The great bulk of the cost is, of course, that of the hull and machinery, but a modern life-boat also carries a variety of stores and equipment. These are limited to those items which have been found by experience to be necessary, but their number is still appreciable.

The Royal National Life-boat Institution continually receives suggestions for the addition of further items of equipment. In many cases the suggested improvements take the form of new devices which scientists have developed and which might, in certain circumstances, be useful. But if every such suggestion were adopted there would soon be little room for the crew to go about their work or for survivors to be placed in safety. The provision of all indispensable stores and equipment and the elimination, in the interests of operational efficiency, of inessentials is a subject to which the Institution devotes continuous study.

### Major Items

The major items of equipment, apart from the propelling machinery and capstan, are the compass, radio telephony set, loud hailer, deck flood-light, searchlight, signalling lamps, storm oil tanks and line-throwing pistol or gun. In special circumstances a direction finder and a patent log are also supplied.

Radar is not fitted into life-boats. The possible use of radar has been considered for a number of years, but tests have shown that it would not offer practical advantages. The scanner cannot be erected high enough above the water line to give satisfactory results except in very calm seas. These are not the conditions in which life-boats normally operate.

The compass is specially designed so that the effects of the violent motion in which it may have to function are as nearly as possible eliminated. The radio telephony set is fitted in water-

tight containers and is also specially designed for life-boat work.

### Ropes and Lines

The more modern signalling arrangements are supplemented by hand flares. There are brilliant pyrotechnic lights whose colours convey their messages unmistakably to seamen and coast watchers.

The various ropes and lines which a life-boat carries all have important parts to play. The anchor cable, 90 to 120 fathoms in length, according to the size of the boat, with its heavy fisherman-type anchor, is perhaps the most important single item of equipment and is often used to veer the life-boat down upon a wreck on a lee shore. On the strength of the cable the lives of the rescuers and rescued will often depend.

In certain circumstances a supremely important piece of equipment is the drogue, with its towing rope and tripping line. The drogue is used to steady the boat when she is running before a high, breaking sea, and it makes complete control possible in the most dangerous conditions.

### Two Veering Lines

Two veering lines are supplied to each boat. These are used to work the breeches buoy to and from a wreck if the life-boat cannot come alongside. Two securing ropes are carried for making fast alongside, and a heaving line for passing ropes where the distance is not sufficient to call for the use of the line-throwing pistol. There is also a heavier line for use with a grapnel, and a hand leadline. Outside life-lines, which hang in bights to the water line, can be used by survivors to cling on before being hauled aboard. There is also a scrambling net for picking survivors out of the water. Six stout rope fenders are carried to protect the sides of the boat when alongside. There are also two boat hooks, two axes, a marline spike and a special implement for cutting



away any rope which may have fouled a propeller.

Provisions, which include rum, biscuits, corned beef, chocolate and self-heating soup and cocoa, are carried in all boats, together with blankets for the use of survivors. Certain life-boats also have a pressure paraffin stove.

**Stretcher and First Aid**

A Neil Robertson or naval type stretcher, which can be used to hoist an injured person into or from the

life-boat with ease and safety, is now included in the equipment of cabin life-boats. There is also a first aid outfit.

Binoculars, charts, parallel rulers and dividers make up the navigational instruments, and there are two clocks. There are also a number of minor articles, and an essential part of the training of every member of a life-boat crew is instruction in where to find immediately any of the many items of equipment which he may have to use.

**New Ways of Raising Money**

MISS J. McADAM of Monessie, Dalvreck, Crieff, has compiled instructions for a Montrose reel dedicated to the late Chairman of the Scottish Life-boat Council, the Duke of Montrose. All royalties from the sale of the music and the instructions are being given to the Institution.

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Mr. J. Sutton Gilbert of the White Hart Hotel, Brentwood, Essex, recently presented the Institution with a cheque for £8 10s. This amount had been collected in pennies stacked around the top of a flagon by his patrons.

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Mrs. S. L. Long, of the White Horse Hotel, Blakeney, Norfolk, has presented the Institution with a cheque for £10 10s. This sum was raised by the members of a "W.A.I.T." club, which has a complicated system of rules, the breaking of any of which leads to a fine from which the Institution benefits.

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Mrs. D'Orsay Whitehead has col-

lected £22 15s. 2d. for the Institution largely by the sale of apples at eight-pence a pound.

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The Institution has received a cheque for £67 7s. 5d. which represents the balance of the funds of the British Automobile Club in Düsseldorf, which was recently dissolved.

\* \* \*

Mr. Patrick Hamilton, editor of the *Layman*, is presenting to the Institution all the proceeds from the sale of five short books which he has written and published.

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Mr. A. W. Hawkes of Hawkes and Slack, Ltd., manufacturers and wholesale confectioners of Ipswich, has been collecting considerable sums for the Institution by a display of a sailing barge, a life-boat and a lighthouse inside a bottle. This is mounted on a collecting box which conceals a battery, Any coin inserted into the box lights the lantern in the lighthouse.

**New Member of Committee of Management**

SIR ERIC SEAL, K.B.E., C.B., Deputy Secretary, Ministry of Works, and Chairman of the Civil Service Life-boat Fund, has been co-opted to the Committee of Management of the Institution.

After service in the R.A.F. during the war of 1914-18, Sir Eric Seal joined the Admiralty in 1925 and was

Private Secretary to Sir Winston Churchill in the early years of the last war, both at the Admiralty and at 10, Downing Street. He joined the British Admiralty Delegation in Washington in 1941 and subsequently served in the Control Commission for Germany, the Foreign Office (German Section) and the Ministry of Works.

## Prize Winning Essay

*A competition open to secondary schoolboys and schoolgirls under the age of sixteen for an essay on the subject of the Life-boat Service was held again last year. The subject set was: "Why does our country need a Life-boat Service?"*

*The first prize for Great Britain and Ireland was awarded to David Glyn Jones, a fourteen-year-old boy from Ysgol Dyffryn Nantlle, Penygroes, Caernarvonshire. David Glyn Jones last year won the first prize for Wales. His essay is reproduced below:*

OCEAN waves pitch, toss, clash, swirl; they struggle as if trying to dislodge the rocks, and batter, batter, batter against the cliffs. They only break into harmless clouds of spray when they come to grips with those stark guardians of the shore; but they have succeeded in another fight. This was a struggle against a British merchant ship, and the waves have, hours ago, taken control of the wretched vessel. Inch by inch, foot by foot, the vessel takes its leave of the tearing wind and the driving rain. Doom is unavoidable—but, there is a small craft coming towards her, deftly dodging the rocks and the breakers. It is a life-boat! Within an hour all the persons who started to accompany the ship to its doom are safe and sound on shore.

### Fire Brigade of the Sea

That is one, and the main answer to the question of life-saving. It is, of course, the principal work of a life-boat; the life-boat is the fire-brigade of the sea, the ambulance of the waves. Whenever the call comes, it dashes out in the teeth of any gale to perform all sorts of difficult tasks.

Apart from life-saving, the life-boat does valuable work by taking provisions to lighthouses, lightships, and small islands, when no other craft can venture out without being mauled by the fury of the sea. It is not necessarily a sinking ship that a life-boat has to save, it is known to help ships on fire, ships that cannot anchor in rough seas, or ships with engine trouble. The life-boat also saves swimmers in distress, or birds'-nest hunters stranded on cliff-sides with the tide closing in below.

Those are some of a life-boat's duties, which are many, varied and valuable. But we are not compelled to have a life-boat service; we could sit at home, safe and warm while

ships are sinking in the sea a few miles away, and we could relax while some of our seamen perish just off our coast. But, fortunately, most of us are not of that spirit—we have some Christian conscience which makes us sorry for others and yearn for the saving of life in danger.

### No Government Aid

Therefore some brave dwellers of our coasts volunteer to risk their own lives to save others. These are the life-boatmen—the knights-errant of the waters who give us such praiseworthy service, based entirely upon their own effort. They depend, financially, on themselves and the goodwill of the public, and accept no Government aid at all. They, therefore, teach us fraternity and self-sacrifice, and make us more eager to follow their excellent example.

Almost every country needs life-boats, but why ours, especially? First of all, we are an island nation, and we cannot get very far from the sea wherever we go in this country. The sea is part of the life of many of us who live around the coast, alongside which ships of every nation pass—ships from France, Germany, Holland, Norway and almost every country in Western Europe fish or trade in the North Sea, ships from America and Australia pass along our Atlantic coasts and the Irish sea; in fact, we are surrounded by ships from everywhere on earth.

### Treacherous Coasts

And our coasts are treacherous; our rocks are sharp and rugged, our cliffs are stark and dangerous. Therefore many of these ships find themselves in grave distress, and the true old spirit of fraternity throbs within our hearts. The life-boatmen do not care about the nationality of the ship they save; they do not turn back because there are

Russian Communists on board; every race receives equal treatment off the life-boatmen's hands.

From statistics, we know that an average of fifty lives are saved monthly by this valuable institution, and therefore about six hundred people, annually, have to thank the life-boatmen for their survival. And the wonderful thing about it is that all this great work is done voluntarily and supported by the people of the land.

Therefore, from the moral and the practical point of view, at any rate, the life-boat service is absolutely essential to us as a maritime nation, and is, undoubtedly, of utmost value to the entire world.

#### OTHER PRIZES

Prizes for the best essays in Scotland, Ireland, Wales and six districts of England were awarded to the following:

Scotland: EVELYN B. RENDALL, Stromness Academy, Stromness, Orkneys.

Ireland: JOAN MARY MONAHAN, Cross and Passion College, Kilcullen.

Wales: DAVID GLYN JONES, Ysgol Dyffryn Nantlle, Penygroes.

England—

*South-East*: ALAN D. ROBINSON, Felixstowe County Grammar School, Felixstowe, Suffolk.

*North-East*: TREVOR WINSTON MILNER, Lapage Boys' Secondary School, Bradford Moor, Bradford, Yorkshire.

*Midlands*: BRENDA MARY BIRCH, Orme Girls' School, Newcastle, Staffs.

*South-West*: ARTHUR CLIFFORD SAUNDERS, Portsmouth Technical School, London Road, Hilsea, Portsmouth, Hampshire.

*North-West*: MARIAN LEE, The Cathedral R.C. Secondary Modern School, Balmoral Road, Lancaster.

*London*: ROY EDWARD HARRIES-HARRIS, Tylers' Croft County Secondary Boys' School, Bacon Lane, N.W.9.

The national and district prize winners each received book tokens. Challenge shields presented by the seventh Duke of Northumberland are held for a year by the schools which the district prize winners are attending. Copies of *Storm on the Waters* by Charles Vince were also sent to the writers of the 20 best essays in each district.

## Two New Appointments

MAJOR JAMES DISLEY has been appointed District Organizing Secretary for the north-west of England. Major Disley, who is aged 43, was educated at the Sorbonne and Louvain University. He served in the Intelligence Corps and later in the Foreign Office. He succeeds Captain N. Harding, who resigned for reasons of health after serving with the Institution for nine years.

\* \* \*

COMMANDER H. B. ACWORTH, O.B.E., R.N., has been appointed Eastern District Inspector in succession to Commander H. L. Wheeler, who is the

new Superintendent at the Depot. Commander Acworth, who is aged 44, was educated at the Royal Naval College at Dartmouth. He served in destroyers from 1931 until the end of the war. He was promoted Commander in 1947 and from 1948 to 1950 served in the Naval Intelligence Division of the Admiralty. After service in H.M.S. *Loch Glendhu*, he returned to the Admiralty. For the last year he has been commanding the Royal Naval Barracks, Camarata, in Malta. Commander Acworth is a naval honorary member of the Royal Yacht Squadron.

## Arbroath Memorial

A BRONZE plaque has been erected in the storm wall of the fish quay at Arbroath harbour to commemorate the disaster in which six members of the crew of the Arbroath life-boat *Robert Lindsay* lost their lives on the 27th of October, 1953.

The Lord Lieutenant of Angus, the Earl of Airlie, unveiled the memorial

on the 7th of January, 1956. The Provost of Arbroath, Mr. J. K. Moir, who was chairman of the fund which was raised after the disaster, presided, and the memorial was dedicated by the Rev. Colin Day, Minister of St. Minian's Church. Lieut. E. D. Stogdon, Northern District Inspector, represented the Headquarters of the Institution.

## Services of the Life-boats in October, November and December, 1955

### 85 Lives Rescued

#### OCTOBER

DURING October life-boats were launched 49 times and rescued 31 lives.

#### YACHT TOWED OFF BEACH

Shoreham Harbour, Sussex.—At 8.35 on the evening of the 5th of October, 1955, the coastguard reported that a yacht was in distress one and a half miles off Sea Lane, Goring, and that one of her crew of two had waded ashore. At nine o'clock the life-boat *Rosa Woodd and Phyllis Lunn* was launched. The sea was rough, there was a strong south-westerly wind blowing, and it was one hour and a half after low water. The life-boat found the auxiliary yacht *Seeker*, with the other member of her crew on board, in a dangerous position on the beach. She took her in tow with difficulty and pulled her clear. Two members of the life-boat crew then boarded her, and the life-boat towed the yacht to Shoreham Harbour, arriving at 1.10 early on the 6th.—Property Salvage Case.

#### YACHT IN DANGER OF HITTING PIER

Weymouth, Dorset.—At 3.7 on the morning of the 6th of October, 1955, Wyke Regis coastguard rang up to say that a yacht with one man on board, at anchor off Castletown pier, in Portland harbour, was dragging and in danger of hitting Queen pier. At 3.30 the life-boat *William and Clara Ryland* put out, with the second coxswain in charge. The sea was choppy, a fresh gale was blowing from the north-west, and it was low water. The life-boat found the yacht *Raider*, of Cardiff, a vessel of 30 tons, close to some naval ships moored alongside Queen pier. She passed a line to her, but she was then carried across the yacht's bow. The second coxswain immediately took the life-boat clear, anchored upwind of the yacht and veered down to her. A line was

passed to the yacht, which with difficulty was towed to Weymouth, arriving at six o'clock.—Rewards to the crew, £10 10s.

#### DRIFTING TRAWLER TOWED IN

Torbay, Devon.—At noon on the 6th of October, 1955, a local trawler company reported that their trawler *Roger Bushell*, of Brixham, which had a crew of eight, had lost her propeller and was drifting ten miles east-north-east of Berry Head. At one o'clock the life-boat *George Shee* put out. The sea was moderate, a gale was blowing from the north-west, and the tide was half ebb. The life-boat made for the position, came up with the *Roger Bushell* at 2.55, and towed her to Brixham, arriving at 6.30.—Property Salvage Case.

#### HARBOUR LAUNCH TOWED TO DOCK

Barrow, Lancashire.—At 3.15 on the afternoon of the 6th of October, 1955, a message was received from the pier-head at Ramsden dock that the local harbour motor launch *Scout*, which had a crew of two and which had put off to a dumb dredger in Walney Channel, had broken down. At 3.30 the life-boat *Herbert Leigh* was launched. The sea was choppy, there was a fresh north-north-west gale, and the tide was ebbing. The life-boat came up with the *Scout* off East Pile light, towed her to Ramsden dock, and reached Barrow again at 4.45.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £2 8s.

#### DOCTOR TAKEN TO COSTA RICAN STEAMER IN FOG

Penlee, Cornwall.—On the afternoon of the 13th of October, 1955, the Port Medical Officer reported that a man in the S.S. *Manolito*, of Costa Rica, had been injured. At 4.15 the life-boat *W. and S.* was launched and went to Newlyn for a doctor. At five o'clock

she embarked him. Then in a calm sea and thick fog she searched for the steamer. The life-boat communicated with the Lands End radio station, using her radio telephone, and passed a message to the *Manolito* to blow a signal on her siren to indicate her position. The life-boat felt her way to her and found the steamer at 7.15 about six miles south of Penzance. She put the doctor on board and later re-embarked him and the patient and returned to Newlyn, arriving at 9.15. The fog was too thick to allow the life-boat to be rehoused, and she remained there until the next day. The owner made a donation to the funds of the Institution.—Rewards to the crew, £14 5s.; rewards to the helpers on shore, £9 18s.

#### COBLE TOWED TO BRIDLINGTON

Flamborough, Yorkshire.—At 4.10 on the afternoon of the 14th of October, 1955, the coastguard telephoned that a fishing boat about one mile off Breill Nook was showing a distress signal and appeared to have broken down. At 4.25 the life-boat *Friendly Forester* was launched. The sea was choppy, there was a strong westerly breeze, and it was high water. The life-boat found the fishing coble *John & Stephen*, of Bridlington, anchored half a mile east of Flamborough Head. She had a crew of four. Her engine had broken down, so the life-boat towed her to Bridlington and reached Flamborough again at 6.40.—Rewards to the crew, £9; rewards to the helpers on shore, £17 6s.

#### FISHING BOAT ESCORTED IN NORTHERLY GALE

North Sunderland, Northumberland.—On the morning of the 15th of October, 1955, the weather worsened while several fishing boats were still at sea. By ten o'clock all of them had returned to harbour except the local fishing boat *Eventide*, and at 10.25 the life-boat *Grace Darling* was launched to search for her. The sea was rough, a gale was blowing from the north, and it was two hours before high water. In bitterly cold weather the life-boat found the *Eventide* one mile south-

south-east of the Farne Islands, escorted her to harbour, and reached her station again at 11.37.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £4 9s.

#### COBLES ESCORTED TO NEWBIGGIN

Newbiggin, Northumberland.—On the morning of the 15th of October, 1955, eight fishing cobles put off to tend their crab pots, but the weather worsened and six of the boats returned. At eleven o'clock the life-boat *Richard Ashley* was launched to search for the others, one of them being the coble *Louisa Twyzell*. The sea was rough, there was a strong north-easterly wind, and the tide was half flood. The life-boat came up with the cobles off Newbiggin Point, escorted them in, and reached her station again at 12.15.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £7 5s.

#### MAN RESCUED FROM DINGHY

Walmer, Kent.—At 11.5 on the night of the 15th of October, 1955, the Ramsgate life-boat put off to search for a ten-feet dinghy which had been missing from Broadstairs, with one man on board, since four o'clock. She searched widely in company with a helicopter, but nothing was found. At 9.15 on the morning of the 16th the coxswain of the Walmer life-boat saw the dinghy near the South Goodwin lightvessel, and ten minutes later the life-boat *Charles Dibdin, Civil Service No. 2* was launched. She made for the position in a moderate sea, with a fresh north-north-west wind blowing and a flooding tide, and came up with the dinghy about one mile south-south-east of the lightvessel. The life-boat then rescued the man, took the dinghy in tow, and returned to her station, arriving at 11.25.—Rewards to the crew, £13 10s.; rewards to the helpers on shore, £20 2s.

#### SEARCH FOR FISHING BOAT SENT TO FERRY SHEEP

Barra Island, Outer Hebrides.—On the morning of the 18th of October, 1955, five men put off in a fishing boat to go to Barrahead to ferry sheep to Mingu-

lay, but the weather worsened during the day and their families became anxious. At 4.30 the life-boat *Lloyd's* put out. She made a search in a very rough sea, with a fresh south-easterly gale blowing, and found the boat in Sandray Sound. The boat's engine had broken down. The life-boat escorted her to Castlebay, arriving at 6.15.—Rewards to the crew, £8 15s.; reward to the helper on shore, 13s.

#### DRIFTER ESCORTED TO HARBOUR

Great Yarmouth and Gorleston, Norfolk.—At 2.48 on the morning of the 19th of October, 1955, the Gorleston coastguard rang up to say that a drifter had gone aground one hundred yards north of the harbour entrance, and that she was burning flares. At 3.10 the life-boat *Louise Stephens* was launched. She made for the position in a heavy swell, with a strong south-westerly breeze blowing and an ebbing tide. She found that the drifter *Primula*, of Aberdeen, which had a crew of ten, had refloated, so she escorted her to the harbour and reached her station again at 4.5.—Rewards to the crew, £12; rewards to the helpers on shore, £5 5s.

#### LIFE-BOAT STANDS BY DUTCH SUBMARINE

Weymouth, Dorset.—At four o'clock on the morning of the 19th of October, 1955, the Wyke Regis coastguard telephoned that the submarine *Tijgerhaai*, of the Royal Netherlands Navy, had grounded in Weymouth Bay. Half an hour later the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, put out. The sea was rough, a gale was blowing from the south-east, and the tide was flooding. The life-boat found the submarine a quarter of a mile off shore. A tug was with her, and the life-boat and the tug stood by her until she refloated under her own power at 6.25. The life-boat accompanied her to Portland harbour, and then returned to her station, arriving at 7.17.—Expressions of appreciation were received from the naval base at Portland.—Rewards to the crew, £10 10s.; reward to the helper on shore, 12s.

#### AWARD FOR ABERDEEN COXSWAIN

On the night of the 19th of October, 1955, the Aberdeen no. 1 life-boat rescued the crew of eleven of the steam trawler *Sturdee* after closing her seven times. For a full account of this service, for which Coxswain George Flett has been accorded the thanks of the Institution inscribed on vellum, see page 189.

#### BARGE'S CREW OF THREE RESCUED

Dungeness, Kent.—At 4.50 on the afternoon of the 21st of October, 1955, a man reported that a barge was burning red flares about one and a half miles north-east of the life-boat station. Ten minutes later the Lade coastguard rang up to say that a sailing barge anchored off Newcome buoy had fired rockets. At 5.10 the life-boat *Charles Cooper Henderson* was launched. She made for the position in a rough sea, with a northerly gale blowing and an ebbing tide, and came up with the barge *Will Everard*, of London. The barge was dragging her anchor and drifting. The life-boat rescued her crew of three and returned to her station, arriving at 5.55. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £16 13s.

#### VELLUM AWARDED TO SOUTHEND COXSWAIN

On the 21st of October, 1955, the Southend-on-Sea life-boat put out to the help of the motor barge *Fence*. She rescued the crew of three. Coxswain Sidney Page has been accorded the thanks of the Institution inscribed on vellum for this service, for a full account of which see page 187.

#### RUSSIAN IN DRIFTING BOAT RESCUED

North Sunderland, Northumberland.—At 9.32 on the morning of the 22nd of October, 1955, the Seahouses coastguard rang up to say that a message had been received from the Longstone lightvessel that a fishing boat, with one man on board, could be seen on the Blue Cap rocks. At 9.30 the life-boat *Grace Darling* was launched. She made a search in a calm sea, with a strong north-north-east wind blowing

and an ebbing tide, and found the fishing boat *Gracie*, of Sunderland. The man was a Russian, who had left Sunderland in the boat on the 18th. Her engine had broken down, and he had been adrift ever since. The life-boat rescued him, landed him at Sea-houses, and then put off again when the tide flowed and towed the *Gracie* to North Sunderland, which was reached at five o'clock.—Rewards to the crew, £17 10s.; rewards to the helpers on shore, £4 11s.

#### MOTOR BOAT TOWED TO TROON

Tron, Ayrshire.—At 2.30 on the afternoon of the 22nd of October, 1955, two boys told the coxswain that a motor boat was in difficulties near the rocks off Ballast Bank. Ten minutes later the life-boat *James and Barbara Aitken* put out. There was a moderate sea, and a light north-north-west breeze, and it was nearly high water. The life-boat made a search and found the motor boat *Vagabond* with a crew of two. She had broken down, so the life-boat towed her to the harbour and reached her station again at 3.20.—Rewards to the crew, £7 10s.; reward to the two boys who gave the first information of the casualty, 10s.

#### INJURED MAN TAKEN FROM LIGHTVESSEL

Humber, Yorkshire.—At 10.7 on the morning of the 23rd of October, 1955, the Spurn Point coastguard telephoned that a message had been received from the Superintendent of the Trinity House depot at Great Yarmouth that a member of the crew of the Outer Dowsing lightvessel had been injured. He needed medical attention, and at 10.30 the life-boat *City of Bradford III* was launched in a moderate swell, with a light north-easterly breeze blowing and a flooding tide. The life-boat took him aboard, landed him at Grimsby where an ambulance was waiting, and reached her station again at 8.30 in the evening. The Superintendent expressed his thanks.—Paid Permanent Crew; rewards to the crew, £12. Refunded to the Institution by Trinity House.

#### BARGE PULLED OFF BEACH

Humber, Yorkshire.—At 5.24 on the afternoon of the 24th of October, 1955, the Spurn Point coastguard telephoned that the auxiliary barge *Pudge*, of London, which had a crew of two, had gone aground half a mile south of Saltfleet Haven. The master had asked if the life-boat would stand by his ship at the next high water. At 7.34 the life-boat *City of Bradford III* was launched and made for the *Pudge* in a moderate swell with a light west-north-west breeze blowing. She reached her at 9.15, pulled her clear of the beach and towed her at half-speed to Spurn, where the *Pudge* was anchored at 4.10 on the morning of the 25th. The life-boat anchored as well and was rehoisted at 8.45. A message was sent by telephone to Grimsby asking for a tug to take over the *Pudge*, and at 9.50 the life-boat was launched again. She towed the *Pudge* to Lower Burcom buoy, handed her over to the tug, and returned to the station, arriving at 12.35.—Property Salvage Case.

#### WOMAN DOCTOR TAKEN TO TANKER

Ramsgate, Kent.—At 5.10 on the afternoon of the 25th of October, 1955, an ex-coxswain reported that he had received a message from Lloyd's agent at Dover that the tanker *Nayadis*, of London, needed a doctor to attend her chief engineer who had been burnt. No other boat was available, so at 5.15 the life-boat *Michael and Lily Davis* put out with a woman doctor on board. The sea was calm, there was a light westerly breeze, and the tide was flooding. The life-boat came up with the tanker near the North Goodwin buoy and put the doctor on board. She treated the injured man and re-embarked in the life-boat, which returned to Ramsgate, arriving at 6.40.—Rewards to the crew, £8 16s.; reward to the helper on the shore, etc., 10s. 6d.

#### COBLE TOWED TO CULLERCOATS

Cullercoats, Northumberland.—At 12.30 on the afternoon of the 29th of October, 1955, the Tynemouth coastguard rang

up to say that a steamer had reported that a fishing coble was in distress about four miles north-north-east of Cullercoats. Ten minutes later the life-boat *Isaac and Mary Bolton* was launched. There was a rough sea, a strong west-north-west wind was blowing, and the tide was flooding. The life-boat found the fishing coble *Mavis*, of Blyth, with a crew of two, four and a half miles north of Brown's Point. The fishermen had been lifting crab pots, but their engine had broken down earlier in the morning. The men were suffering from exposure, but they remained in their boat, which was towed to Blyth by the life-boat. The life-boat arrived back at her station at 4.55.—Rewards to the crew, £12 5s.; rewards to the helpers on shore, £11 3s.

#### TWO FISHING BOATS ESCORTED TO HARBOUR

**Whitby, Yorkshire.**—At 8.25 on the morning of the 30th of October, 1955, the coastguard rang up to say that a fishing boat three quarters of a mile north of Whitby was burning flares. Five minutes later the no. 1 life-boat *Mary Ann Hepworth* was launched. The sea was rough, there was a moderate north-westerly breeze, and the tide was low. The life-boat found that the fishing boat *Gem*, which was in Whitby Roads with a crew of four, had been hit by several seas and was leaking badly. The tide was too low to allow her to cross the bar and enter the harbour. The life-boat remained with her while the tide rose, and escorted her in at ten o'clock. The fishing boat *Progress* was known to be still at sea with a crew of five, and the life-boat was kept in readiness in the harbour. At 12.30 the *Progress* was seen approaching the harbour. The life-boat put off again, escorted the *Progress* in, and reached her station again at 1.30.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £1 16s.

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

distress, were not needed or could do nothing:

**Padstow, Cornwall.**—October 2nd.—Rewards, £6 17s.

**Sheringham, Norfolk.**—October 5th.—Rewards, £30 9s.

**Lytham-St. Anne's, Lancashire.** — October 5th.—Rewards, £11 15s.

**Cromer, Norfolk.**—October 13th.—Rewards, £17 18s.

**Margate, Kent.**—October 15th.—Rewards, £37 19s.

**Ramsgate, Kent.** — October 15th.—Rewards, £21 19s.

**Donaghadee, Co. Down.** — October 17th.—Rewards, £15 1s.

**Dover, Kent.** — October 18th. — Rewards, £10 15s.

**Exmouth, Devon.** — October 18th. — Rewards, £27 16s.

**Walton and Frinton, Essex.**—October 19th.—Rewards, £16 14s.

**Weston-super-Mare, Somerset.** — October 20th.—Rewards, £14.

**Appledore, Devon.**—October 21st.—Rewards, £13 9s.

**Appledore, Devon.** — October 21st.—Rewards, £8 13s.

**Clacton-on-Sea, Essex.** — October 22nd.—Rewards, £34 12s.

**Llandudno, Caernarvonshire.**—October 22nd.—Rewards, £17 4s.

**Wells, Norfolk.**—October 22nd.—Rewards, £23 4s.

**Torbay, Devon.**—October 23rd.—Rewards, £13 9s.

**Great Yarmouth and Gorleston, Norfolk.** — October 25th. — Rewards, £14 5s.

**Barrow, Lancashire.**—October 25th.—Rewards, £10.

**Port Erin, Isle of Man.**—October 27th.—Rewards, £12 9s.

**Teessmouth, Yorkshire.** — October 28th.—Rewards, £29 13s.

**Scarborough, Yorkshire.** — October 28th.—Rewards, £18 1s.

**Walton and Frinton, Essex.**—October 31st.—Rewards, £21 17s.

**The Lizard, Cornwall.**—October 31st.—Rewards, £33 8s.

**Coverack, Cornwall.**—October 31st.—Rewards, £35 11s. 6d.

#### NOVEMBER

DURING November life-boats were launched 39 times and rescued 38 lives.



### COBLE ESCORTED DURING LIFE-BOAT EXERCISE

Filey, Yorkshire.—On the morning of the 2nd of November, 1955, the weather worsened while the fishing coble *Venture* was still at sea with a crew of three, and at 11.20 the life-boat *The Isa & Penryn Milsted* was launched. She was due to carry out a routine exercise that day. The sea was rough, and a gale was blowing from the east. The life-boat escorted the *Venture* to the shore. She then continued with the exercise for an hour and arrived back at her station at 12.45.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £9 14s.

### TRAWLER ESCORTED IN ROUGH SEA

Thurso, Caithness-shire.—At 9.30 on the night of the 6th of November, 1955, the Wick coastguard rang up to say that the steam trawler *Reggio*, of Grimsby, had gone ashore five miles west of Dunnet Head. She was bumping badly and needed help. At ten o'clock the life-boat *James Macfee*, on temporary duty at the station, was launched. There was a rough sea, a moderate south-easterly breeze was blowing, and the tide was half flood. The life-boat began to search, but the trawler wirelessed that she had refloated and was off Holborn Head. She later stated that she was making for a position two miles to the north-west of Holborn Head, and the life-boat came up with her off Rora Head. She escorted her to Scrabster harbour, and reached her station again at three o'clock on the morning of the 7th.—Rewards to the crew, £16 12s.; rewards to the helpers on shore, etc., £3 15s.

### AWARD FOR IRISH COXSWAIN

On the night of the 10th of November, 1955, the Newcastle, County Down, life-boat rescued the crew of four of a fishing vessel after six unsuccessful attempts. For a full account of this service, for which Coxswain Patrick McClelland has been accorded the thanks of the Institution inscribed on vellum, see page 188.

### HELP TO FISHING BOAT AGROUND

Wick, Caithness-shire.—At 8.30 on the evening of the 10th of November, 1955, the life-boat coxswain reported that he had heard a wireless message from the fishing boat *Diligent*, of Buckie, that she had gone ashore near Duncansby Head. At 8.45 the life-boat *City of Edinburgh* was launched. The sea was moderate, there was a light south-westerly breeze, and the tide was ebbing. The life-boat found the *Diligent*, which had a crew of six, a quarter of a mile west of Duncansby Head aground on boulders. Two of the fishermen had left her in a small boat, but reboarded her again at 3.30. The life-boat stood by the whole time, and when another fishing boat arrived she passed a tow rope to her from the *Diligent*. However, the *Diligent* remained fast. Her crew were in no danger, and the life-boat returned to her station, arriving at 11.15.—Rewards to the crew £34 5s.; rewards to the helpers on shore £1 4s.

### POLICE INSPECTOR SPEAKS OF "SPLENDID SEAMANSHIP"

Cullercoats, Northumberland. — At 12.40 on the afternoon of the 12th of November, 1955, the Tynemouth police rang up to ask if the life-boat would pick up the body of a man which was in the sea off Tynemouth north pier. Ten minutes later the life-boat *Isaac and Mary Bolton* was launched, with the honorary secretary, Mr. J. A. St. S. Talbot, on board. There was a choppy sea, a moderate north-north-east wind was blowing, and the tide was flooding. Police officers indicated the position of the body, which was near the sea wall, and the life-boat picked it up. The honorary secretary applied artificial respiration, but the man was dead and the body was landed and handed over to the police at 1.30. The Chief Constable expressed his appreciation, and at the inquest on the dead man Chief Inspector Graham of the Tynemouth police, who witnessed the service, spoke of the "splendid seamanship" of the coxswain and crew.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £9 13s.

#### RESCUED MEN TAKEN ASHORE

**New Brighton, Cheshire.**—At 10.3 on the night of the 12th of November, 1955, a message was received from the port radar station that a coaster had been sunk in a collision near Formby light-float. Seven minutes later the life-boat *Norman B. Corlett* put out. The sea was smooth, there was a light north-easterly breeze, and it was high water. The life-boat found that the coaster *Bannprince*, of Liverpool, had sunk after colliding with the S.S. *Ocean Coast* near Beta buoy. The boats of the *Ocean Coast* had rescued six of the coaster's crew, and another vessel had rescued the other three men and transferred them to a dredger. The life-boat took on board the men from the *Ocean Coast* and returned to her station, where an ambulance was waiting, arriving at 12.50 early on the 3rd.—Rewards to the crew, £9; rewards to the helpers on shore, £1 8s.

#### GERMAN TRAWLER BROUGHT INTO HARBOUR

**Whitby, Yorkshire.**—At 2.30 on the morning of the 13th of November, 1955, the coastguard rang up to say that a vessel burning white flares could be seen two miles to the eastward. At 3.1 the no. 1 life-boat *Mary Ann Hepworth* was launched. The sea was calm, there was a light north-easterly breeze, and it was high water. The life-boat made a search and came up with the trawler *Erick Honnecker*, of Rostock, standing into danger in Whitby Roads. She had two sick men on board and needed a pilot. One of the life-boat crew boarded her and took her into the harbour, escorted by the life-boat, which reached her station again at 4.40.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £1 16s.

#### SEVENTEEN MEN RESCUED FROM SHIP'S BOAT

**Cadgwith, Cornwall.**—At 8.27 on the evening of the 15th of November, 1955, the motor vessel *City of Ghent*, of Dublin, wirelessed that she had run ashore about three miles north-east-by-east of Lizard, but had later re-floated and was heading south, making

water and listing to starboard. She asked for the life-boat, and at 8.40 the Lizard coastguard rang up the life-boat station. At 9.5 the life-boat *Guide of Dunkirk* was launched and made for the position in a calm sea. There was a light northerly breeze and the tide was ebbing. Accompanied by an aircraft which dropped flares, the life-boat found that the *City of Ghent* was sinking quickly and that her crew of seventeen had abandoned her in a boat. The life-boat rescued the men, circled the *City of Ghent* until she sank, and then towed the boat to Cadgwith, arriving at 10.26. The owners made a donation to the funds of the Institution, and the rescued men made a gift to the life-boat crew.—Rewards to the crew, £9; rewards to the helpers on shore, £18 10s.

#### FISHING BOAT TOWED TO BALLYCOTTON

**Ballycotton, Co. Cork.**—At 8.30 on the morning of the 16th of November, 1955, the life-boat coxswain noticed a boat about seven miles to the east heading out to sea. She appeared to have stopped and was seen through a telescope to be drifting towards Knockadoon Head. She was kept under observation and she continued to drift, so at 9.45 the life-boat *Mary Stanford* put out. There was a heavy swell, a fresh south-south-east wind was blowing, and the tide was ebbing. The life-boat came up with the fishing boat *Maid of Loughshinney*, of Dublin, which had a crew of two, six miles east-by-north of Ballycotton. She was three hundred yards from rocks and her engine was not running properly. The life-boat towed her to Ballycotton, reaching her station again at 12.40.—Rewards to the crew, £10 10s.; reward to the helper on shore, 14s.

#### SICK MAN BROUGHT FROM A STEAMER

**Great Yarmouth and Gorleston, Norfolk.**—At seven o'clock on the evening of the 16th of November, 1955, Lloyds' agent reported that the S.S. *Fulham IV*, of London, was making for Gorleston with a sick man, and

asked if he could be taken ashore. At 8.15 the life-boat *Louise Stephens* was launched with a doctor on board. There was a swell and a light north-westerly breeze, and it was two hours after low water. The life-boat came up with the steamer three miles north of Gorleston, took the patient on board and landed him at her station, where an ambulance was waiting, at 9.30.—Rewards to the crew, £10; rewards to the helpers on shore, £3.

#### CREW RESCUED FROM FRENCH TRAWLER

Valentia, Co. Kerry.—At 11.48 on the night of the 17th of November, 1955, a message was received from the Valentia radio station that the trawler *Styvel*, of Concarneau, France, which had a crew of ten, had wirelessed that she had broken down and was in distress near the Skelligs Rocks. At 12.10 early on the 18th the life-boat *A.E.D.* put out. The sea was moderate, there was a moderate south-easterly breeze, and it was low water. The life-boat made for the position and at 1.45 saw a rocket about seven miles south-west of Bray Head. A little later she came up with the trawler half a mile north-west of Skelligs Rocks and went alongside. Ropes were passed across, and the life-boat towed the *Styvel* to Valentia, which was reached at 5.18. Just after they entered the harbour the *Styvel*, which had been holed on the Skelligs Rocks, sank a hundred yards from the pier-head. The life-boat rescued her crew and gave them hot drinks, and then landed them at 6.30. She put off once more, stood by the wreck to warn off the fishing fleet, and finally reached her station again at ten o'clock. The French Ministry of the Merchant Navy expressed its thanks to the life-boat crew.—Rewards to the crew, £24 5s.; reward to the helper on shore, £1 1s.

#### RELIEFS TAKEN TO IRISH LIGHTVESSEL

Kilmore, Co. Wexford.—About 2.45 on the afternoon of the 18th of November, 1955, a message was received from the Coast Life-Saving Service that the

brother of two men in the Coningbeg lightvessel had died. A request was made for the life-boat to take reliefs to her and land the men. At 3.15 the life-boat *Ann Isabella Pyemont* was launched with the second coxswain in charge. The sea was calm, there was a light easterly breeze, and it was one hour and a half below low water. The life-boat put the relief men aboard the lightvessel, took ashore the two other men, and reached her station again at 8.10.—Rewards to the crew, £14; rewards to the helpers on shore, £9 9s. Refunded to the Institution by the Commissioners of Irish Lights.

#### FISHING BOAT TOWED TO HASTINGS

Hastings, Sussex.—On the afternoon of the 20th of November, 1955, anxiety was felt for the safety of an angling party, which had put off earlier in the day, and at 5.16 the life-boat *M.T.C.* was launched. The sea was slight, there was a light north-westerly breeze, and the tide was half ebb. The anglers' boat was towed in by a fishing boat, and the life-boat, not being needed, was recalled to her station. But at 6.24 flares were seen by a boat from a fishing boat about two and a half miles south of Fairlight. This news was passed to the life-boat, and she at once made for the position. She found that the fishing boat *Channel Tripper*, which had a crew of two, had fouled her propeller. The life-boat towed her to Hastings, arriving at 8.20.—Rewards to the crew, £12 5s.; rewards to the helpers on shore, £26 10s.

#### LIFE-BOAT TAKES LINES FROM FISHING BOAT

Wick, Caithness-shire.—At 6.4 on the evening of the 23rd of November, 1955, the coastguard rang up to say that a fishing boat near Proudfoot was flashing signals and had burnt red flares. At 6.30 the life-boat *City of Edinburgh* was launched. There was a slight sea, a strong north-westerly wind was blowing, and it was one hour after high water. The life-boat found the fishing boat *Opportune*, of Buckie, with a crew of six, ashore on the north

side of Wick Bay. Several other fishing boats were near, but the skipper of the *Opportune*, using his radio telephone, asked for the life-boat. The life-boat closed her and took a line from her to a motor boat for the purpose of saving the *Opportune's* fishing gear. The life-boat then returned to the harbour, arriving at eight o'clock. At two in the afternoon, on the rising tide, she put out again and took more lines from the *Opportune* to two other fishing boats. These refloated her with the help of a fishery cruiser and took her to Wick. The life-boat reached her station again at four o'clock.—Rewards to the crew, £8 5s.; rewards to the helpers on shore, £2 8s.

#### A LONG AND DIFFICULT TOW TO SCARBOROUGH

Whitby, and Scarborough, Yorkshire.—On the morning of the 23rd of November, 1955, the Whitby fishing fleet were still at sea in worsening weather, and it was thought advisable that a life-boat should stand by the harbour bar to escort them in. At 11.25 the Whitby no. 1 life-boat *Mary Ann Hepworth* was launched in a rough sea. A north-westerly gale was blowing and the tide was ebbing. The life-boat escorted in the smaller boats of the fleet and remained at the harbour bar to await the arrival of the larger boats. About one o'clock the coastguard reported that the fishing boat *Progress* was flying distress signals some three miles to the north-east. A steamer was standing by her, but the life-boat put to sea at once and found that the *Progress*, which had a crew of five, had broken down. The life-boat took her in tow. As the weather had made conditions at Whitby dangerous, the life-boat towed the *Progress* to Scarborough, having difficulty in doing so. At 2.28 the Scarborough coastguard told the Scarborough life-boat station, which spoke the Whitby life-boat by radio telephone. The Whitby coxswain reported the difficulty he was having in towing the *Progress*, and at 4.32 the life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at Scarborough, put to sea. She came up with the Whitby

life-boat and the *Progress* three miles north of Scarborough and escorted them to the harbour, which was reached at 6.13. The Whitby life-boat remained at Scarborough until the 25th.—Whitby: rewards to the crew, £33 10s.; rewards to helpers on shore, £8 19s.—Scarborough: rewards to the crew, £9; rewards to helpers on shore, £10 10s.

#### COBLE ESCORTED IN GALE

Scarborough, Yorkshire.—On the morning of the 23rd of November, 1955, anxiety was felt for the safety of the local fishing coble *Premier*, which had been at sea since daybreak. The weather was worsening, and at 11.45 the life-boat *Annie Ronald and Isabella Forrest* was launched. The sea was rough, a gale was blowing from the north-north-west, and it was one hour after low water. The life-boat came up with the *Premier*, which had a crew of three, seven miles to the north and escorted her to Scarborough, arriving at 2.3—Rewards to the crew, £9; rewards to the helpers on shore, £7 11s.

#### ESCORT FOR FISHING COBLE

Newbiggin, Northumberland.—At 11.30 on the morning of the 23rd of November, 1955, a fisherman who had just come in from sea reported that the sea was heavy and becoming worse, with a gale blowing from the north-east. Several fishing cobbles were still out, and at 12.22 the life-boat *Richard Ashley* was launched. The tide was ebbing. All the fishing cobbles reached safety, but the coastguard later reported that the Amble life-boat was approaching from the north, escorting the fishing coble *Ocean Pride*, of Amble. The Newbiggin life-boat came up with them off Cresswell, and both life-boats escorted the *Ocean Pride* to Newbiggin, which was reached at 4.30.—Rewards to the crew, £12; rewards to the helpers on shore, £8 17s.

#### AMBLE LIFE-BOAT ESCORTS COBLE TO NEWBIGGIN

Amble, Northumberland.—At 12.55 on the afternoon of the 23rd of November,



**CABIN OF 47-FEET LIFE-BOAT**  
(see page 192)



*By courtesy of ]*

*[Aerophotos*

**ARKLOW LIFE-BOAT AND COASTER**

(see page 220)



*By courtesy of]*

*[Irish Independent*

**ARKLOW CREW AFTER SEVENTEEN-HOUR SERVICE**

(see page 220)



*By courtesy of]*

*[R. A. Smyth*

**THE FRENCH TRAWLER *STYVEL***

(see page 203)



*By courtesy of]*

*[G. M. Cowie*

**PICKED UP BY HELICOPTER**

(see page 189)



*By courtesy of]*

*[G. M. Cowie*

**TAKEN OFF LIFE-BOAT**

(see page 189)





*By courtesy of,*

*[John Adams*

**WICK LIFE-BOAT STANDS BY**



*By courtesy of]*

*[Southend Standard*

**THE MAYOR OF SOUTHEND CONGRATULATES COXSAIN PAGE**

(see page 187)



*By courtesy of]*

*[Leslie Smith*

**THE NEW STROMNESS LIFE-BOAT**  
(see page 224)



**TROON NAMING CEREMONY**  
(see page 224)



*By courtesy of*

*[Bridlington Free Press*

**LAUNCHING BRIDLINGTON LIFE-BOAT**

*(see page 185)*



*By courtesy of*

*[Planet News*

**ALDEBURGH LIFE-BOAT ON TURNTABLE**

*(see page 191)*



*By courtesy of]*

*[Sport and General*

**LORD MAYOR OF LONDON'S PROCESSION**

(see page 186)



*By courtesy of]*

*[Press and Journal, Aberdeen*

**ABERDEEN TRAWLER AGROUND**

(see page 189)

1955, the life-boat coxswain reported that the local fishing coble *Ocean Pride*, with a crew of three, was still at sea in worsening weather. At 1.15 the life-boat *City of Bradford II* was launched. There was a heavy sea, a north-easterly gale was blowing, and the tide was ebbing. The life-boat made a search and came up with the *Ocean Pride* two miles to the north-east. The life-boat crew told the fishermen that conditions at the harbour bar were dangerous, so they took their boat towards Newbiggin, accompanied by the life-boat. The Newbiggin life-boat met both boats off Cresswell, and the life-boats escorted the coble to Newbiggin. The Amble life-boat then made for Blyth, arriving at 4.30. She remained there until the 25th.—Rewards to the crew, £19 13s. 6d. Other Expenses, £4 10s.

#### FISHING BOATS ESCORTED TO WHITBY

Whitby, Yorkshire.—At 11.25 on the morning of the 23rd of November, 1955, the no. 1 life-boat *Mary Ann Hepworth* had been launched to the help of fishing boats in bad weather and had escorted in several small boats. She waited near the harbour bar for the larger boats to arrive, but about one o'clock the coastguard reported that the fishing boat *Progress* was flying distress signals to the north-east. The life-boat put to sea again at once, and at 1.20 the no. 2 harbour pulling life-boat *Robert and Ellen Robson* put out to escort in the larger boats. The sea was rough, there was a north-westerly gale, and it was low water. The no. 1 life-boat stood by at the harbour bar in worsening weather until four fishing boats came in. She then returned to her station, arriving at 4.25.—Rewards to the crew, £22 15s.; rewards to the helper on shore, 12s.

#### PULLING LIFE-BOAT ESCORTS BOATS IN

Whitby, Yorkshire.—Before daybreak on the 24th of November, 1955, the fishing boats *Faith Star*, *Pilot Me* and *Success* put to sea in worsening weather. The *Faith Star* returned to harbour

and at noon the no. 2 harbour pulling life-boat *Robert and Ellen Robson* put out to await the return of the *Pilot Me* and the *Success*. The no. 1 life-boat *Mary Ann Hepworth* was at Scarborough following the service to the *Progress* the day before. The sea was rough, there was a north-easterly gale, and it was low water. The pulling life-boat stood by at the harbour bar, but the *Success* made for Scarborough. The *Pilot Me* reached Whitby at 2.10 and the life-boat escorted her in, reaching her station again at 2.30—Rewards to the crew, £19 10s.; reward to the helper on shore, 12s.

#### WHITBY BOAT ESCORTED TO SCARBOROUGH

Scarborough, Yorkshire.—About one o'clock on the afternoon of the 24th of November, 1955, the coastguard reported that the fishing boat *Success*, of Whitby, was about three miles to the north-east and making for Scarborough, as Whitby harbour was closed because of bad weather. At 1.10 the life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at the station, was launched. She escorted the fishing boat to the harbour in a rough sea, with a strong north-easterly wind blowing and a flooding tide. She reached her station again at 3.48.—Rewards to the crew, £9; rewards to the helpers on shore, £7 11s.

#### FIVE MEN LANDED FROM A COASTER

Donaghadee, Co. Down.—At 1.14 on the afternoon of the 24th of November, 1955, the Orlock coastguard rang up to say that the skipper of the 360-ton coaster *St. Enoch*, of Glasgow, which had run ashore at Muck Island on the 21st, had asked if the life-boat would land his crew. At 1.30 the life-boat *Sir Samuel Kelly* put out. There was a heavy sea, a strong north-north-east wind was blowing, and the tide was flooding. The life-boat went alongside the coaster, and five of her crew of nine jumped aboard. At the request of the skipper the life-boat remained near while he made an attempt to

refloat his ship, but she remained fast. The life-boat, being no longer needed, took the five men to Larne and reached her station again at 11.15. A tug refloated the *St. Enoch* the next afternoon.—Rewards to the crew, £24 5s.; reward to the helper on shore, £1 1s.

#### TWO MEN TRANSFERRED FROM DREDGER

New Brighton, Cheshire.—About 7.45 on the morning of the 26th of November, 1955, the port radar station reported that a message had been received from a steamer that a fishing boat was in distress and asking for help between C.19 and C.21 buoys in the Crosby Channel. At 8.5 the life-boat *Norman B. Corlett* put out in a moderate sea. There was a fresh westerly wind, and it was high water. The life-boat began to search, but meanwhile a dredger, which had also received the message, had found the fishing boat. She was the *Cresswell*, of Liverpool, with a crew of two, and she had broken down. The dredger took the men on board just as the life-boat arrived and then transferred them to the life-boat. The life-boat took the fishing boat in tow and returned to her station, arriving at 9.10.—Rewards to the crew, £6 5s.; rewards to the helpers on shore, £1 6s.

#### MOTOR BOAT TOWED TO RAMSGATE

Ramsgate, Kent.—At 4.36 on the afternoon of the 26th of November, 1955, the coastguard rang up to say that a steamer had wirelessed that the local motor boat *Uncle Tom*, which had a crew of three, had lost her bearings and had made fast to the Elbow buoy. At 4.48 the life-boat *Michael and Lily Davis* put out in a slight sea, with a light breeze blowing and a flooding tide, and made for the position. Fog reduced visibility to about a quarter of a mile, but the life-boat found the *Uncle Tom* and towed her to Ramsgate, arriving at 6.20.—Rewards to the crew, £8 15s.; reward to the helper on shore, 10s. 6d.

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

distress, were not needed or could do nothing:

Torbay, Devon.—November 1st.—Rewards, £10 4s.

Courtmacsherry Harbour, Co. Cork.—November 2nd.—Rewards, £17 9s.

Aldeburgh, Suffolk.—November 2nd.—Rewards, £46 9s. 6d. (See page .)

Cromarty.—November 2nd.—Rewards, £16 5s. 6d.

#### SEARCH FOR MOTOR VESSEL IN GALE

Arklow, Co. Wicklow.—At 7.40 on the evening of the 3rd of November, 1955, the skipper of a fishing boat in Arklow dock reported that he had heard on his boat's wireless the motor vessel *Tyrronall* reporting that her steering gear had carried away four miles south-west of the Arklow lightvessel. He told the life-boat motor mechanic, who tuned in on his own wireless set and heard the *Tyrronall* ten minutes later ask for the life-boat. At 8.15 the life-boat *Inbhear Mor* was launched in a rough sea, with a moderate south-easterly gale blowing and a flooding tide. She made a search, but the *Tyrronall's* crew of seven repaired the steering gear, and the vessel went on her way. She passed this news to the life-boat, which returned to her station, arriving at 9.10. The owner and ship's crew made donations to the funds of the Institution.—Rewards, £11 15s.

Falmouth, Cornwall.—November 7th.—Rewards, £14 17s.

Barmouth, Merionethshire.—November 8th.—Rewards, £10 10s.

Bembridge, Isle of Wight.—November 10th.—Rewards, £21 10s.

Clacton-on-Sea, Essex.—November 11th.—Rewards, £28 12s.

Newbiggin, Northumberland.—November 16th.—Rewards, £14 3s.

#### FISHING BOAT'S CREW TAKEN OFF BY BREECHES BUOY

Portpatrick, Wigtownshire.—At 9.38 on the night of the 22nd of November, 1955, the coastguard telephoned that a fishing boat had run ashore on the south side of the harbour. The boat was burning red flares, and at 9.48

the life-boat *Edward Z. Dresden*, on temporary duty at the station, put out. The sea was moderate, there was a moderate northerly breeze, and the tide was ebbing. The life-boat found the fishing boat *Integrity*, of Girvan, with a crew of five, bound from Ardglass. She tried to tow her clear, but the fishing boat remained fast. The life-boat remained with her, and at midnight the *Integrity's* engine room flooded. The fishermen asked to be taken off, and the Coastguard Life-Saving Apparatus Company took the men ashore by breeches buoy. The life-boat was not needed and she returned to her station, arriving at 12.30 early on the 23rd.—Rewards, £9.

Salcombe, Devon.—November 25th.—Rewards, £13 9s.

Exmouth, Devon.—November 26th.—Rewards, £18 4s.

Beaumaris, Anglesey.—November 27th.—Rewards, £14 17s.

#### DECEMBER

DURING December life-boats were launched 57 times and rescued 16 lives.

#### LIFE-BOAT PASSES WIRES TO DUTCH VESSEL

Boulmer, Northumberland.—At 4.10 on the morning of the 1st of December, 1955, the coastguard reported that a ship had run ashore between Boulmer and Craster. At 4.55 the life-boat *Clarissa Langdon* was launched, with the second coxswain in charge. There was a slight swell, the weather was fine, and the tide was ebbing. The life-boat found the motor vessel *Ancora*, of Groningen, one mile north of Boulmer, with a crew of nine. She went alongside, and the master asked her to lay out an anchor for him, but the anchor was too heavy for the life-boat. The life-boat remained with the vessel until low tide and then returned to Boulmer, arriving at 6.50. Later in the morning the ship's agents asked if the life-boat would pass a wire from a tug to the *Ancora*, so at two o'clock the life-boat put to sea again, with the coxswain in charge. She passed across two wires, but they both parted, and by this time the tide was ebbing

again. As the tug had no more wires, the life-boat went alongside the vessel and took on board the master and four men who had been helping to unload her. She landed them and later put the master and eight men aboard the vessel once more. She finally arrived back at her station at seven o'clock in the evening. The *Ancora* refloated early the next morning.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £7 11s.

#### FRENCH TRAWLER TOWED CLEAR

Bridlington, Yorkshire.—At 11.15 on the morning of the 2nd of December, 1955, an ex-coxswain of the life-boat heard a wireless distress call from a French trawler in the direction of Skipsea. At 11.55 the life-boat *Tillie Morrison, Sheffield II* was launched, with the ex-coxswain in charge and a scratch crew. The sea was calm, there was a light west-south-west breeze and fog, and the tide was ebbing. The life-boat found the trawler *Jacques Colin*, of Boulogne, hard and fast about four miles south of the harbour. She was lying broadside to the beach. Members of the life-boat crew boarded her, and the life-boat ran out anchors for her. The trawler heaved in on her anchors, and with the life-boat pulling her as well she refloated. The life-boat towed her clear, gave the trawler skipper a course out of Bridlington Bay, and then re-embarked her own men. The trawler went on her way to Middlesbrough, and the life-boat returned to her station, arriving at 5.5. The skipper expressed his thanks.—Property Salvage Case.

#### LIFE-BOAT TAKES OVER TOW FROM STEAMER

Sheringham, Norfolk.—At 12.45 on the afternoon of the 2nd of December, 1955, the Cromer coastguard rang up to say that the S.S. *Tudor Queen* had wirelessed that she had found the motor yacht *Flashing Stream*, with a crew of two, fifteen miles north of Sheringham. The yacht had broken down, and the steamer asked for a tug. The steamer later reported that she had taken the yacht in tow herself and

asked the life-boat to take over. At 1.44 the life-boat *Foresters Centenary* was launched in a calm sea. There was a west-north-west breeze, and the tide was ebbing. The life-boat came up with the *Tudor Queen* near West Sheringham buoy, towed her to Wells and reached her station again at 10.5. The owner and skipper expressed their appreciation.—Rewards to the crew, £29 5s.; rewards to the helpers on shore, £17 3s.

#### BARGE AGROUND PULLED CLEAR

**Dungeness, Kent.**—At 10.45 on the morning of the 5th of December, 1955, a man reported that the barge *Will Everard*, of London, which had a crew of four, had run ashore near Galloways. At 11.25 the life-boat *Charles Cooper Henderson* was launched. The sea was choppy, there was a moderate south-south-west breeze, and the tide was flooding. The life-boat found the barge six miles west-by-north of the life-boat station and took her in tow. She pulled her clear, and the barge went on her way under her own power. The life-boat then returned to her station, arriving at 2.10.—Property Salvage Case.

#### YACHT WITH EXHAUSTED CREW TOWED IN

**Walton and Frinton, Essex.**—At six o'clock on the evening of the 5th of December, 1955, the Walton-on-the-Naze coastguard telephoned that the life-boat coxswain had reported that a yacht was driving towards the sea wall east of the life-boat station. The coxswain hailed her, and her crew of three said their engine had broken down. At 6.40 the life-boat *Edian Courtauld* put out. The sea was moderate, there was a light south-westerly breeze, and the tide was half ebb. The life-boat found the 4-ton auxiliary yacht *Alexena* three hundred yards from the life-boat station. The yachtsmen were exhausted. The life-boat towed the *Alexena* to Harwich and reached her station again at 11.42.—Rewards to the crew, £18 10s.; rewards to the helpers on shore, £1 13s.

#### FISHING BOAT TOWED TO PEEL

**Peel, Isle of Man.**—At 3.46 on the afternoon of the 8th of December, 1955, the coastguard rang up to say that the fishing boat *Favonian*, of Belfast, which had a crew of four, was burning a flare a quarter of a mile north of Peel breakwater. At four o'clock the life-boat *Helena Harris—Manchester and District XXXI* was launched, with the bowman in charge and the Irish district inspector of life-boats on board. The sea was calm, there was a light north-north-east breeze, and the tide was half flood. The life-boat found that the *Favonian*, which was undergoing trials with a new owner on board, had broken down. She towed her to Peel, reaching her station again at 4.30. The owner made a donation to the funds of the Institution.—Rewards to the crew, £9; rewards to the helpers on shore, £17 17s.

#### FIRST SERVICE OF ORKNEYS LIFE-BOAT

**Stromness, Orkneys.**—At seven o'clock on the evening of the 9th of December, 1955, the Kirkwall coastguard rang up to say that a landing barge had run ashore at Ness Beacon. At 7.18 the life-boat *Archibald and Alexander M. Paterson* was launched on service for the first time. The sea was choppy, there was a fresh easterly breeze, and it was one hour after high water. The life-boat found the 270-ton War Department landing craft *L.405* between Quarry and Point of Ness. She had twelve men on board. The life-boat remained with the landing craft, but at 9.45 she was high and dry. The life-boat returned to Stromness, arriving at ten o'clock. The coxswain then went aboard the landing craft from the shore to make arrangements with the master to refloat her, and at four o'clock on the morning of the 10th the life-boat was launched again. She took the landing craft in tow, and after one unsuccessful attempt pulled her clear. The second coxswain went on board to act as pilot, and the life-boat towed the landing craft to Stromness, arriving at eight o'clock.—Rewards to the crew, £25 10s.; rewards to the helpers on shore, £4 4s. 6d.



### FISHING BOAT ESCORTED TO BLYTH

**Blyth, Northumberland.**—At noon on the 10th of December, 1955, the coastguard rang up to say that a man had reported that he had received a wireless message from the fishing boat *Golden Days*. She reported that she was escorting the fishing boats *Johnsons* and *Rob Roy* to the harbour and that conditions at the harbour bar were dangerous. She asked for the life-boat. At 12.10 the life-boat *Winston Churchill, Civil Service No. 8* was launched. The sea was rough, a moderate gale was blowing from the north-east, and the tide was flooding. The life-boat made for the boats, but the *Rob Roy* and *Golden Days* entered harbour on their own. The life-boat then escorted in the *Johnsons* and arrived back at her station at 12.55.—Rewards to crew, £8 15s.; rewards to the helpers on shore, £2 8s.

### LIFE-BOAT AND HELICOPTER TO HELP OF SICK MAN

**Bembridge, Isle of Wight.**—At ten o'clock on the morning of the 12th of December, 1955, a doctor rang up the life-boat station to say that the keeper of St. Helen's Fort at Spithead was seriously ill. He asked if he could be taken to the fort to attend him. At 10.20 the life-boat *Jesse Lumb* was launched with the doctor on board and made for the fort in a very rough sea. There was a strong easterly breeze, and it was high water. After several attempts and with considerable difficulty the life-boat put the doctor on the fort. He later telephoned the life-boat station to say the patient must be moved by stretcher and asked for a helicopter to take him ashore. At the request of the life-boat honorary secretary a helicopter took off from the Royal Naval Air Station at Lee-on-Solent. The aircraft landed on the fort, and with the life-boat standing by lifted the patient and the doctor. The helicopter then took them to a hospital in Newport, and because of the weather the life-boat made for Cowes, which she reached at three o'clock. The life-boat was taken back to her station on the 14th.—Rewards to the crew,

£14; rewards to the helpers on shore, £3 5s.

### AWARD FOR DORSET COXSWAIN

On the 12th of December, 1955, the Swanage life-boat rescued the only man on board a barge which had broken adrift from a tug and was driving for the shore. For this service a full account of which is given on page 190, Coxswain Robert Brown has been accorded the thanks of the Institution inscribed on vellum.

### SIX MEN RESCUED FROM BARGE AGROUND

**Caister-on-Sea, Norfolk.**—At 6.45 on the evening of the 12th of December, 1955, several men on the beach saw red flares in the direction of North Scroby Sand. Ten minutes later the life-boat *Jose Neville* was launched. The sea was rough, there was a strong east-south-east wind, and it was one hour and a half before high water. The life-boat found the steam trawler *Thracian*, of Grimsby, with a crew of six. She was aground on the sand and was rolling and pounding heavily. With difficulty the life-boat went alongside her, and her crew jumped aboard. The life-boat took them to Caister and arrived back at her station at 8.15. The crew of the Great Yarmouth and Gorleston life-boat assembled but were not needed.—Rewards to the crew, £11 5s.; rewards to the helpers on shore, £6 6s.

### COASTER ESCORTED TO PORTRUSH

**Portrush, Co. Antrim.**—At 2.36 on the morning of the 13th of December, 1955, the coastguard rang up to say that the coaster *Sir James*, of London, which had a crew of five, was sheltering in Church Bay, Rathlin Island, but was dragging her anchor. She was close to the shore, and at three o'clock the life-boat *Lady Scott, Civil Service No. 4* was launched. There was a rough sea, a moderate south-east wind was blowing, and the tide was flooding. The life-boat stood by the *Sir James* while she manœuvred herself clear of the shore, and then escorted her to Portrush, arriving at nine o'clock.—Rewards to the crew, £16 5s.; rewards to helpers on shore, £1 16s.

### FISHING BOAT ESCORTED TO FLAMBOROUGH

Flamborough, Yorkshire. — On the morning of the 14th of December, 1955, the weather grew worse while the local fishing coble *Silver Line*, with a crew of two, was still at sea. Anxiety was felt for her safety, and at 10.15 the life-boat *Friendly Forester* was launched. The sea was very rough, there was a south-easterly gale and heavy rain, and it was low water. The life-boat made a search and saw distress rockets fired. She came up with the *Silver Line* three miles north-east of Flamborough Head. The fishing boat was making very heavy weather, and the life-boat escorted her to the North Landing, reaching her station again at noon.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £8 18s.

### PATIENT TAKEN FROM EIGG TO MALLAIG

Mallaig, Inverness-shire.—At 4.10 on the afternoon of the 14th of December, 1955, the doctor on the Isle of Eigg telephoned the life-boat station that he had a patient suffering from appendicitis, who must be taken to hospital at once. As no other boat was available the life-boat *Sir Arthur Rose* put out at 4.30. The sea was rough, there was a southerly gale, and the tide was half flood. The life-boat went to Eigg, embarked the patient, and returned to Mallaig, where an ambulance was waiting, arriving at 10.30. The patient's life was saved.—Rewards to the crew, £14. Refunded to the Institution by the St. Andrews and Red Cross Scottish Ambulance Service.

### LOBSTER BOAT TOWED TO ANCHORAGE

Stronsay, Orkneys.—At one o'clock on the afternoon of the 15th of December, 1955, a report was received that the local lobster boat *Fulmar* was at anchor in Huip Sound but that she was in danger of sinking, as there was a very rough sea and a fresh easterly gale was blowing. At 1.56 the life-boat *The John Gellatly Hyndman* put out in an ebbing tide. She found the *Fulmar* in danger of driving ashore.

Two members of the life-boat crew went on board, and the life-boat towed the *Fulmar* to anchorage in the lee of Linksness and anchored her there. The life-boat then returned to her station, arriving at five o'clock.—Rewards to the crew, £12 5s.; rewards to the helper on shore, etc., £4 2s.

### LIFE-BOAT PUTS DOCTOR ABOARD R.A.F. LAUNCH

Anstruther, Fifeshire. — About two o'clock on the afternoon of the 15th of December, 1955, the coastguard rang up to say that a Royal Air Force rescue launch had picked up a badly injured airman from an R.A.F. helicopter, which during a training flight from Leuchars with a crew of two had crashed after hitting Bell Rock lighthouse. The launch was making for Anstruther, and the R.A.F. had asked if a doctor could be taken to her. At 2.15 the life-boat *James and Ruby Jackson* put out, with a doctor on board, and searched for the R.A.F. launch in a heavy swell. There was a light south-westerly breeze, and the tide was flooding. The life-boat found the launch off Crail and put the doctor and a member of the life-boat crew aboard. The launch went to Anstruther, where an ambulance was waiting, arriving about three o'clock, but the airman died. The life-boat returned to her station, which she reached again at four o'clock. The Arbroath and Montrose life-boats and two helicopters searched for the other man, but did not find him.—Rewards to the crew, £9; rewards to the helpers on shore, etc., £10 14s.

### LIFE-BOAT TAKES OUT PILOT TO WARN VESSEL

Arbroath, Angus.—On the 16th of December, 1955, the local pilot boat put off with a pilot to warn a vessel not to attempt to enter the harbour in the bad weather, but the pilot boat broke down and was towed in. At 2.30 in the afternoon the life-boat *Howard D.* embarked the pilot and was launched in a very rough sea. A south-easterly gale was blowing, and the tide was flooding. The pilot gave his warning to the vessel and returned

to Arbroath in the life-boat. When the life-boat reached her station the coxswain was told that the local fishing boat *Floreat II*, with a crew of five, was making for the harbour. The life-boat put to sea at once, remained by the harbour bar until the fishing boat arrived, and escorted her in at 4.30. The life-boat remained in the harbour and was rehoused two days later.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £2 11s.

#### FISHING BOAT TOWED TO BRIDLINGTON

Bridlington, Yorkshire.—At 7.45 on the morning of the 17th of December, 1955, a message was received from the harbour office that the local fishing boat *Winifred*, with a crew of four, had broken down three miles south-east of Flamborough Head. At 8.30 the life-boat *Tillie Morrison, Sheffield II* was launched, with an ex-coxswain in charge. There was a rough sea, a strong north-easterly breeze was blowing, and the tide was ebbing. The life-boat made for the position in heavy weather, and at 9.27 came up with the *Winifred* three miles east of Smithic Sands buoy. She passed a rope aboard, towed the fishing boat to Bridlington in worsening weather, and reached her station again at noon.—Property Salvage Case.

#### MEN PAINTING LIGHTHOUSE BROUGHT TO MAINLAND

North Sunderland, Northumberland.—At seven o'clock on the morning of the 17th of December, 1955, the life-boat coxswain noticed a flashing light on the Inner Farne Island. He knew that two Trinity House men had been painting the lighthouse, but at 1.13 the Seahouses coastguard rang up to say that the men had lighted a fire, and it was thought that they needed help. At 1.50 the life-boat *Grace Darling* was launched. The sea was very heavy, there was a north-westerly wind, and the tide was flooding. The life-boat reached the island fifteen minutes later, and the workmen said that they were running short of food and water. The life-boat took them

on board, and after a rough passage landed them at her station at 2.35.—Rewards to the crew, £9; rewards to the helpers on shore, £6 14s.

#### FISHING BOAT ESCORTED TO WHITBY

Whitby, Yorkshire.—At 1.55 on the afternoon of the 18th of December, 1955, the skipper of a fishing boat told the second coxswain that the weather had made conditions on the outer harbour bar very dangerous and that the local fishing boat *Lead Us* was still at sea with a crew of five. At 2.10 the no. 1 life-boat *Mary Ann Hepworth* was launched and stood by the bar in a rough sea. There was a fresh west-north-west wind, and the tide was flooding. The *Lead Us* arrived about three o'clock, and the life-boat escorted her in, reaching her station again at 3.45.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £1 16s.

#### SICK MAN TAKEN FROM COLLIER

Tynemouth, Northumberland.—At 5.14 on the evening of the 18th of December, 1955, the coastguard telephoned that a wireless message had been received from the S.S. *Pompey Power*, of Portsmouth, that she had a very sick man on board who needed immediate medical attention. At 5.37 the life-boat *Tynesider* was launched. There was a swell, a moderate north-westerly breeze was blowing, and the evening was very dark. The life-boat came up with the vessel, which was a collier bound from Blyth for Portsmouth, about three miles easy-by-south of Tyne pier. The life-boat took the sick man on board and landed him at Tynemouth, where an ambulance was waiting, at 6.52. The man was taken at once to the Tynemouth Infirmary and his life was saved.—Rewards to the crew, £10; rewards to the helpers on shore, £3 18s.

#### FISHING BOAT'S CREW LANDED IN SNOWSTORM

Stromness, Orkneys.—At 9.10 on the evening of the 20th of December, 1955, the Kirkwall coastguard rang up to say that flares had been seen between

Hoy Head and Graemsay. At 9.23 the life-boat *Archibald and Alexander M. Paterson* was launched. There was a heavy ground swell, a light north-westerly breeze was blowing, and the tide was flooding. It was snowing heavily. The life-boat made a search in very bad visibility but found nothing. At 11.14 the coastguard reported that the fishing boat *Ivylea* had stranded a quarter of a mile east of Outtaing, in Hoy Sound. Her crew of four had scrambled ashore, but they asked if the life-boat would pick them up at Hoy pier. This request was passed to the life-boat by radio-telephone, and the life-boat took them on board and landed them at Stromness at two o'clock on the morning of the 21st.—Rewards to the crew, £12 5s.; rewards to the helpers on shore, £1 16s.

#### TWO LIFE-BOATS PUT OUT TO ESCORT MOTOR VESSEL

**Tenby, Pembrokeshire, and Minehead, Somerset.**—At 7.40 on the morning of the 22nd of December, 1955, the Tenby coastguard rang up the Tenby life-boat station to say that the motor vessel *Cornel*, of Cardiff, bound for Bristol with a cargo of stone and carrying a crew of eight, had sent a wireless distress message stating that she had sprung a leak and had developed a heavy list five miles off St. Govan's Head. At 7.53 the life-boat *Henry Comber Brown* was launched on service for the first time. The sea was rough, there was a south-south-west gale, and the tide was ebbing. The life-boat came up with the *Cornel* at 11.18, by which time she was ten miles from St. Govan's light. The motor vessel *Anteriority* was standing by her, but the life-boat remained with her and escorted her across the Bristol Channel. At 3.10 the *Anteriority* went on her way, and the life-boat escorted the *Cornel* as far as Minehead. At 6.5 the Tenby honorary secretary rang up the Minehead life-boat station to say that the Tenby life-boat would stay at Minehead for the night and asked if the Minehead life-boat would escort the *Cornel* from there.

At 8.15 the Tenby life-boat and the

*Cornel* reached a position about four miles from Minehead, and fifteen minutes later the life-boat *B.H.M.H.* was launched. The weather had moderated considerably. The *Cornel* signalled later that she did not need help any longer, and she made for Bristol. The Minehead life-boat met the Tenby life-boat, and they both reached Minehead about 9.35. The Tenby life-boat remained there for the night and was taken back to her station the next morning.—Tenby: rewards to the crew, £56 15s.; rewards to the helpers on shore, and expenses at Minehead, etc., £24 5s. 6d. Minehead: rewards to the crew, £8 15s.; rewards to the helpers on shore, etc., £8 17s.

#### FIVE BOATS ESCORTED IN ROUGH SEA

**Bridlington, Yorkshire.**—During the afternoon of the 22nd of December, 1955, anxiety was felt for the safety of five local fishing boats which were still at sea in deteriorating weather. At 3.10 the life-boat *Tillie Morrison, Sheffield II* was launched. The coastguard Life-Saving Apparatus Company manned the piers. The sea was rough, there was a strong south-westerly wind, and it was one hour before low water. The life-boat escorted in all the boats and reached her station again at 4.18.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £5.

#### DECEMBER SERVICE LASTING SEVENTEEN HOURS

**Arklow, Co. Wicklow.**—At 10.30 on the night of the 22nd of December, 1955, a telephone message was received from the Coast Life-Saving Service in Dublin that the motor vessel *Ganseay*, of Castletown, had wirelessed that she had damaged her rudder and needed help off Arklow. She was later stated to be near the Arklow lightvessel, and at 11.17 the life-boat *Inbhear Mor* was launched. There was a heavy sea, with a moderate southerly gale blowing and a flooding tide. The life-boat searched until she made contact by radio-telephone with the *Ganseay*. She found her six miles east-by-north of the harbour and stood by her.

The *Gansev* was in a dangerous position on the windward side of Arklow Bank. The life-boat remained with her all night, and at five o'clock on the morning of the 23rd took her in tow. She towed her well clear of the bank, but the tow rope parted twice and the *Gansev* anchored. The life-boat stood by her, and at 11.15 another motor vessel arrived. The life-boat passed lines between the two vessels, and the *Gansev* was taken in tow, with the life-boat escorting. Between noon and two o'clock the tow rope parted four times, and the life-boat connected new ropes each time. By 2.30 the vessels had reached smooth water north of Wicklow Head. The life-boat was then recalled to her station, which she reached at 4.30 after being at sea for over seventeen hours.—Rewards to the crew, £40 5s.; rewards to the helpers on shore, etc., £6 8s.

#### DOCTOR ACTS AS BOWMAN

**Ramsey, Isle of Man.**—At 8.45 on the morning of the 29th of December, 1955, the coastguard telephoned that the steam trawler *Red Lancer*, of Fleetwood, which had anchored near the harbour entrance had hoisted a flag signal indicating that she needed a doctor. As the weather was too bad for a local boat to put off, the life-boat *Thomas Corbett* was launched at 9.30, with a doctor who is a regular member of the crew acting as bowman. There was a rough sea and a west-north-west gale, and it was two hours before high water. The life-boat put the doctor on the trawler, which had two sick men on board. Later the life-boat took the doctor ashore so that he could get some medicine, and she afterwards put him aboard the trawler again. The doctor treated the two men and re-embarked in the life-boat, which returned to her station, arriving at eleven o'clock.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £9 12s.

#### SECOND CALL FOR DOCTOR ON SAME DAY

**Ramsey, Isle of Man.**—At four o'clock on the afternoon of the 29th of December, 1955, information was received

from the coastguard that the steam trawler *Red Dragon*, of Fleetwood, had reported that she would be calling at Ramsey about 7.30 to land a man who was seriously ill. At 7.30 the life-boat *Thomas Corbett* was launched with the doctor, who had served as bowman on an earlier service that day, on board. The sea was moderate, there was a moderate westerly breeze, and the tide was flooding. The life-boat came up with the trawler three miles to the eastward and took on board the sick man. She took him to Ramsey for hospital treatment and reached her station again at 8.30.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £10 4s.

#### TWO BOATS ESCORTED TO SCARBOROUGH

**Scarborough, Yorkshire.**—During the morning of the 30th of December, 1955, information was received from the crews of fishing boats coming in from sea that the wind was freshening and the weather worsening. There were doubts about the safety of the local cobsles *Rosemary II* and *Betty Sheader*, which each had a crew of two, and at eleven o'clock the life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at the station, was launched. The sea was rough, there was a strong northerly breeze, and it was slack water. The life-boat soon came up with the *Rosemary II*, escorted her to the harbour, and then put to sea again to look for the *Betty Sheader*. She found her three miles north-east of Scarborough Castle, escorted her in, and reached her station again at one o'clock.—Rewards to the crew, £9; rewards to the helpers on shore, £11 7s.

#### FOUR BOATS ESCORTED TO WHITBY

**Whitby, Yorkshire.**—On the afternoon of the 30th of December, 1955, it was reported that four local fishing boats were still at sea. Conditions at the harbour bar were dangerous, and at 1.54 the no. 1 life-boat *Mary Ann Hepworth* was launched. The sea was rough, there was a fresh north-north-west wind, and the tide was half flood.

The life-boat remained by the bar until three o'clock when the *Pilot Me* arrived. The life-boat escorted her in and a little later escorted in the *Success* and *Provider A*. At 4.10 the *Lead Us* came in sight, and she too was escorted in by the life-boat, which then returned to her station, arriving at 4.30.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, etc., £2 16s.

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

**Hartlepool, Durham.**—December 1st.—Rewards, £14 13s.

**Cromer, Norfolk.**—December 2nd.—Rewards, £18 7s.

**Barra Island, Outer Hebrides.**—December 2nd.—Rewards, £17 2s.

**Southend-on-Sea, Essex.**—December 4th.—Rewards, £17 10s.

**Howth, Co. Dublin.**—December 4th.—Rewards, £9 19s.

**Donaghadee, Co. Down.**—December 5th.—Rewards, £11 4s.

**Skegness, Lincolnshire.**—December 7th.—Rewards, £19 2s.

**Cromer, Norfolk.**—December 8th.—Rewards, £47 18s. 6d.

**Port St. Mary, Isle of Man.**—December 9th.—Rewards, £11 4s.

**Southend-on-Sea, Essex.**—December 11th.—Rewards, £14 14s.

**Walmer, Kent.**—December 13th.—Rewards, £38 16s.

**Dover, Kent.**—December 13th.—Rewards, £14 5s.

#### FOUR LIFE-BOATS IN LONG SEARCH FOR FISHING BOAT

**Whitby, Yorkshire.**—At 4.45 on the afternoon of the 13th of December, 1955, the no. 1 life-boat second coxswain reported that the local fishing boat *Progress*, which had a crew of five, had not returned from the fishing grounds to the north-east. As the weather was bad, the no. 1 life-boat *Mary Ann Hepworth* was launched at 4.55 to search for her. There was a heavy sea, a strong south-south-east wind was blowing, and it was one hour and a half after high water. The life-boat searched widely in worsening

weather but found nothing and arrived back at her station at 2.36 early on the 14th.

The honorary secretary asked the Royal Air Force for helicopter help at daybreak, and at 7.40 the life-boat was launched again. Two helicopters which joined in the search found no sign of the *Progress* in the poor visibility, but the life-boat continued to search all day. She too found nothing. The local fishing boat *Provider A*, which had also put off with other fishing boats, found the *Progress* at 12.25 about twenty-two miles north-west of Whitby. The *Progress* had fouled her propeller the morning before and had drifted ever since. The *Provider A* wirelessly the news to the life-boat and stated that she would take the *Progress* in tow. The fishing boat *Success* helped the *Provider A* tow the *Progress* to Whitby, and the life-boat returned to her station, arriving at 4.30 after being at sea for a total of nearly nineteen hours. The *Progress* reached the harbour at nine o'clock that night. The Redcar, Runswick and Teesmouth life-boats were also launched. They were at sea for thirteen hours, twenty hours, and sixteen hours respectively.—Rewards to the Whitby crew, £53 10s.; rewards to the helpers on shore, etc., £8 9s.

**Runswick, Yorkshire.**—December 13th—14th.—Rewards, £70 3s.

**Teesmouth, Yorkshire.**—December 13th—14th.—Rewards, £42 11s.

**Redcar, Yorkshire.**—December 13th—14th.—Rewards, £48 15s.

**Portrush, Co. Antrim.**—December 14th.—Rewards, £18 1s.

#### THREE MEN RESCUED BY SHORE L.S.A.

**Whitehills, Banffshire.**—At 9.12 on the night of the 14th of December, 1955, the Banff coastguard reported that a vessel had sent a wireless distress message that she had run on the rocks west of Gardenstown. At 9.25 the life-boat *Sr. Andrew, Civil Service No. 10* was launched. The sea was very rough, a strong gale was blowing from the east, and the tide was half flood.

There were heavy rain squalls. The life-boat made for the position, and came up with a Belgian trawler one mile west of Mohr Head. The vessel which had gone ashore was another Belgian trawler, the *Beatrix Fernande*, which had a crew of eight, but she could not be seen from the life-boat in the very bad weather.

The wreck was lying in very broken water inside submerged reefs, on which heavy seas were breaking. Another boat joined the life-boat, but none of the boats could come close enough to the wreck to help. Six of the trawlermen jumped into the sea. Of these three reached the shore, but one of them died later. The other three men returned to the wreck and were rescued by the Banff coastguard Life-Saving Apparatus Company using a breeches buoy. The two other members of the crew, including the skipper, were believed to have been washed overboard.

During the rescue operations from the shore a fishery protection cruiser arrived and remained with the life-

boat and other boats near the wreck. Nothing could be done from seaward in the extremely bad weather conditions. No sign of the missing men was seen, and the life-boat returned to her station, arriving at 8.30 on the morning of the 15th.—Rewards, £32 7s.

Arbroath, Angus.—December 15th.—Rewards, £17 11s.

Montrose, Angus.—December 15th.—Rewards, £55 11s.

Amble, Northumberland.—December 16th.—Rewards, £16 5s.

Cromer, Norfolk.—December 17th.—Rewards, £17 1s.

Aldeburgh No. 2, Suffolk.—December 21st.—Rewards, £34 10s. 6d.

Stornoway, Outer Hebrides.—December 22nd.—Rewards, £17 10s.

Stronsay, Orkneys.—December 25th.—Rewards, £11 2s.

Ballycotton, Co. Cork. — December 25th.—Rewards, £17 2s.

Clacton-on-Sea, Essex. — December 29th.—Rewards, £13 12s.

## Obituary

### COXSWAIN J. A. ATKINSON

COXSWAIN J. A. ATKINSON died on the 17th of October, 1955, at the age of 76. He was coxswain of the Padstow no. 1 life-boat from 1929 until he retired in 1944. His earliest appointment by the Institution was as mate of the tug *Helen Peele* in 1909. Fourteen years later he was promoted master.

He was awarded the bronze medal in 1929 for the rescue by the *Helen Peele* of the crew of the fishing boat *Our Girlie*.

### COXSWAIN RICHARD JONES

COXSWAIN RICHARD JONES of Holyhead died on the 13th of November, 1955, at the age of 56. He first joined the Holyhead crew in 1915 and he became bowman in 1930. He was appointed coxswain in 1937 and for

the last 17 years held this appointment as a full-time job.

In 1943 he was awarded the bronze medal for the rescue of the crew of 47 of the S.S. *Castilian*. Six years later he was awarded a second service clasp to his bronze medal for the rescue of seven members of the crew of the S.S. *Mayflower*.

### COXSWAIN GEORGE LENG

COXSWAIN GEORGE LENG of Flamborough died on the 6th of March, 1955, at the age of 75. He served as coxswain for 14 years, retiring at the end of 1945. He had previously served for more than 11 years as bowman.

In 1937 he was awarded the silver medal for the rescue of the crew of 15 of the steam trawler *Lord Ernle*.

## Naming Ceremonies

### TROON

The new Troon life-boat, *James and Barbara Aitken*, was named by Her Grace Mary, Duchess of Montrose, an honorary life governor of the Institution and president of the Isle of Arran branch, on the 9th of July, 1955. The cost of this life-boat has been defrayed by the amalgamation of legacies from Miss Agnes Aitchison of Dorking, and Mrs. Agnes Aitken of Scotforth, Lancaster, and a gift from Dr. and Mrs. Aitken, of Scotforth, Lancaster.

The Rev. A. G. Stewart, chairman of the branch, took the chair. Lord Saltoun handed the life-boat to the branch, the Rev. A. G. Stewart accepting her.

The new life-boat, which is the second of the 42-foot Watson type to go to her station, was described by Lieut. E. D. Stogdon, Northern District Inspector. The Rev. Allan Young, Minister of Troon Old Church, dedicated her.

A vote of thanks to Mary Duchess of Montrose was proposed by Commander G. H. Hughes-Onslow, Lord Lieutenant of the County of Ayr, and a vote of thanks to the chairman and others by the Provost of Troon, Mr. Harry McCall.

The singing was led by the Troon combined churches choirs, and the Galston Burgh Band conducted by Mr. James Connell played at the ceremony.

### STRONSAY

The naming ceremony of the new Stronsay life-boat, *The John Gellatly Hyndman*, which has been provided out of a legacy left by Miss Elise Amelia Hyndman of Greenock, took place on the 24th of August, 1955. The life-boat was named by Mrs. Joseph Grimond, wife of the Member of Parliament for Orkney and Shetland.

The Provost of Kirkwall, Mr. J. Flett, took the chair. Admiral Sir Angus Cunninghame Graham, a member of the Committee of Management and a Vice-Chairman of the Scottish Life-boat Council, thanked the donor and handed the life-boat over to the branch, Captain E. H. Clements,

honorary secretary of the Stronsay branch, accepting her. The new life-boat, which is a 52-foot Barnett boat, was described by Lieut. E. D. Stogdon.

The Rev. E. P. G. Fox, Minister of Moncur Memorial Church and chairman of the Stronsay branch, dedicated the life-boat. A vote of thanks to Mrs. Grimond was proposed by Mrs. John Groat, vice-president of the Stronsay Ladies' Life-boat Guild, and a vote of thanks to the chairman and others was proposed by Mr. William Work, County Councillor for Stronsay.

The singing was led by the choir of the Moncur Memorial Church and music was played by the Kirkwall Salvation Army Band.

### STROMNESS

The day after the naming of the Stronsay life-boat the Stromness life-boat was named by Miss Chris McKinnon. The new life-boat, *Archibald and Alexander M. Paterson*, was provided as a gift by Miss Margaret M. Paterson, of Florida, U.S.A., in memory of her brothers, her uncle and her grandfather. Miss McKinnon is Miss Paterson's cousin.

Mr. John Rae, chairman of the Stromness branch, took the chair. Air Vice Marshal Ronald Graham presented the life-boat on behalf of the donor to the Institution. Admiral Sir Angus Cunninghame Graham thanked the donor on the Institution's behalf and handed the life-boat over to the branch, Mr. Thomas Harvey, honorary secretary of the Stromness branch, accepting her.

The new life-boat, which is a 52-foot Barnett type, was described by Lieut. E. D. Stogdon. The Rev. H. C. Ross, Minister of the North Church, Stromness, dedicated her. A vote of thanks to Miss McKinnon was proposed by Mr. Patrick N. Sutherland Graeme, Lord Lieutenant of the County of Orkney, and a vote of thanks to the chairman and others by the Provost of Stromness, Mr. N. F. Hourston.

The singing was led by the Stromness combined church choirs, and the 1st Stromness Company of the Boys' Brigade and the Stromness accordion band played at the ceremony.



Services of the Life-boats of the Institution during 1955

		Time of Launching.		Persons rescued from shipwreck.
1955.				
Jan.	3.	4.35 p.m.	Fishing boats, of Pittenween. Anstruther life-boat escorted boats.	
"	3.	8.10 p.m.	M.F.V. No. 51, of the R.A.S.C. Yarmouth, Isle of Wight, life-boat gave help.	
"	4.	4. 0 p.m.	South Goodwin lightvessel. Dover life-boat landed an injured man.	
"	9.	2.28 p.m.	Steam trawler <i>Monimia</i> , of Fleetwood. Barra Island life-boat gave help.	
"	9.	4.15 p.m.	Fishing boat <i>Welsh Girl</i> , of Barmouth. Barmouth life-boat escorted boat.	
"	12.	9. 5 p.m.	M.V. <i>Nissan</i> , of Halmstad, Sweden. Caister life-boat gave help.	
"	14.	2.15 p.m.	Aith life-boat took a medical party to Tangwick and then took a sick woman to Hillswick, saving her life. - - - - -	1
"	14.	5.45 p.m.	Stromness life-boat took a sick woman to Scapa.	
"	15.	8.45 a.m.	Thurso life-boat took provisions to Reay and a body to Port Skerra.	
"	16.	5.40 a.m.	S.S. <i>Cuban</i> , of Glasgow. Troon life-boat gave help and landed 2.	
"	16.	8.20 a.m.	M.V. <i>Saint Kentigern</i> , of Glasgow. Douglas life-boat escorted vessel.	
"	16.	9.45 a.m.	Fishing boat <i>Provider A.</i> , of Whitby. Whitby No. 1 life-boat escorted boat.	
"	16.	11.30 a.m.	Thurso life-boat took medical supplies to Melvich.	
"	18.	11.15 a.m.	Stromness life-boat took provisions to Quoyloo.	
"	19.	11.25 a.m.	Stromness life-boat took a sick woman to Scapa.	
"	20.	12.30 p.m.	Blackwater lightvessel. Rosslare Harbour life-boat landed a man.	
"	20.	3.40 p.m.	Stromness life-boat took a medical party to Hoy.	
"	21.	6.25 a.m.	M.V. <i>Röskva</i> , of Bergen. Cloughy life-boat rescued 11 and gave help. - - - - -	11
"	21.	5.40 p.m.	Motor trawler <i>Grasby</i> , of Lowestoft. Lowestoft life-boat stood by vessel.	
"	21.	9. 5 p.m.	S.S. <i>Mando</i> , of Panama. St. Mary's life-boat - - - - -	25
"	23.	7.50 p.m.	Fishing boat <i>Mary Jane</i> , of Workington. Workington life-boat gave help.	
"	25.	6.56 p.m.	Arklow lightvessel. Arklow life-boat landed a man.	
Feb.	1.	1.12 a.m.	Steam trawler <i>Rugby</i> , of Leith. Fraserburgh life-boat gave help.	
"	3.	12.15 p.m.	Fishing coble <i>Catherine and Ann</i> , of Filey. Filey life-boat escorted boat.	
"	5.	12 noon	Tug <i>Warden</i> and H.M.S. <i>Montclare</i> . St. Mary's life-boat landed four injured men.	
"	7.	10. 0 a.m.	Fourteen fishing boats, of Bridlington. Bridlington life-boat escorted boats.	
"	10.	2.35 p.m.	Three fishing boats, of Whitby. Whitby No. 1 life-boat escorted boats.	
"	11.	12.40 a.m.	M.V. <i>Friargate</i> , of Hull. Flamborough life-boat gave help.	
"	11.	5.55 p.m.	Fishing boat <i>Ploughboy</i> , of Lerwick. Lerwick life-boat saved boat and - - - - -	2
"	12.	5.50 p.m.	Motor launch <i>Tarka</i> and a punt. Coverack life-boat gave help and landed four.	
"	13.	7.15 a.m.	Motor trawler <i>Saint-Pierre-Eglise</i> , of Boulogne. Caister life-boat stood by vessel.	
"	14.	5.30 a.m.	Motor trawler <i>Saint-Pierre-Eglise</i> , of Boulogne. Caister life-boat gave help.	
"	15.	1.45 p.m.	Galway Bay life-boat took a sick man to the mainland.	
"	15.	7.25 p.m.	Fishing boat <i>Primrose</i> , of Dunbar. Dunbar life-boat escorted boat.	
"	16.	6.45 a.m.	Motor trawler <i>Saint-Pierre-Eglise</i> , of Boulogne. Caister life-boat gave help.	
"	16.	11. 5 a.m.	Eight fishing boats. Scarborough life-boat escorted boats.	
"	16.	7. 0 p.m.	Fishing boats <i>Aurora</i> , of Girvan, and <i>Thom Paul</i> , of Whitehaven. Girvan life-boat stood by boats.	
"	16.	11.45 p.m.	Motor-launch <i>Neptunia</i> . Torbay life-boat saved boat and - - -	2
"	17.	10.15 a.m.	Twelve fishing boats, of Girvan. Girvan life-boat escorted boats.	
"	17.	4.30 p.m.	Five fishing boats, of Whitby. Whitby No. 1 life-boat escorted boats.	
"	20.	11.50 a.m.	Trawler <i>Denise Germaine</i> , of Zeebrugge. Clacton-on-Sea life-boat saved a boat.	
"	21.	1.35 a.m.	Lerwick life-boat fetched from Tingwall a man suffering from appendicitis, saving his life - - - - -	1
"	21.	5.15 a.m.	S.S. <i>Monviso</i> , of Genoa. Dover life-boat gave help.	
"	21.	10.38 a.m.	Sailing barge <i>May</i> , of Ipswich. Clacton-on-Sea life-boat saved vessel and - - - - -	2
"	21.	12.25 p.m.	Barge <i>Portlight</i> , of Harwich. Walton and Frinton life-boat saved vessel and - - - - -	2

		Time of Launching.		Persons rescued from shipwreck.
1955.				
Feb.	23.	6.15 p.m.	Trawler <i>Thérèse Emile Yuon</i> , of Concarneau. Howth life-boat -	7
"	23.	11.15 p.m.	S.S. <i>Meta D.</i> , of New York. Selsey life-boat landed twenty-four and stood by vessel.	
"	24.	5.10 a.m.	Outboard motor boat <i>Lady Luck</i> , of Morecambe. Fleetwood life-boat saved boat and - - - - -	2
"	24.	6.30 a.m.	S.S. <i>Foch Rose</i> , of Liverpool. Walmer life-boat gave help.	
"	24.	9.45 a.m.	H.M. M.T.B. <i>Dark Antagonist</i> . Beaumaris life-boat gave help.	
"	27.	6. 0 p.m.	Motor fishing vessel <i>Paragon</i> , of Howth. Howth life-boat saved boat and - - - - -	2
Mar.	4.	9.20 p.m.	S.S. <i>Mitcham</i> , of London. Southend-on-Sea life-boat took out a doctor.	
"	11.	10.55 a.m.	Motor tug <i>Alcha</i> , of Southend. Caister life-boat gave help.	
"	12.	8.10 p.m.	Fishing boat <i>Tranquillity</i> , of Peterhead. Fleetwood life-boat gave help.	
"	13.	10.50 a.m.	S.S. <i>Hadiotis</i> , of Syra, Greece. Humber life-boat landed sick man.	
"	15.	1. 0 a.m.	Codling light-vessel. Wicklow life-boat landed a man.	
"	17.	10. 8 a.m.	Three fishing boats. Whitby No. 1 life-boat escorted boats.	
"	18.	11.57 a.m.	Fishing coble <i>Ocean Pride</i> , of Amble. Amble life-boat escorted boat.	
"	19.	4.23 p.m.	Motor barge <i>Persevere</i> , of Rochester. Clacton-on-Sea life-boat gave help.	
"	22.	12.35 p.m.	Fishing boat <i>True Vine</i> , of St. Abbs. St. Abbs life-boat saved boat and - - - - -	4
"	23.	5.45 a.m.	M.V. <i>Festivity</i> , of London. Fowey life-boat stood by vessel.	
"	23.	7.14 a.m.	S.S. <i>Venus</i> , of Bergen. Plymouth life-boat stood by vessel.	
"	23.	4. 5 p.m.	S.S. <i>Venus</i> , of Bergen. Plymouth life-boat stood by vessel.	
"	23.	8.45 p.m.	Fishing boat <i>Reine de la Mer</i> , of Douarnenez. St. Mary's life-boat gave help.	
"	25.	9.50 a.m.	Fishing boat <i>Lindfar</i> , of Eyemouth. St. Abbs life-boat landed an injured man.	
"	26.	3.30 a.m.	M.V. <i>Lea</i> , of Groningen. Whitby No. 1 life-boat landed four and stood by vessel.	
"	26.	2. 6 p.m.	Fishing boat <i>John Wesley</i> , of North Sunderland. North Sunderland life-boat gave help.	
"	26.	6.30 p.m.	Motor launch <i>Rcnif</i> , of Poole. Poole life-boat gave help.	
"	31.	2.44 p.m.	Avenger aircraft. The Lizard life-boat - - - - -	2
April	8.	7.40 p.m.	Yacht <i>Sea Fury</i> . Hoylake life-boat saved yacht and - - - - -	3
"	9.	8.45 p.m.	Barra Island life-boat took a sick person to Lochboisdale.	
"	10.	9.30 p.m.	Motor yacht <i>Episode</i> , of Dundee. Dungeness life-boat gave help.	
"	11.	5.40 p.m.	Girl in the sea. Holyhead life-boat landed a body.	
"	11.	10.50 p.m.	Steam trawler <i>Gava</i> , of Aberdeen. Longhope life-boat saved vessel and - - - - -	4
"	17.	3.50 p.m.	St. Peter Port life-boat fetched a sick man from Sark.	
"	19.	8.30 a.m.	Fishing boat <i>Normandie</i> , of Dieppe. Torbay life-boat stood by boat.	
"	25.	11.20 a.m.	Fishing boat <i>Neula</i> . Tenby life-boat escorted boat.	
"	26.	4.45 p.m.	S.S. <i>Germania</i> , of Piraeus. Eastbourne life-boat - - - - -	23
"	27.	11.15 a.m.	S.S. <i>Germania</i> , of Piraeus. Eastbourne life-boat stood by vessel.	
May	1.	11.30 a.m.	Racing yacht <i>Dot</i> , of Liverpool. Beaumaris life-boat escorted yacht.	
"	1.	12.30 p.m.	Fishing boat <i>Kitty</i> . New Brighton life-boat escorted yacht.	
"	2.	7.17 a.m.	Yacht <i>Moby Dick</i> , of Fleetwood. Barrow life-boat saved yacht and - - - - -	1
"	2.	11.45 a.m.	Fishing boat <i>Ocean Pearl</i> . Thurso life-boat gave help.	
"	3.	11.30 a.m.	Fishing boat <i>Ros Tuaisceart</i> , of Dublin. Rosslare Harbour life-boat saved boat and - - - - -	3
"	6.	11.50 a.m.	Sailing yacht <i>Nicolette</i> , of Southampton. Falmouth life-boat saved yacht and - - - - -	4
"	6.	4.45 p.m.	Motor boats <i>Moonbeam</i> and <i>Endeavour</i> of Dover. Eastbourne life-boat rescued - - - - -	4
"	6.	6. 0 p.m.	S.S. <i>Germania</i> , of Piraeus. Eastbourne life-boat rescued - - -	16
"	6.	6. 0 p.m.	Motor boat <i>William III</i> , of Dover. Newhaven life-boat escorted boat.	
"	7.	8.18 p.m.	Dinghy. Hastings life-boat saved boat and - - - - -	2
"	8.	12 noon	Two soldiers cut off by the tide. Dover life-boat rescued - - -	2
"	10.	7.45 a.m.	Fishing coble <i>Adventure</i> , of Newbiggin. Blyth life-boat escorted boat.	
"	10.	9.44 a.m.	Three fishing cobbles. Newbiggin life-boat escorted boats.	
"	10.	12.30 p.m.	Galway Bay life-boat took a sick man from Inishmore to the mainland.	
"	10.	2. 0 p.m.	Barge yacht <i>Winifred</i> , of Colchester. Shoreham Harbour life-boat saved yacht and - - - - -	5
"	14.	2.30 p.m.	Yacht <i>Water Music</i> . Dover life-boat saved yacht and - - - - -	7

		Time of Launching.		Persons rescued from shipwreck.
1955.				
May	14.	3.15 p.m.	Motor boat, of Selsey. Selsey life-boat gave help.	
"	16.	11. 0 a.m.	Fishing boat <i>Golden Crown</i> , of Staithes. Runswick life-boat escorted boat.	
"	16.	12.30 p.m.	Crab boat <i>Silver Spray</i> . Falmouth life-boat saved boat and - - -	1
"	17.	1.53 p.m.	M.V. <i>Alice</i> , of Lidköping. Ramsgate life-boat gave help.	
"	17.	4.35 p.m.	Whaler and a dinghy. Dover life-boat saved boats and - - -	8
"	18.	2.38 a.m.	M.V. <i>Urmajo</i> , of Rotterdam. Ramsgate life-boat rescued - - -	10
"	18.	6.10 a.m.	Auxiliary yacht <i>Stormaloug</i> , of London. Southend-on-Sea life-boat saved yacht and - - -	3
"	18.	1.30 p.m.	Sailing boat, of Hayling Island. Selsey life-boat saved boat.	
"	18.	3.25 p.m.	S.S. <i>Zor</i> , of Istanbul. Wells life-boat gave help and rescued - - -	5
"	18.	6.30 p.m.	M.V. <i>Urmajo</i> , of Rotterdam. Ramsgate life-boat gave help.	
"	19.	12.15 a.m.	S.S. <i>Zor</i> , of Istanbul. Sheringham life-boat rescued - - -	4
"	19.	12.34 p.m.	Fishing boat <i>Pilot me</i> . Whitby No.1 life-boat escorted boat.	
"	19.	2. 3 p.m.	S.S. <i>Zor</i> , of Istanbul. Great Yarmouth and Gorleston life-boat landed five from another vessel.	
"	19.	6.55 p.m.	Motor boat <i>Miranda</i> , of Douglas. Douglas life-boat saved boat and - - -	2
"	21.	8. 0 a.m.	Twelve fishing boats. Whitby No.1 life-boat escorted boats.	
"	21.	9.30 p.m.	Motor yawl <i>Shirma</i> , of Longhope. Longhope life-boat gave help.	
"	28.	12.10 a.m.	Ex-R.A.F. launch <i>Wavehopper</i> , of Padstow. Padstow No.1 life-boat saved boat and - - -	4
"	28.	4.20 p.m.	S.S. <i>Sunfleet</i> , of Goole. Great Yarmouth and Gorleston life-boat landed sick man.	
"	29.	10.20 a.m.	Yacht <i>Nahula</i> . Peel life-boat gave help.	
"	29.	6.50 p.m.	Steam trawler <i>Howard</i> , of Hull. Peterhead life-boat landed a sick man.	
"	30.	12.30 a.m.	S.S. <i>Harfry</i> , of London. Caister life-boat gave help.	
"	30.	6.20 p.m.	Two boys cut off by the tide and a coastguardsman. Dover life-boat rescued - - -	3
"	31.	12. 4 a.m.	Yacht <i>Kayak</i> , of Beverley. Humber life-boat gave help.	
June	1.	2.15 p.m.	M.V. <i>Kengis</i> , of Stockholm. Workington life-boat landed a sick man.	
"	4.	12.30 p.m.	Fishing boat <i>Inis Caol</i> , of Dublin. Ballycotton life-boat gave help.	
"	4.	12.50 p.m.	Lugger <i>Maria</i> , of Scheveningen. Aberdeen No.1 life-boat took out two doctors.	
"	4.	9.45 a.m.	Sunderland aircraft. Eastbourne life-boat gave help.	
"	6.	3.55 a.m.	Sailing yacht <i>Mab</i> . Valentia life-boat saved yacht and - - -	2
"	8.	1.30 a.m.	Trawler <i>Ross Corr</i> , of Dublin. Valentia life-boat gave help.	
"	8.	3.30 a.m.	S.S. <i>Mona's Isle</i> , of Douglas. Fleetwood life-boat landed 153.	
"	12.	8.25 a.m.	Three shrimp boats, of Yarmouth. Great Yarmouth and Gorleston life-boat gave help.	
"	12.	9.18 a.m.	Shrimp boat <i>Try</i> , of Yarmouth. Caister life-boat escorted boat.	
"	12.	12 noon	Auxiliary yacht <i>Blotto</i> , of Felixstowe. Southend-on-Sea life-boat saved yacht and landed three.	
"	12.	12.25 p.m.	Fishing boat <i>Sea Sweeper</i> , of Coverack. Coverack life-boat saved boat and - - -	4
"	14.	12.30 p.m.	Fishing boat <i>Beautiful Star</i> , of Dunbar. Dunbar life-boat gave help.	
"	17.	10. 0 a.m.	Fishing boat <i>Scadan</i> , of Tralee. Valentia life-boat gave help.	
"	18.	5.50 a.m.	Yacht <i>Molin</i> , of Glasgow. St. Ives life-boat saved boat.	
"	20.	4. 5 a.m.	Motor yacht <i>Shahjehan</i> , of London. Walton and Frinton life-boat gave help.	
"	21.	1.14 a.m.	Motor boat. Plymouth life-boat gave help.	
"	23.	10.45 p.m.	Fishing boat <i>Ronnie</i> . Seaham life-boat gave help.	
"	23.	11.50 p.m.	Yacht <i>Deirdre</i> , of Rush. Clogher Head life-boat saved yacht and -	2
"	23.	4.14 p.m.	Rowing boat <i>Ellen</i> , of Deal. Ramsgate life-boat gave help.	
"	23.	5.17 p.m.	Cabin cruiser <i>Marina</i> . Lowestoft life-boat gave help.	
"	25.	6.10 p.m.	Boy on a rock cut off by the tide. Seaham life-boat rescued - -	1
"	26.	2.50 p.m.	S.S. <i>Flathouse</i> , of London. Great Yarmouth and Gorleston life-boat landed a sick man.	
"	26.	3.29 p.m.	Yacht <i>Enchantress</i> , of St. Ives. The Lizard life-boat saved boat.	
"	27.	9. 0 p.m.	Yacht <i>Pedlar</i> and another. Filey life-boat saved yacht and landed two.	
"	27.	11.10 p.m.	Motor boat, of Plymouth. Plymouth life-boat gave help.	
July	3.	11.10 a.m.	Fishing coble <i>Elizabeth Taylor</i> , of North Shields. Cullercoats life-boat saved boat and - - -	2
"	3.	12.15 p.m.	Seven yachts. New Brighton life-boat escorted yachts.	
"	3.	6.26 p.m.	Yacht <i>Penboch</i> , of Southampton. Lytham-St. Anne's life-boat rescued - - -	5
"	5.	9. 0 p.m.	Motor boat <i>Ranee</i> , of Tenby. Tenby life-boat gave help.	

		Time of Launching.		Persons rescued from shipwreck.
1955.				
July	7.	9.55 p.m.	28-foot fishing boat, of Passage East. Dunmore East life-boat saved boat and - - - - -	3
	10.	6 p.m.	M.V. <i>Lyra</i> , of Groningen. Hartlepool life-boat gave help.	
	13.	9.35 a.m.	Fishing boat <i>Kitty</i> , of Newhaven. Hastings life-boat gave help.	
	14.	3.55 p.m.	Fishing boat, of Bannow. Kilmore life-boat saved boat and - -	2
	15.	1.10 p.m.	Fishing boat <i>Smiling Morn</i> , of Southwold. Aldeburgh No. 2 life-boat gave help.	
	15.	2.20 p.m.	Tug <i>Trapu</i> , of Dunkirk. Walmer life-boat stood by vessel.	
	15.	3.48 p.m.	Aircraft. Dun Laoghaire life-boat gave help.	
	16.	8. 0 p.m.	Motor boat from H.M.S. <i>Ocean</i> . Margate life-boat escorted boat.	
	17.	4.50 p.m.	Ten anglers marooned on rocks. New Quay life-boat rescued -	10
	18.	1.45 a.m.	Motor pleasure boat <i>Golden Galleon</i> . Great Yarmouth and Gorleston life-boat landed 75.	
	20.	7. 0 p.m.	Shrimp boat <i>YH. 316</i> . Great Yarmouth and Gorleston life-boat gave help.	
	20.	9.35 p.m.	S.S. <i>Corfield</i> , of London. Berwick-on-Tweed life-boat landed a sick man.	
	22.	7.10 a.m.	S.S. <i>Punta</i> , of Panama. St. Mary's life-boat landed 20.	
	23.	10.10 a.m.	S.S. <i>Punta</i> , of Panama. St. Mary's life-boat landed 5.	
	23.	6.55 p.m.	Motor boat <i>Swift</i> , of Port St. Mary. Port Erin life-boat gave help.	
	23.	8.50 p.m.	Pinnaces <i>Rosie</i> and <i>Black Cap</i> . New Brighton life-boat landed 15 from <i>Rosie</i> and stood by both vessels.	
	24.	6.30 p.m.	Youth stranded on rocks. Arbroath life-boat rescued - - - -	1
	25.	5.43 p.m.	Motorship <i>Ferm</i> , of Grimstad. Lytham-St. Anne's life-boat landed an injured man.	
	26.	8.10 p.m.	Cabin cruiser <i>Dolphin</i> , of Porthdinllaen. Porthdinllaen life-boat saved yacht and - - - - -	7
	30.	3. 0 p.m.	Yacht <i>Ayesha</i> . Clacton-on-Sea life-boat gave help.	
	30.	11. 5 p.m.	Dinghy. The Mumbles life-boat rescued - - - - -	1
Aug.	1.	6.30 p.m.	Boat from S.S. <i>Johnny V</i> , of London. The Mumbles life-boat saved boat and - - - - -	4
	2.	7.20 p.m.	Yacht <i>Vigilance</i> , of Shoreham. Shoreham Harbour life-boat gave help.	
	6.	2.22 a.m.	Motor yacht <i>White Heather</i> . Clacton-on-Sea life-boat saved yacht and - - - - -	1
	6.	3.45 p.m.	Motor boat <i>Naomh Cionnac</i> , of Dublin. Valentia life-boat saved boat and - - - - -	11
	6.	4. 0 p.m.	Yawl <i>Westward Ho!</i> , of Aberdeen. Aberdeen No. 1. life-boat gave help.	
	6.	9. 0 p.m.	Yacht <i>Bagatelle</i> , of Ipswich. Walton and Frinton life-boat gave help.	
	6.	9.55 p.m.	Converted ship's boat. Holy Island life-boat rescued - - - -	2
	7.	5.10 a.m.	Yacht <i>Jemima Puddleduck</i> , of Hull. Caister life-boat rescued -	3
	7.	12. 3 p.m.	Sailing dinghy <i>Auriol</i> . Tenby life-boat saved yacht and - - -	3
	7.	12. 9 p.m.	Sailing dinghy <i>Gwen</i> , of Tynemouth. Tynemouth life-boat saved boat.	
	7.	12.22 p.m.	Yacht <i>Regina</i> , of Bridlington. Bridlington life-boat rescued -	2
	14.	1.30 p.m.	Sailing dinghy. Cadgwith life-boat gave help.	
	14.	8. 8 p.m.	Two persons cut off by the tide. Newhaven life-boat rescued -	2
	14.	9.45 p.m.	Sailing boat <i>Olive</i> . Falmouth life-boat gave help.	
	15.	10.15 a.m.	S.S. <i>Keynes</i> , of London. Caister life-boat landed a sick man.	
	15.	9.24 p.m.	S.S. <i>Atlantic Sea</i> , of Panama. <i>Humber</i> life-boat took out a doctor.	
	16.	12.30 p.m.	Yacht <i>Osiris</i> . Beaumaris life-boat saved yacht and rescued . .	2
	16.	1.40 p.m.	Sailing boat <i>Genevieve</i> . New Brighton life-boat gave help.	
	18.	1. 9 a.m.	Yacht <i>Saida</i> , of Lymington. Exmouth life-boat saved yacht and	4
	20.	3. 0 p.m.	S.S. <i>Basalt</i> . Teesmouth life-boat stood by vessel.	
	20.	5. 0 p.m.	Boy in the sea. Dungeness life-boat landed a body.	
	20.	10.40 p.m.	Motor boat, of Ramsey Island. St. David's life-boat escorted boat.	
	21.	11.35 a.m.	Sailing dinghy <i>Shelduck</i> . Fowey life-boat saved boat and . .	2
	21.	3.54 p.m.	Rowing boat. Ramsgate life-boat gave help.	
	21.	5. 2 p.m.	Cabin cruiser <i>Pluto</i> , of Broadstairs. Margate life-boat gave help.	
	21.	10. 5 p.m.	Motor boat <i>Heron</i> . Porthdinllaen life-boat saved boat and - -	2
	22.	3.25 a.m.	Fishing boat <i>Dido</i> , of Portreath. St. Ives life-boat saved boat and	3
	25.	7.15 a.m.	S.S. <i>Graigaur</i> , of Cardiff. Barra Island life-boat gave help.	
	25.	5.55 p.m.	S.S. <i>Vassilis</i> , of Piraeus. Rosslare Harbour life-boat gave help.	
	26.	8.45 a.m.	Yacht <i>Red Gurnet</i> , of Burnham-on-Crouch. Fishguard life-boat gave help.	
	31.	10.35 p.m.	Fishing boat <i>Cymba</i> , of Kilmore. Kilmore life-boat gave help.	
Sept.	1.	5. 5 p.m.	Yacht <i>Bonne Santé</i> . Walmer life-boat gave help.	
	1.	5.55 p.m.	Yacht <i>Kastag</i> , of Bosham. Swanage life-boat gave help.	
	1.	11. 0 p.m.	Yacht <i>Ann Agnes</i> , of Lytham. Lytham-St. Anne's life-boat gave help.	

	Time of Launching.		Persons rescued from shipwreck.
1955.			
Sept.	2.	2.32 p.m. Dinghy, of Caister. Caister life-boat saved boat and - - - -	3
"	2.	3.55 p.m. Three persons on a tyre. Cromer No. 1 life-boat rescued . . . .	3
"	4.	7. 5 p.m. Sailing yacht <i>Keolin</i> , of Ramsgate. Margate life-boat escorted yacht.	
"	6.	10.35 p.m. Motor launch <i>Noddy</i> . Falmouth life-boat gave help.	
"	7.	6.50 a.m. <i>S.S. Overton</i> , of Liverpool. Donaghadee life-boat rescued - - -	10
"	8.	11.40 a.m. Small boat. Thurso life-boat escorted boat.	
"	9.	2.45 p.m. Fishing boat <i>Ile Bhoideach</i> , of Campbeltown. Islay life-boat rescued - - - - -	3
"	11.	9.30 p.m. Sailing yacht <i>Skugga</i> , of Chichester. Dungeness life-boat gave help.	
"	12.	8.25 p.m. Yacht <i>Erla</i> , of Salcombe. Salcombe life-boat gave help.	
"	13.	1.15 a.m. <i>M.V. Alba</i> , of Genoa. Lytham-St. Anne's life-boat stood by vessel.	
"	13.	4.35 p.m. Yacht <i>Zinita</i> . Newhaven life-boat saved yacht and - - - -	3
"	14.	8.30 p.m. Fishing boat <i>Daisy Picker</i> , of Tralee. Fenit life-boat saved boat and - - - - -	5
"	16.	1.30 p.m. Airborne life-boat of the R.A.F. Padstow No. 2 life-boat rescued	5
"	17.	4.40 p.m. Appledore life-boat fetched an injured woman from Lundy.	
"	17.	6.50 p.m. Fishing boat <i>Alicia</i> , of Milford Haven. Barmouth life-boat escorted vessel.	
"	22.	7.50 a.m. Fishing boat <i>Euclease</i> , of Granton. Wick life-boat rescued - -	12
"	23.	10.25 p.m. Yacht <i>Little Zahry</i> . Salcombe life-boat gave help.	
"	24.	6.40 p.m. Motor boat <i>Lady Cable</i> , of Torquay. Torbay life-boat gave help.	
"	24.	8.58 p.m. Yacht <i>Johnnie-Belinda</i> , of Wallasey. Clacton-on-Sea life-boat gave help.	
"	24.	9.35 p.m. Yacht <i>Remedy</i> . Dover life-boat gave help.	
"	25.	11.24 a.m. Fishing boat <i>Silver Queen</i> , of Margate. Margate life-boat gave help.	
"	25.	3.25 p.m. Sailing boat. Fowey life-boat saved boat.	
"	28.	11.10 a.m. <i>S.S. Moorwood</i> , of London. Cromer No. 2 life-boat took out a doctor.	
Oct.	5.	9. 0 p.m. Auxiliary yacht <i>Seeker</i> . Shoreham Harbour life-boat saved yacht and - - - - -	1
"	6.	3.30 a.m. Yacht <i>Raider</i> , of Cardiff. Weymouth life-boat saved yacht and -	1
"	6.	1. 0 p.m. Motor trawler <i>Roger Bushell</i> , of Brixham. Torbay life-boat saved vessel and - - - - -	8
"	6.	3.30 p.m. Motor launch <i>Scout</i> , of Barrow. Barrow life-boat gave help.	
"	13.	4.15 p.m. <i>S.S. Manolito</i> , of Costa Rica. Penlee life-boat landed an injured man.	
"	14.	4.25 p.m. Fishing coble <i>John and Stephen</i> , of Bridlington. Flamborough life-boat gave help.	
"	15.	10.25 a.m. Fishing boat <i>Eventide</i> , of North Sunderland. North Sunderland life-boat escorted boat.	
"	15.	11. 0 a.m. Fishing cobles <i>Louisa Twyzell</i> and another. Newbiggin life-boat escorted boats.	
"	16.	9.25 a.m. Dinghy. Walmer life-boat saved boat and - - - - -	1
"	18.	5.15 p.m. Fishing boat ferrying sheep. Barra Island life-boat escorted boat.	
"	19.	3.10 a.m. Drifter <i>Primula</i> , of Aberdeen. Great Yarmouth and Gorleston life-boat escorted vessel.	
"	19.	4.30 a.m. Submarine <i>Tijgerhaai</i> , of the Royal Netherlands Navy. Weymouth life-boat stood by vessel.	
"	19.	10.15 p.m. Trawler <i>Sturdee</i> , of Aberdeen. Aberdeen No. 1 life-boat rescued	11
"	21.	5.10 p.m. Barge <i>Will Everard</i> , of London. Dungeness life-boat rescued -	3
"	21.	9.45 p.m. Motor barge <i>Fence</i> , of London. Southend-on-Sea life-boat rescued	3
"	22.	9.50 a.m. Fishing boat <i>Gracie</i> , of Sunderland. North Sunderland life-boat saved boat and - - - - -	1
"	22.	11.25 a.m. Motor barge <i>Fence</i> , of London. Southend-on-Sea life-boat saved vessel.	
"	22.	2.40 p.m. Motor boat <i>Vagabond</i> . Troon life-boat gave help.	
"	23.	10.30 a.m. Outer Dowsing lightvessel. Humber life-boat landed an injured man.	
"	24.	7.34 p.m. Barge <i>Pudge</i> , of London. Humber life-boat gave help.	
"	25.	5.15 p.m. Tanker <i>Nayadis</i> , of London. Ramsgate life-boat took out a doctor.	
"	29.	12.40 p.m. Fishing coble <i>Mavis</i> , of Blyth. Cullercoats life-boat saved boat and rescued - - - - -	2
"	30.	8.30 a.m. Fishing boats <i>Gem</i> and <i>Progress</i> . Whitby No. 1 life-boat escorted boats.	
Nov.	2.	11.20 a.m. Fishing coble <i>Venture</i> . Filey life-boat escorted boat.	
"	6.	10. 0 p.m. Steam trawler <i>Reggio</i> , of Grimsby. Thurso life-boat escorted vessel.	
"	10.	8.10 p.m. Fishing boat <i>Georgina Hutton</i> , of Belfast. Newcastle, Co. Down, life-boat rescued - - - - -	4
"	10.	8.45 p.m. Fishing boat <i>Diligent</i> , of Buckie. Wick life-boat stood by vessel.	
"	12.	12.50 p.m. Man in the sea. Cullercoats life-boat landed a body.	
"	12.	10.10 p.m. <i>S.S. Bannprince</i> , of Liverpool. New Brighton life-boat landed six.	

	Time of Launching.		Persons rescued from shipwreck.
1955.			
Nov.	13.	3. 1 a.m. Trawler <i>Erick Honnecker</i> , of Rostock. Whitby No. 1. life-boat gave help.	
"	15.	9. 5 p.m. M.V. <i>City of Ghent</i> , of Dublin. Cadgwith life-boat saved a boat and	17
"	16.	9.45 a.m. Fishing boat <i>Maid of Loughshinney</i> , of Dublin. Ballycotton life-boat saved boat and	2
"	16.	8.15 p.m. S.S. <i>Fulham IV</i> , of London. Great Yarmouth and Gorleston life-boat landed a sick man.	
"	18.	12.10 a.m. Trawler <i>Styvel</i> , of Concarneau. Valentia life-boat rescued	10
"	18.	3.15 p.m. Coningbeg lightvessel. Kilmore life-boat landed two men.	
"	20.	5.16 p.m. Fishing boat <i>Channel Tripper</i> . Hastings life-boat gave help.	
"	23.	6.30 a.m. Fishing boat <i>Opportune</i> , of Buckie. Wick life-boat gave help.	
"	23.	11.25 a.m. Fishing boats, and fishing boat <i>Progress</i> , of Whitby. Whitby No. 1 life-boat escorted boats and then saved the <i>Progress</i> and	5
"	23.	11.45 a.m. Fishing coble <i>Premier</i> , of Scarborough. Scarborough life-boat escorted boat.	
"	23.	12.22 p.m. Fishing boat <i>Ocean Pride</i> , of Amble. Newbiggin life-boat escorted boat.	
"	23.	1.15 p.m. Fishing boat <i>Ocean Pride</i> , of Amble. Amble life-boat escorted boat.	
"	23.	1.20 p.m. Four fishing boats, of Whitby. Whitby No. 2 life-boat escorted boats.	
"	23.	4.32 p.m. Whitby No. 1 life-boat and fishing boat <i>Progress</i> , of Whitby. Scarborough life-boat escorted boats.	
"	24.	12 noon Fishing boat <i>Pilot Me</i> , of Whitby. Whitby No. 2 life-boat escorted life-boat.	
"	24.	1.10 p.m. Fishing boat <i>Success</i> . Scarborough life-boat escorted boat.	
"	24.	1.30 p.m. S.S. <i>St. Enoch</i> , of Glasgow. Donaghadee life-boat landed five.	
"	26.	8. 5 a.m. Fishing boat <i>Cresswell</i> , of Liverpool. New Brighton life-boat gave help and landed two.	
"	26.	4.48 p.m. Motor boat <i>Uncle Tom</i> , of Ramsgate. Ramsgate life-boat gave help.	
Dec.	1.	4.55 a.m. M.V. <i>Ancora</i> , of Groningen. Boulmer life-boat gave help.	
"	2.	11.55 a.m. Trawler <i>Jacques Colin</i> , of Boulogne. Bridlington life-boat gave help.	
"	2.	1.44 p.m. Motor yacht <i>Flashing Stream</i> . Sheringham life-boat gave help.	
"	5.	11.25 a.m. Barge <i>Will Everard</i> , of London. Dungeness life-boat gave help.	
"	5.	6.40 p.m. Yacht <i>Alexena</i> . Walton and Frinton life-boat saved yacht and	3
"	8.	4. 0 p.m. Fishing boat <i>Favonian</i> , of Belfast. Peel life-boat gave help.	
"	9.	7.18 p.m. Landing craft <i>L.405</i> . Stromness life-boat saved vessel and landed twelve.	
"	10.	12.10 p.m. Fishing coble <i>Johnsons</i> , of Blyth. Blyth life-boat escorted boat.	
"	12.	10.20 a.m. Bembridge life-boat took a doctor to St. Helen's Fort.	
"	12.	2.10 p.m. Barge in tow of tug <i>Flying Kestrel</i> . Swanage life-boat rescued	1
"	12.	6.55 p.m. Steam trawler <i>Thracian</i> , of Grimsby. Caister life-boat rescued	6
"	13.	3. 0 a.m. S.S. <i>Sir James</i> , of London. Portrush life-boat stood by vessel.	
"	14.	10.15 a.m. Fishing boat <i>Silver Line</i> , of Flamborough. Flamborough life-boat escorted boat.	
"	14.	4.20 p.m. Mallaig life-boat fetched from Eigg a person with appendicitis, thereby saving a life	1
"	15.	1.56 p.m. Fishing boat <i>Fulmar</i> , of Stronsay. Stronsay life-boat gave help.	
"	15.	2.15 p.m. Helicopter crashed at Bell Rock. Anstruther life-boat took a doctor to an R.A.F. launch.	
"	16.	2.30 p.m. Fishing boat <i>Floreat II</i> , of Arbroath. Arbroath life-boat escorted boat.	
"	17.	8.30 a.m. Fishing boat <i>Winifred</i> , of Bridlington. Bridlington life-boat saved boat and	4
"	17.	12.20 p.m. Three fishing boats, of Cromer. Cromer No. 2 life-boat escorted boats.	
"	17.	1.50 p.m. North Sunderland life-boat landed two men from Inner Farne Island.	
"	18.	2.10 p.m. Fishing boat <i>Lead Us</i> , of Whitby. Whitby No. 1 life-boat escorted boat.	
"	18.	5.37 p.m. S.S. <i>Pompey Power</i> , of Portsmouth. Tynemouth life-boat landed a sick man thereby saving his life	1
"	20.	9.23 p.m. Fishing boat <i>Ivylea</i> . Stromness life-boat gave help.	
"	22.	7.53 a.m. M.V. <i>Cornel</i> , of Cardiff. Tenby life-boat escorted vessel.	
"	22.	3.10 p.m. Five fishing boats, of Bridlington. Bridlington life-boat escorted boats.	
"	22.	11.17 p.m. Coaster <i>Gansey</i> , of Castletown. Arklow life-boat gave help.	
"	29.	9.30 a.m. Steam trawler <i>Red Lancer</i> , of Fleetwood. Ramsey life-boat took out a doctor.	
"	29.	7.30 p.m. Steam trawler <i>Red Dragon</i> , of Fleetwood. Ramsey life-boat landed a sick man.	

1955.	Time of Launching.		Persons rescued from shipwreck.
Dec. 30.	11. 0 a.m.	Fishing cobses <i>Rosemary II</i> , and <i>Betty Sheader</i> , of Scarborough. Scarborough life-boat escorted boats.	
„ 30.	1.54 p.m.	Four fishing boats, of Whitby. Whitby No. 1 life-boat escorted boats.	

**SUMMARY OF THE YEAR'S WORK**

Lives rescued by life-boats	- - - - -	387
Lives rescued in other ways for whose rescue the Institution gave rewards	- - - - -	95
	<b>Total of lives rescued</b>	<b>482</b>
Persons landed from vessels on which they might have been in danger	- - - - -	362
Boats and vessels which life-boats saved	- - - - -	62
Boats and vessels which life-boats stood by, escorted to safety, or helped	- - - - -	256
Total number of launches, including those in which for various reasons no services were rendered	- - -	587

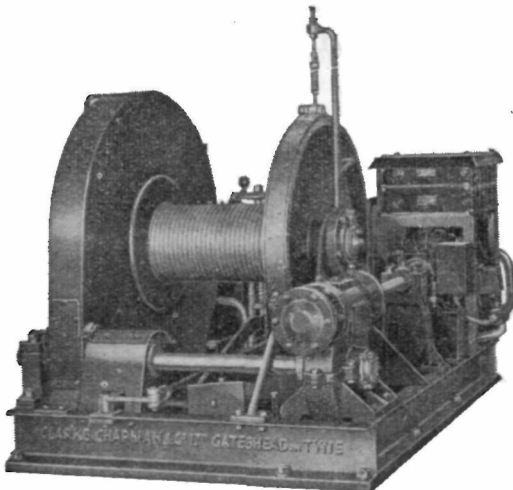
**Notice**

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 JUNE, 1956.

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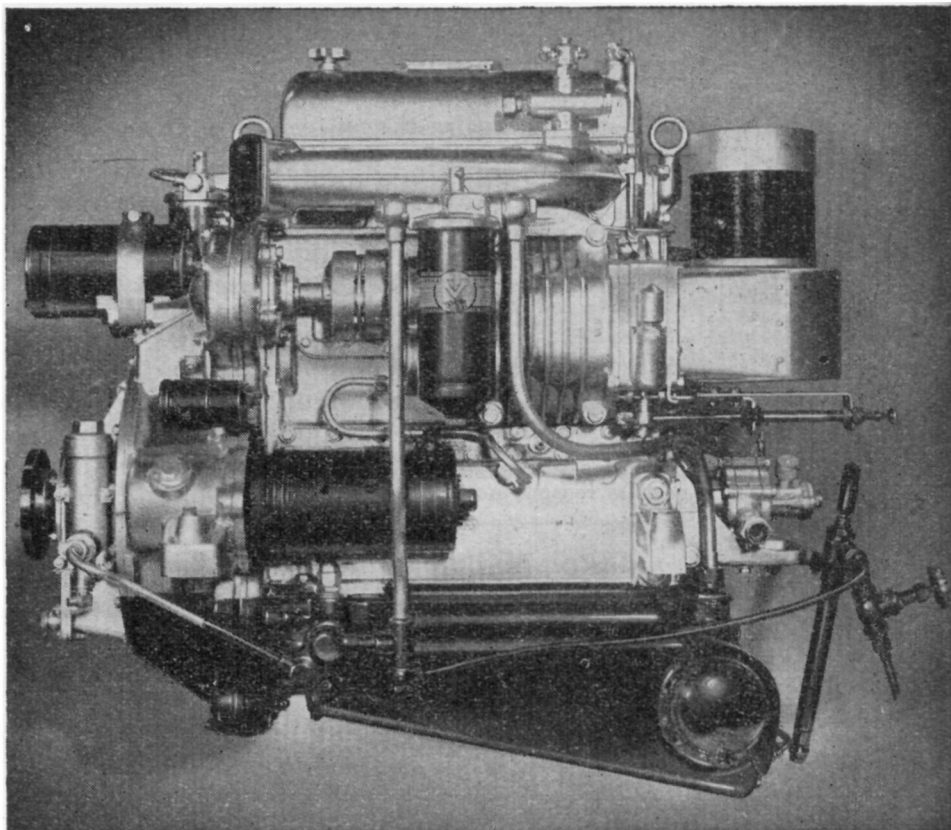


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