

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXIV

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No. 377

## THE LIFE-BOAT FLEET

155 Motor Life-boats

1 Harbour Pulling Life-boat

## LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to 30th June, 1956 - - - - - 80,141

## Notes of the Quarter

WHEN the new Arbroath life-boat *The Duke of Montrose* reached her station on the 28th of June, 1956, the Institution had replaced half its fleet of life-boats since the war ended in 1945. The fleet consists of 175 boats, 156 at stations and 19 in reserve. The Arbroath life-boat is the eighty-seventh to be built since the end of the war. The cost of building these new life-boats has been approximately £1,750,000.

Thirty-one of the new life-boats have been of the 35-foot 6-inches Liverpool type; thirty of the 46-foot, 46-foot 9-inches and 47-foot Watson cabin class; eleven have been of the largest type, the 51-foot and 52-foot Barnett boats; ten have been of the 41-foot and 42-foot Watson cabin class; and five have been 35-foot 6-inches self-righters.

### V.H.F. FITTED INTO LIFE-BOATS

The Institution has decided to instal very high frequency radio-telephones into fifty life-boats in the immediate future. When the sets have been installed it will be possible for life-boat crews to communicate directly with pilots of helicopters and other search and rescue aircraft. At present communications have to pass through the

G.P.O. coast station, coastguard and the aircraft's base.

After trials carried out over several months the Institution has selected a type of set which is manufactured by British Communications Corporation. The sets will operate on a frequency of 138.78 megacycles, which is being used by the Royal Naval Air Service and the Royal Air Force as a search and rescue, "scene of action", frequency.

The life-boat stations selected for the installation of the first fifty sets are all within range of existing helicopter bases. They are the stations having boats of the 41-foot or larger classes extending along a line to the south, to the west and then to the north from Berwick-on-Tweed to Appledore. Two 35-foot 6-inches life-boats at Flamborough and Skegness have also been included, and the sets will be fitted into five reserve boats.

### INTERNATIONAL SERVICES

The services of which accounts are given in the present number of *The Life-boat* reveal once again the international nature of the Service and the extent to which the crews of ships registered overseas are helped by the Institution's life-boats. During the

three months from April to June 1956 life-boats went out 28 times to the help of vessels of foreign countries. The countries concerned were the Argentine, Belgium, Costa Rica, Denmark, France, Germany, Italy, Liberia, the Netherlands, Norway, Panama and Sweden.

As will be seen from the accounts given on pages 292-3, of the first six services in the month of May four were to foreign vessels. The Dungeness and Dover life-boats put out to a Norwegian ship which had been in a collision on the 3rd of May; the Fenit and Valentia life-boats went out twice on the 3rd of May to search for the crew of a French fishing boat, six of whom unfortunately lost their lives. The Ramsgate life-boat went out to the help of a Panamanian tanker

which had been in a collision on the 8th of May, and the Eastbourne life-boat stood by a German vessel which had gone ashore on the 9th of May.

#### RECITAL AT THE ALBERT HALL

The famous Polish pianist Witold Malcuzyński is to give a piano recital at the Royal Albert Hall on the 12th of November, 1956, the whole proceeds being given to the Institution's funds. H.R.H. the Duchess of Kent, President of the Institution, has agreed to be present on this occasion. The recital is the only one which Mr. Malcuzyński proposes to give in London during the coming winter season. Tickets (7/6, 10/6, 12/6, £1-1-0) may be obtained from Life-boat House, the Royal Albert Hall or the usual agencies from the 1st of October.

### New Ways of Raising Money

THE Newcastle-on-Tyne branch has received regular contributions through a firm which has made no charge for the valuation of fur coats but has asked that a donation should be sent by cheque to the branch.

\* \* \*

The Newbiggin-on-Sea Ladies' Life-boat Guild have been collecting woollen garments not suitable for jumble sales and sending them to Messrs. Handley & Drury of Bradford Road, Dewsbury, who have been paying 1s. 4d. per pound to the branch.

\* \* \*

Mr. M. Haley of Mablethorpe has been regularly contributing to the Institution the takings from an exhibition of coins and relics found on the sea-shore.

\* \* \*

The Institution has presented a photograph of a life-boat to the John White Junior School at Belfast. It is to be kept by the firm which makes the largest collection for the Institution

each week. For each of the past two years pupils have subscribed more than £40.

\* \* \*

A fox-terrier belonging to Mr. John F. Robertson has retired from collecting after four years, during which Mr. Robertson with the help of the dog collected nearly £250 on Dublin life-boat days. The Dublin committee are presenting Mr. Robertson with a new fox-terrier puppy to take the other dog's place.

\* \* \*

Mrs. E. Birch of Bridlington has given a tablecloth for use at meetings of the Bridlington Ladies' Life-boat Guild on which members' names can be embroidered at a cost of 1s. each, the money going to the Guild funds.

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Mr. Cyril Richards of Wolverhampton sent the Institution a cheque for £1 11s. 6d. collected by imposing fines on people who talked shop at a party.

### Portrait on the Cover

THE portrait on the cover is of Coxswain George Tart of Dungeness. He was appointed coxswain in July 1947.

Since then Dungeness life-boats have been launched on service 97 times and have rescued 27 lives.

## Life-boats and Helicopters

THE committee of Management of the Royal National Life-boat Institution began to give serious consideration to the use of helicopters for rescuing life at sea in 1948, when trials and demonstrations were carried out. Considerable progress in the use and design of helicopters took place in the next seven years, and in 1955 a special sub-committee was set up to examine and advise on the whole question of the development and potentialities of the helicopter as an adjunct to the life-boat.

### What was Recommended

This committee recommended that the best method for promoting the work of rescuing life at sea was to develop co-operation with the Service bodies at present operating helicopters; in particular it was important for life-boat crews to have increased liaison with helicopter crews and for communications between helicopters and life-boats to be improved. These recommendations are all being put into effect.

### Helicopter-Life-boat Co-operation

Helicopters in the United Kingdom, which can be used for air-sea rescue work, are operated by the Royal Navy and the Royal Air Force, and in some places by the United States Air Forces, and there are now sufficient air stations equipped with helicopters to give almost complete coverage of the coast-line. If a life-boat honorary secretary considers that the help of a helicopter or any other aircraft is advisable, he asks the coastguard to request the necessary help from the appropriate air station. This help is most readily given and the existing arrangements work smoothly.

Co-operation between life-boats and helicopters has been increasing steadily, and there have been several instances of successful joint action, particularly in the landing of doctors and the rescuing of injured men.

### The Helicopter's Advantages

Experience has shown that the helicopter can be a most useful adjunct to the life-boat. It is particularly useful where a casualty has to be reached quickly or is in shallow water on a sand bank or rocks, or in some other posi-

tion inaccessible to a life-boat. Seriously wounded people can also be quickly transported by helicopters direct to hospitals; helicopters can also search an area more quickly than a life-boat can.

### Helicopters' Limitations

Helicopters, however, like all vessels or aircraft used for rescuing life at sea, have their shortcomings. As the Joint Parliamentary Secretary to the Ministry of Transport and Civil Aviation, Mr. John Profumo, stated in the House of Commons on the 14th of March, 1956:

"Helicopters are at present subject to certain limitations; that is to say, they cannot operate during the hours of darkness or in bad visibility or when the wind force is too strong."

Equally helicopters cannot be used for towing vessels in distress in the manner in which life-boats are frequently used, and their operational endurance is restricted to a very few hours in the air.

The Royal National Life-boat Institution does not operate its own helicopter service. The cause for which the Institution exists is that of saving life at sea, but it has never attempted to have a monopoly of methods of rescue. Throughout its history it has encouraged and welcomed other methods of rescuing life at sea where they could be used with advantage. Life-boats have co-operated in the past with tugs, with coastal life-saving apparatus teams and with high-speed rescue launches. Although helicopters by themselves cannot supplant the need for life-boats, they do offer an opportunity for further valuable co-operation in the cause of saving life at sea.

### Duplication of Effort

Now that Service helicopters are available for air-sea rescue work it would be an unnecessary duplication of effort for the Institution to provide an additional helicopter service. To do so would not only be wasteful of money and material; it would also be unlikely to improve the excellent results now achieved in the existing methods of saving life at sea.

## First Aid in Life-Boats

A NEW book of instruction on first aid, *First Aid for Life-boat Crews*, which has been prepared by Dr. Geoffrey Hale, a member of the Committee of Management, has been issued to all life-boat stations. The purpose of the book is to explain clearly and briefly the main principles of first aid; to describe the contents of the standard first aid equipment in life-boats; and to indicate what can be done to help sick and injured survivors in the restricted space on board a life-boat.

Instructions are given on treatment for shock; the effects of cold and exposure and how they can best be treated; treatment for burns, bleeding and fractures; the use of stretchers; the movement of casualties; and artificial respiration.

The standard first aid equipment in a life-boat consists of:

1 tin Adhesive Plaster, 3½ yds. × ½ in.

6 Bandages, W.O.W. 2 in. Hospital Type.

6 Bandages, W.O.W. 3 in. Hospital Type.

5 Bandages, Triangular, Plain.

1 pkt. Bicarbonate of Soda, 1 oz. size.

1 pkt. Boric Lint, size 4.

1 pkt. Boracic Powder, 1 oz. size.

2 tubes Brulidine Ointment, 1 oz. size.

9 Burn Dressings, No. 12 Large.

1 pkt. Emergoplast Dressing Strip, 1 yd. × 2½ in.

1 Eyebath.

1 bottle Iodine.

1 doz. Safety Pins.

1 pair Stainless Steel Scissors, 5 in.

9 Sterilised Wound Dressings, No. 9 Large.

4 Sterilised Wound Dressings, No. 8 Medium.

1 Tourniquet.

4 Wool Pads, Large.

The booklet describes the purpose and use of all these items.

Detailed instructions are given in the Holger Nielsen method of resuscitation. In this the body of an apparently drowned person is placed in a prone position on the nearest flat surface, if possible with the head slightly lower than the feet. The patient's arms are bent and his hands placed one over the other under his forehead. Two or three smart slaps with the flat hand are given between the patient's shoulders to ensure that his tongue falls forward and to remove any obstruction from the mouth. The member of the crew applying artificial respiration kneels on one knee a little in front of and to the side of the patient's head. He then places his other foot with the heel at the side of the patient's elbow. He rests his hands on the patient's shoulder-blades, with his thumbs on the spine and fingers pointing to the feet, and with his arms sloping forward. He then begins to rock the patient gently forward and backward and afterwards raises the patient's arms slowly and pulls away gently on the backward rock. After this he lowers the patient's arms to the ground and repeats the cycle gently and rhythmically until breathing is restored.

A copy of the booklet will be kept on board every life-boat, and in sending it to stations the Institution has at the same time issued regulations whose purpose is to ensure a greater degree of uniformity in the medical services provided at life-boat stations.

Among the provisions of these regulations are the appointment of an honorary medical adviser at each station, who will normally be a doctor living in the neighbourhood and who may also be a member of the branch committee, and regular efficiency tests of members of life-boat crews in first aid. These tests will ensure that at least two members from every crew become proficient in the use of first aid as described in the new booklet. On passing their proficiency tests these two members of the crew will each receive an annual proficiency fee.

## A Great Seaman

THE life of Sir Henry Oliver, most appropriately called *A Great Seaman* and written by Sir William James (H. F. and G. Witherby, 18s.), is a fascinating book, full of anecdotes of an adventurous career, mostly taken from his own notes and from letters to a brother. He joined the Navy in 1878 in the days of sail, and has been an Admiral of the Fleet for a longer period than any other naval officer.

Two men who recognized his outstanding ability as a seaman were the first Lord Fisher and Sir Winston Churchill—no mean judges. His reputation had been acquired by assiduous practice in the art of seamanship and by intensive study. Sir Arthur Bryant has written a foreword, stating that Sir Henry was one of the greatest navigators that even the Royal Navy has produced.

In the course of his career, which included over four years in the Surveying Service in different parts of the world, he founded the Navigation

School, and placed the training of navigating officers on a sound footing. He displayed intrepidity, wisdom, resolution and audacity. It was the combination of Rear-Admiral Sir Arthur Wilson and Navigating Officer Sir Henry Oliver which was to become famous not only in the British Navy, but throughout the world. His never-to-be-forgotten feat was to take the Channel Squadron from the Irish Sea, in a thick fog, with the constant menace of submarine attack, to a safe anchorage in the Scilly Islands, when he himself was weary from previous want of sleep.

So it was but natural that after active service his heart should have responded to the appeal of the Royal National Life-boat Institution, to which the last chapter of the book is devoted. He was elected a Vice-President after many years as a member of the Committee of Management.

J. G. C.

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## Life-boat Inns

A NEW inn at Caister, Norfolk, is to be named "Never Turn Back." This name commemorates a disaster and one of the most memorable sayings in the history of the Life-boat Service.

The disaster occurred on the 13th of November, 1901, when the Caister no. 2 life-boat *Beauchamp* capsized and nine of her crew lost their lives. The former second coxswain, James Haylett, who was 78 years old, had two sons, a son-in-law and two grandsons in the boat. He was one of the first to learn of the disaster and dashed into the surf. At great personal risk he succeeded in saving the lives of his son-in-law, Charles Knights, and his grandson, Walter Haylett. For this service he was awarded the gold medal of the Institution.

During the inquest on the bodies of the nine men who were lost James

Haylett was asked whether he thought the life-boat might have been returning to the shore after abandoning the mission on which she had gone out. To this Haylett replied in words which almost overnight became famous in several continents: "Caister life-boatmen never turn back."

The Life-boat Hotel at Cleethorpes, Lincolnshire, has recently been re-decorated by the owners, Ind Coope and Allsopp Ltd., with nautical features and with particular emphasis on the history of the Life-boat Service. There is a coxswain's cabin decorated with historical photographs and two bars called the Poop and the Deckhouse. The hotel was formally reopened on the 23rd May, 1956, and the owners have agreed to make regular collections for the Institution.

## A Hundred Years Ago

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

WE believe that a life-belt, for an adult person of average size, ought to have, at the least, buoyant power equal to 20 lbs., and as much more as can conveniently be obtained.

Having decided on the amount of buoyancy, the questions next arise as to the fittest material to be employed, and the best shape to be adopted. The only two descriptions of material worth notice are the rival ones of cork and of Macintosh cloth inflated with air. Horsehair and dried rushes have each been employed, but they are untrustworthy.

The advantages of cork as a material for life-belts are its durability, and its non-liability to injury from puncture, fracture, or damp, so that it will bear the rough usage of ordinary boat work. By being divided into many narrow pieces, it can also be made more flexible and yielding to the body of the wearer than an inflated belt.

The only disadvantage of a cork belt is, that from its greater weight it requires to be of larger size than an

inflated belt, and as it must always retain its full size, it cannot be stowed away in a small compass when not in use. For a life-boatman's belt, however, portability is not of much consequence, and the advantages of cork are so great in other respects, that that material has been selected by the National Life-boat Institution for the belts of its life-boats' crews.

These belts are, however, of a new construction, designed by the Inspector to the Institution, Commander J. R. Ward, R.N. They have much greater buoyancy than any kind of cork belt previously introduced, and have other important peculiarities.

About 800 of these belts have been supplied by the National Life-boat Institution to the crews of its life-boats and those of others during the last three years, and they have given universal satisfaction to those who have used them. A few have also been supplied to some of the vessels chartered by the Emigration Commissioners.

## Service by Arbroath Life-boat

THE following account of a service by the Arbroath life-boat was received too late for inclusion in the June number:

About 3.40 on the afternoon of the 27th of March, 1956, the coastguard telephoned that the local fishing boat *Famous* had gone ashore west of Whiting Ness. The life-boat *Howard D.* put out, with the Northern District Inspector on board, in a calm sea. There was a light east-north-easterly breeze, the tide was half ebb, and it

was foggy. The *Famous* was found aground half a mile east of Arbroath harbour. The life-boat was unable to come alongside the *Famous* because of shallow water, and as the crew were in no danger the life-boat returned to her station, arriving back at 4.30. She returned at high water early next morning and succeeded in towing the fishing boat clear of the rocks. She reached the harbour again at 5.15 that morning. — Rewards to the crew, £12.

## Lynmouth Launch

A VIVID account of the famous launch of the Lynmouth life-boat in 1899 after she had been transported over

Exmoor is included in *Exmoor Wanderings* by E. R. Delderfield (Raleigh Press, Exmouth, 5s.).

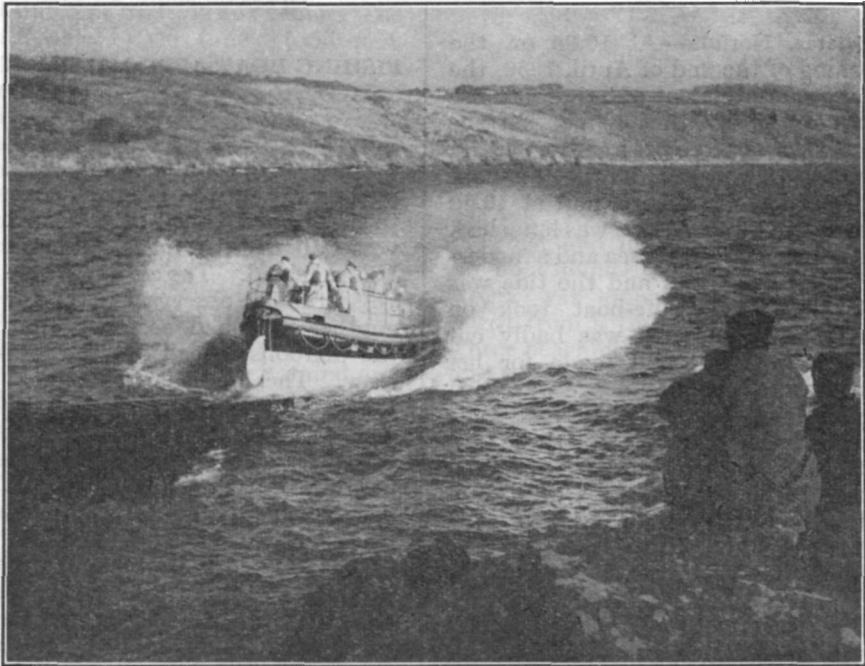
### Life-boat Christmas Card and Calendar

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

The card will be a reproduction in colour of the picture below. It is a photograph of the Coverack (Cornwall) life-boat being launched on service and is reproduced by courtesy of the *Sunday Graphic*.

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

The pocket calendar will have on the front a photograph of the Bridlington life-boat going out on service. It can be obtained in dozens. The price is 2s. for the first dozen and 1s. 6d. for each additional dozen.



By courtesy of]

[Sunday Graphic

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

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

There will also be a hanging calendar, with a picture in colour, a reproduction of a photograph of the Margate station taken after a fall of snow early this year. Because of the high purchase tax which would have to be paid on all calendars printed if any were sold, there will be none for sale.

### Ministry Award for Best Service

MR. HAROLD WATKINSON, Minister of Transport and Civil Aviation, has awarded the shield for the best wreck service of 1955 carried out by coast life-saving companies to be held by the companies of Gardenstown and

Banff jointly. The award is for the rescue from the Belgian trawler *Béatrix Fernande* on the night of the 14th of December, 1955. An account of this service appeared in the March number of the *Life-boat* on page 222.

## Services of the Life-boats in April, May and June, 1956

### 105 Lives Rescued

#### APRIL

DURING April life-boats were launched on service 28 times and rescued 18 lives.

#### INJURED MAN TAKEN FROM LIGHTVESSEL

**Caister, Norfolk.**—At 10.30 on the morning of the 2nd of April, 1956, the local Superintendent of Trinity House rang up to say that a man on the Cross Sand lightvessel had been badly injured. He asked if the life-boat would take him ashore, and at 10.40 the life-boat *Jose Neville* was launched. There was a moderate sea and a moderate northerly wind, and the tide was half flood. The life-boat took on board the man, who was badly cut about the head, and made for her station where an ambulance was waiting, arriving at 1.20. The man's life was saved.—Rewards to the crew, £10 16s.; rewards to the helpers on shore, £6 7s. Refunded to the Institution by Trinity House.

#### DUBLIN SCHOONER AGROUND NEAR THE MUMBLES

**The Mumbles, Glamorganshire.**—At 2.58 on the afternoon of the 4th of April, 1956, the coastguard reported that the auxiliary schooner *Windermere*, of Dublin, which had a crew of five, had gone aground near her on the Tusker Rock off Porthcawl. At 3.30 the life-boat *William Gammon—Manchester and District XXX* was launched. The sea was choppy, there was a fresh north-westerly breeze, and the tide was ebbing. The life-boat found the schooner high and dry and anchored about one hundred and fifty yards from her. The master of the *Windermere* asked the life-boat to stand by until a tug arrived from Swansea, so the life-boat remained near her until she refloated at 10.45. The *Windermere* did not appear to be damaged, and the life-boat escorted her into the fairway, where a

tug was waiting. The tug took her in tow at 1.25 early on the 5th, and the life-boat then returned to her station, arriving at 2.30. The master expressed his appreciation and made a donation to the funds of the Institution.—Rewards to the crew, £20 10s.; rewards to the helpers on shore, £9 4s.

#### FISHING BOAT APPROACHED FOUR TIMES IN ROUGH SEA

**Hoyle, Cheshire.**—At 7.15 on the evening of the 4th of April, 1956, the police rang up the life-boat coxswain to say that flares had been seen from a vessel about three miles off shore near Hilbre Island. The coxswain kept the vessel under observation, and when another flare had been seen he fired the maroons to call out the life-boat crew. The life-boat *Oldham IV* was taken from her house by her tractor at eight o'clock. She was towed across East Hoyle bank and launched in Hilbre Swash at 8.35. The sea was very rough, there was a strong west-north-west wind, and the tide was ebbing. The life-boat found the fishing boat *Jenny*, of Chester, at anchor with a crew of two. She had broken down, but was dragging towards a lee shore. The life-boat approached the fishing boat four times before she was able to get a line on board, and the *Jenny* then slipped her anchor cable and was towed by the life-boat into more sheltered water off Caldby. There the skipper asked if the life-boat would tow his boat to Mostyn. The life-boat did so and arrived back at Hoyle at eight o'clock.—Rewards to the crew, £20 13s.; rewards to the helpers on shore, £12 16s.

#### SKIPPER PUT ABOARD HIS YACHT

**Yarmouth, Isle of Wight.**—At eleven o'clock on the night of the 4th of April, 1956, the Needles coastguard rang up to say that a man had reported that a dinghy, in which three people were



coming ashore from the yacht *Erisca* in Totland Bay, had capsized. Two of those on board had reached the shore, but the third one was missing, and at 11.20 the life-boat *S.G.E.* put out. The sea was choppy, there was a fresh northerly wind, and it was low water. The life-boat made a search but found nothing, and the coastguard later reported that the missing man, who was the skipper, had reached Totland Bay pier. The life-boat at once went to the pier, took the skipper on board, and put him back on his yacht. The weather had by this time deteriorated, so the life-boat towed the yacht to Yarmouth, which was reached at 1.20 early on the 5th.—Rewards to the crew, £6; reward to the helper on shore, 12s.

#### SIX COBLES ESCORTED IN

**Newbiggin, Northumberland.**—At 10.35 on the morning of the 5th of April, 1956, the life-boat coxswain reported that the weather had deteriorated and that six fishing cobbles were still at sea. It was decided that the life-boat should put out, and at 10.55 the life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at the station, was launched. The sea was rough, there was a strong north-east wind, and it was high water. The life-boat came up with one of the cobbles about one and a half miles to the northward and escorted her in. She then put to sea again and found the other cobbles four miles to the northward. She escorted these in as well and reached her station again at 1.45.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £7 6s.

#### DUTCH VESSEL TOWED OFF ROCKS

**Arranmore, Co. Donegal.**—On the evening of the 9th of April, 1956, the motor vessel *Whitsun*, of Groningen, was discharging a cargo of piles. About 6.35 a heavy ground swell developed, and she parted her lines and began to be driven on to the rocks in the middle of Leabgarrow Strand. The captain asked for the life-boat, and as there was no other suitable boat available,

the life-boat *W. M. Tilson* was launched with a westerly wind blowing. She managed to put a line on board, which prevented the *Whitsun* from going on the rocks, and returned to her moorings at 11.30. At 12.35 early on the 10th she put to sea again and towed the vessel to prepared moorings. She finally reached her station at 6.30.—No expense to the Institution.

#### TWO OF LIFE-BOAT CREW BOARD LIGHTER AGROUND

**Lowestoft, Suffolk.**—During the early hours of the 11th of April, 1956, it was reported that a vessel had run ashore forty yards north of the coastguard station. At 3.30 the life-boat *Michael Stephens* put out. There was a moderate sea, a moderate westerly wind was blowing, and it was low water. The life-boat found the lighter *Leeds Saturn*, which was empty and had broken adrift from a tug the evening before. Three beachmen had waded out to her and gone on board, and they signalled to the life-boat. The life-boat anchored, veered down to the lighter and passed a rope to the men. The lighter was in a dangerous position between two groynes on a lee shore. Two members of the life-boat crew also boarded her. They helped the beachmen make tow ropes fast, and the life-boat then pulled her clear and took her to North Roads, where the tug was waiting. The life-boat then took off the five men. The tug took the lighter in tow, and the life-boat returned to her station, arriving at 7.45.—Property Salvage Case.

#### YACHT DRIFTING WITH SEA SCOUTS ON BOARD

**Glacton-on-Sea, Essex.**—At 1.39 on the afternoon of the 14th of April, 1956, the coastguard rang up to say that a yacht two miles to the southward appeared to have broken down. The sails had been lowered, but she had a ball at the mast head and was drifting. At 1.55 the life-boat *Sir Godfrey Baring* was launched in a rough sea. A fresh east-north-east wind was blowing, and it was high water. The life-boat came

up with the *Sandling*, of Norwich, which was bound from Pinmill to Gillingham with five members of the Leander Sea Scouts from Kingston-upon-Thames on board. Her engine had broken down, but the scouts had been able to restart it. The life-boat accompanied them to Brightlingsea, which they reached at 4.30, helped them to berth their yacht, and gave them dry clothing. The life-boat remained there for the night and was taken back to her station the next morning.—Rewards to the crew, £13 13s.; rewards to the helpers on shore, etc., £10 1s.

#### GASSED MAN BROUGHT FROM ARGENTINE TANKER

**Fleetwood, Lancashire.**—At 1.4 on the afternoon of the 17th of April, 1956, the Formby coastguard rang up to say that the tanker *General San Martín*, of Buenos Aires, had reported that several of her crew had been gassed. They needed oxygen and the help of a doctor. At 1.25 the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, was launched. The sea was smooth, there was a light north-easterly breeze, and the tide was half flood. The life-boat took with her a doctor, police, ambulance men, firemen, oxygen and breathing apparatus and came up with the tanker two miles north of the Wyre light. She put the men and equipment on board, and the doctor decided that one of the men who had been badly injured must be taken ashore for hospital treatment. The patient was embarked in the life-boat, which then returned to her station, arriving at 4.20. The man's life was saved.—Rewards to the crew, £10 3s.; rewards to the helpers on shore, £3 16s.

#### LOCAL FISHING BOAT CALLS FOR HELP

**Scarborough, Yorkshire.**—At 1.5 on the afternoon of the 17th of April, 1956, it was reported by the coxswain that he had heard the local fishing boat *Courage* calling for help on her wire-

less. Ten minutes later the life-boat *E.C.J.R.* was launched in a smooth sea with a gentle breeze blowing. She came up with the *Courage*, which had a crew of three, off Long Nab. The fishing boat was making a lot of water, but constant pumping enabled her to keep afloat. The life-boat escorted the *Courage* until she was beached in the harbour at 1.45.—Rewards to the crew, £6; rewards to the helpers on shore, etc., £11 19s.

#### YACHT TOWED TO LERWICK

**Lerwick, Shetlands.**—At 9.22 on the night of the 20th of April, 1956, the coastguard reported that a small boat was burning flares. At 9.40 the life-boat *J.J.K.S.W.*, on temporary duty at the station, was launched. There was a moderate sea with a south-west breeze. It was two hours after high water. The life-boat found the motor yacht *Loki*, of Lerwick, with a crew of ten, slightly north of Bressay lighthouse. The yacht's engine had broken down, and she was drifting on to the rocks. The life-boat towed the *Loki* to Lerwick harbour, where they arrived at 11.30.—Rewards to the crew, £7. The owner made a donation to the Institution.

#### YACHTSMAN TAKEN OFF STEAMER

**Eastbourne, Sussex.**—At 8.55 on the evening of the 26th of April, 1956, the coastguard telephoned to say that the S.S. *Emsworth* had wirelessly for the help of the life-boat. She had picked up a man from the yacht *Finetta*, of Southampton. The yacht was in distress, and the steamer had her in tow. At 9.10 the life-boat *Beryl Tollemache* was launched in a rough sea. There was a strong north-easterly breeze, and it was two hours after low water. The life-boat found the steamer two miles off shore south of Beachy Head lighthouse. She took the man off in very rough conditions and towed the yacht to Newhaven, arriving back at her station at 2.20 on the morning of the 27th.—Property Salvage Case.

#### DUTCH MOTOR VESSEL IN COLLISION

**Dungeness, Kent.**—At 11.58 on the morning of the 28th of April, 1956, the Deal coastguard telephoned to say that the Dutch motor vessel *Borneo*, of Groningen, had been in collision with the Varne lightship. The life-boat *Charles Cooper Henderson* was launched at 12.30 in a moderate swell. There was a fresh north-easterly breeze, and it was high water. The life-boat found the *Borneo* eight miles south-east of the life-boat station with her engines broken down. She stood by until a tug arrived and then returned to her station, arriving at 4.15.—Rewards to the crew, £12 12s.; rewards to the helpers on shore, £20 8s.

#### FISHING BOAT TOWED TO KIRKCUDBRIGHT

**Kirkcudbright.**—At 6.40 on the morning of the 29th of April, 1956, the Portpatrick coastguard rang up to say that the fishing vessel *Zyava*, of Fleetwood, had fouled her screw and required help between Heston Island and Abbey Head. The life-boat *J. B. Couper of Glasgow* was launched at 7.12 in a calm sea with a light north-easterly breeze blowing. She found the *Zyava*, with a crew of three, in Barlocco Bay and towed her to Kirkcudbright, arriving at 1.30.—Rewards to the crew, £15 1s.; rewards to the helpers on shore, £2 4s.

#### THURSO BOAT TOWED TO WICK

**Wick, Caithness-shire.**—At 2.40 on the afternoon of the 29th of April, 1956, the coastguard rang up to say that the motor fishing vessel *Hopeful*, of Thurso, had broken down twenty-five miles south of Wick. At three o'clock the life-boat *City of Edinburgh* was launched in a smooth sea. There was a light south-easterly breeze, and it was high water. The life-boat came up with the *Hopeful*, which had a crew of four and was bound from Buckie to Thurso, and took her in tow. She arrived back at her station at 9.50.—Rewards to the crew, £12 5s.

#### DINGHY FOUND AMONG ROCKS

**Poole, Dorset.**—At 11.40 on the night of the 29th of April, 1956, the police rang up to say that a sailing dinghy with two young men aboard was overdue from a trip within the harbour. The life-boat *Thomas Kirk Wright* was launched at 12.15 early on the 30th in a calm sea. A light north-easterly breeze was blowing and the tide was flooding. The life-boat made a search and with the aid of the searchlight found the dinghy among some rocks in the harbour. She took the two men on board and towed the dinghy to Sandbanks, where the men were landed. The life-boat reached her station again at two o'clock.—Rewards to the crew, £5; 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:

**Selsey, Sussex.**—April 3rd.—Rewards, £18 2s.

**Sunderland, Durham.**—April 9th.—Rewards, £14 2s.

#### SIX MEN LOST FROM SWEDISH STEAMER

**Troon, Ayrshire.**—At 9.46 on the night of the 9th of April, 1956, the Portpatrick coastguard reported that the S.S. *Akka*, of Gothenburg, had wirelessed that she had gone aground on the Gantock Rocks, Dunoon, and that she was sinking. At 10.10 the life-boat *James and Barbara Aitken* put out. She made for the position in a moderate sea, with a light west-south-west breeze blowing and a flooding tide. She made a search, in which a helicopter also took part at dawn, but found only two masts sticking up out of the water and one boat turned upside down. No survivors were found, and the life-boat returned to her station, arriving at 9.30. Of the steamer's crew of thirty-three, twenty-seven were rescued by other ships, but six lost their lives.—Rewards to the crew, £22 5s.

Southend-on-Sea, Essex.—April 9th.—Rewards, £10 18s.

Eastbourne, Sussex. — April 10th. — Rewards, £31 11s.

Humber, Yorkshire.—April 13th.—Paid Permanent Crew.

Walmer, Kent. — April 14th. — Rewards, £18 10s.

Dungeness, Kent.—April 14th.—Rewards, £22 3s.

Clacton-on-Sea, Essex.—April 18th.—Rewards, £14 16s.

Torbay, Devon. — April 28th. — Rewards, £7 12s.

Shoreham Harbour, Sussex. — April 28th.—Rewards, £14 8s.

Weymouth, Dorset.—April 30th.—Rewards, £24 12s.

#### MAY

DURING May life-boats were launched on service 56 times and rescued 30 lives.

#### NORWEGIAN SHIP IN COLLISION

Dungeness, and Dover, Kent.—At 4.13 on the morning of the 3rd of May, 1956, the Lade coastguard telephoned the life-boat station at Dungeness to say the motor vessel *Hassel*, of Bergen, Norway, had been in collision with an unknown vessel about seven miles south of Folkestone. At 4.35 the life-boat *Charles Cooper Henderson* was launched in a smooth sea. There was a light southerly breeze and fog, and it was high water. The life-boat station at Dover was also told, and at 4.50 the life-boat *Southern Africa* put to sea. Both life-boats came up with the *Hassel*, which was sinking at her stern and being towed by the tugs *Lady Brassey* and *Duncannon*. They stood by until the vessel was beached at Seabrook, about a quarter of a mile from shore. Dungeness life-boat reached her station again at 10.45 and Dover at 11.30.—Rewards: Dungeness, rewards to the crew £16 5s.; rewards to the helpers on shore, £21 15s.; Dover, rewards to the crew, etc., £12 10s.

#### IRISH LIFE-BOATS SEARCH FOR FRENCH FISHING CREW

Fenit, and Valentia, Co. Kerry.—At 2.15 on the afternoon of the 3rd of May,

1956, the Dingle Civic Guard telephoned the Fenit life-boat station to say that two men were stranded on a high ledge of a cliff under the old tower at Ballydavid Head and were shouting for help. The life-boat *Peter and Sarah Blake* was launched at 2.35 in a moderate swell. There was a moderate westerly breeze and the tide was ebbing. It was learnt later that a French fishing boat, the *Notre Dame des Victoires*, of Lorient, which had a crew of eight, had struck a rock and sunk at the entrance to Smerwick harbour. The life-boat made a search and found a dinghy with a body in it off Brandon Head. She picked up the dinghy and then took on board a fisherman from Ballydavid to help in a further search. At 8.5 the Fenit honorary secretary rang up the Valentia life-boat station and asked if that life-boat would search as well, and at 8.25 the life-boat *A.E.D.* put to sea. Both life-boats searched widely, but neither found any survivors and they returned to their stations, Fenit arriving at 12.30 early the next morning and Valentia at 4.15.

At eleven o'clock on the 4th the Dingle Civic Guard asked if the Fenit life-boat would renew the search, so at 11.30 the *Peter and Sarah Blake* put to sea again. The weather had deteriorated. The sea was now rough, there was thick drizzle, and a strong wind was blowing from the west-south-west. At noon the Fenit honorary secretary told the Valentia life-boat station that three of the missing Frenchmen were believed to be on a raft, so at 12.10 the *A.E.D.* also put out. The *Peter and Sarah Blake* reached Ballydavid at three o'clock, and at the request of the Civic Guard landed a body. She then searched as far as Smerwick and Brandon Head, and the *A.E.D.*, acting on a message from the Valentia radio station, found wreckage of the *Notre Dame des Victoires* about twenty miles north-north-east of Tearaght Light. A gale was now blowing from west-south-west, and when no hope remained of finding any survivors, the life-boats returned to their stations, the *Peter and Sarah Blake* reaching Fenit at 9.15 that evening and the *A.E.D.*

reaching Valentia at 9.45. One of the fishing boat's crew was rescued by local men in a curragh from Ballydavid and another was hauled up the cliff. The six other men lost their lives.—Rewards: Fenit 1st service, rewards to the crew, £21 13s.; rewards to the helpers on shore etc., £5 19s.; 2nd service, rewards to the crew, £19 11s.; rewards to the helpers on shore, 16s. Valentia 1st service, rewards to the crew, £15 17s.; reward to the helper on shore, 19s.; 2nd service, rewards to the crew, £16 9s.; reward to the helper on shore, £1 1s.

#### MOTOR BOAT TOWED TO HARBOUR

Ilfracombe, North Devon.—At 5.30 on the afternoon of the 3rd of May, 1956, Lloyds agent at Lynmouth reported to the coxswain that the small motor boat *Jane*, of Ilfracombe, was drifting with the tide off Lynmouth. At 6.50 the life-boat *Robert and Phemia Brown* was launched in a calm sea. There was a slight south-westerly breeze, and it was two hours before low water. The life-boat found the *Jane*, with a crew of two, three miles east of Foreland with her engine broken down. She towed her to Ilfracombe harbour, arriving at 10.55.—Rewards to the crew, £9 2s.; rewards to the helpers on shore, £13 11s.

#### BODY OF SEAMAN LANDED FROM TANKER

Portpatrick, Wigtownshire.—At approximately 5.30 on the afternoon of the 4th of May, 1956, the coastguard reported that a member of the crew of the tanker *San Casto*, of London, had been injured. At 6.10 the life-boat *Jeanie Speirs* put out with a doctor on board. There was a moderate sea and a strong southerly breeze, and the tide was flooding. The life-boat came up with the *San Casto* six miles north-west of Portpatrick and found that the man had died. She brought the captain of the tanker and the body of the dead seaman ashore, arriving at 6.50. After the captain had reported the matter to the police

the life-boat returned the skipper to his ship and arrived back at her moorings at 9.6.—Rewards to the crew, £9 16s.

#### PANAMANIAN TANKER IN COLLISION

Ramsgate, Kent.—At eight o'clock on the morning of the 8th of May, 1956, the Deal coastguard telephoned to say that the Panamanian tanker *Georgia* had been in collision with the S.S. *St. Helena* in fog 23 miles east-by-north of the life-boat station. At 8.15 the life-boat *Greater London* (Civil Service No. 3), on temporary duty at the station, put to sea. There was a calm sea and a light west-south-westerly breeze, and the tide was half flood. The life-boat found the *Georgia* holed on her starboard side and the *St. Helena* undamaged. She stood by until the tanker was able to go on her way and returned to her moorings, arriving back at 5.15.—Rewards to the crew, £19 18s.

#### LIFE-BOAT STANDS BY GERMAN VESSEL

Eastbourne, Sussex.—At 7.52 on the morning of the 9th of May, 1956, the coastguard telephoned to say that the motor vessel *Julin*, of Hamburg, had gone ashore in fog on Beachy Head ledge. At 8.10 the life-boat *Beryl Tollemache* was launched. There was a light south-westerly breeze and a moderate sea, and it was two hours before high water. The life-boat stood by the *Julin* until she refloated and then returned to her station, arriving at ten o'clock.—Rewards to the crew, £8; rewards to the helpers on shore, £9 9s.

#### DOCTORS TAKEN TO AILSA CRAIG

Girvan, Ayrshire.—About 7.15 on the evening of the 11th of May, 1956, the coastguard rang up to say a message had been received from Ailsa Craig that the wife of one of the workers there was ill and required immediate attention. Owing to the low state of

the tide it was impossible for the *Lady Ailsa*, the boat which sails regularly to the island, to go out, so the life-boat *Robert Lindsay* was launched at 7.35 with two doctors and a district nurse on board. There was a moderate swell and a fresh to strong breeze. It was half an hour after low water. The life-boat arrived at Ailsa Craig at nine o'clock and landed the two doctors and the nurse. After receiving attention, the patient was left on the island. The life-boat left at 10.5 with the doctors and nurse on board and arrived back at her station at 11.20.—Rewards to the crew, £8 8s.; reward to the helper on shore, 12s.

#### HUSBAND TAKEN TO WIFE IN HOSPITAL

**Clovelly, North Devon.**—At 10.20 on the night of the 11th of May, 1956, the Hartland Point coastguard rang up to say that Mr. Gade, the resident agent on Lundy Island, was anxious that his son-in-law should be taken to the mainland as soon as possible, as his daughter was very ill in a hospital at Barnstaple. At 11.20 the life-boat *William Cantrell Ashley* was launched, with the second coxswain in charge, in a moderate sea with a west-north-westerly wind blowing. It was two hours before low water. The life-boat brought the man and the wife's parents to Clovelly, arriving at 3.40.—Rewards to the crew, £12 5s.; rewards to the helpers on shore, £19 16s.

#### LANDED FROM NORWEGIAN FISHING VESSELS

**Stronsay, Orkneys.**—At 1.15 on the afternoon of the 12th of May, 1956, the Kirkwall coastguard reported that a Norwegian fishing vessel was ashore on Vasa Skerry and that another in attempting to help her had also run aground. The life-boat *John Gellatly Hyndman* put out at 1.40 in a rough sea, with a moderate north-westerly gale blowing and a flooding tide. The life-boat found the motor fishing vessels *Astor* and *Leidulf*, both of Maarla, each with a crew of seven.

They were in no immediate danger but requested help at high water. The life-boat therefore put in at Kirkwall before returning to the vessels at eight o'clock in the evening. On reaching them again she found that the crew of the *Leidulf* had landed on the Skerry. There was a strong tide, and five attempts had to be made before the life-boat could be manoeuvred close enough to the shore for the crew to be taken on board. The coxswain then proceeded, stemming the tide. He dropped his anchor and veered down to the bow of the *Astor*, whose crew by now wished to abandon her. When all the men and their belongings were aboard, the life-boat proceeded to Kirkwall, where both crews were landed. She then returned to her station, arriving at 2.30 early on the 13th of May. The master of the *Astor* expressed thanks to the coxswain for the help given to both crews.—Rewards to the crew, £25 12s.; reward to the helper on shore, 12s.

#### TWO RESCUED FROM DINGHY

**Falmouth, Cornwall.**—At four o'clock on the afternoon of the 12th of May, 1956, the life-boat *Craceford and Constance Conybeare* was returning to her moorings after she had been beached for bottom cleaning, when a dinghy was seen to capsize in the harbour. The life-boat went to the position in a moderate sea with a north-westerly breeze blowing and rescued the dinghy's crew of two from the water. She then returned to her station, arriving at 5.30.—Rewards to the crew, £4.

#### ESCORTED TO FLEETWOOD

**Fleetwood, Lancashire.**—At 9.45 on the evening of the 13th of May, 1956, the police reported that several red flares had been seen in the Wyre Channel, and at ten o'clock the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, was launched. There was a moderate sea and a moderate west-south-westerly breeze. It was two hours after low

water. The life-boat came up with the yacht *Progress*, with three people on board, which was making slow progress up the channel. She escorted her to moorings and arrived back at her station at 10.45.—Rewards to the crew, £7; rewards to the helpers on shore, £2 8s.

#### TRAWLER ESCORTED TO ORKNEYS

Stronsay, Orkneys.—At 9.50 on the morning of the 14th of May, 1956, the master of the S.S. *Earl Thorpin* reported to the honorary secretary that a Mayday distress signal had been broadcast by Wick radio station. The Kirkwall coastguard confirmed the information and stated that the trawler *Imperia*, of Grimsby, with a crew of eleven, was in difficulties and leaking off North Ronaldshay. The life-boat *John Gellatly Hyndman* was launched at 10.30 in a rough sea, with a moderate west-north-westerly gale blowing and a flooding tide. The trawler was found off Start Point. She was proceeding southwards escorted by the trawler *Robato*. The life-boat took the tow over from the *Robato* and escorted the *Imperia* to Kirkwall, arriving at 3.20. After the crew had had a meal the life-boat returned to her station, finally arriving at Stronsay at 7.10.—Rewards to the crew, £17 9s.

#### MOTOR BOAT TOWED TO AYR

Troon, Ayrshire.—At 4.50 on the afternoon of the 14th of May, 1956, the Kildonan coastguard telephoned the coxswain to say that the police had reported that two people in a motor boat had been seen waving and appeared to need help. At five o'clock the life-boat *James and Barbara Aitken* put out in a moderate sea. There was a light westerly breeze, and the tide was ebbing. The life-boat came up with the boat a hundred yards west-north-west of Newtown-on-Ayr promenade. She was a 32-foot motor boat. She had run out of petrol and had anchored, and the life-boat towed her to Ayr and then returned to her station, arriving back at 7.15.—Rewards to the crew, £8 8s.

#### CAPSIZED DINGHY TAKEN ON BOARD

Margate, Kent.—At 4.50 on the afternoon of the 18th of May, 1956, the coastguard telephoned to say that the police had reported that a dinghy had capsized and that two boys were in the water half a mile off Minnis Bay. At 5.1 the life-boat *North Foreland, Civil Service No. 11* was launched in a rough sea. A fresh north-easterly breeze was blowing and the tide was half flood. The life-boat came up with the sailing dinghy *Lady Elizabeth*, of Birchington, a quarter of a mile west of Minnis Bay, but the crew could not see the two boys. The life-boat went close in shore, and the police then told the coxswain that the boys had come ashore. The life-boat took the dinghy on board and returned to her station, arriving at 9.45.—Rewards to the crew, £11 4s.; rewards to the helpers on shore, £4 4s.

#### BOAT TOWED IN AFTER CREW SWIM ASHORE

Kirkcudbright, Kirkcudbrightshire.—At 5.50 on the afternoon of the 20th of May, 1956, the Portpatrick coastguard reported that a fishing boat was in distress off Castle Point, Solway Firth, and was drifting towards the rocks. At 6.15 the life-boat *J. B. Couper of Glasgow* was launched in a slight sea. A south-westerly breeze was blowing, and the tide was flooding. The life-boat found the fishing boat *Summer Rose*, of Kippford, aground in a dangerous position. Her crew of four had managed to swim and wade ashore. The life-boat was able to get a line aboard the *Summer Rose* and tow the boat to Kippford. She then returned to her station, arriving at 11.15.—Rewards to the crew, £9 12s.; rewards to the helpers on shore, £2 16s.

#### CONVERTED SHIP'S BOAT TOWED TO AVONMOUTH

Weston-super-Mare, Somerset.—At 8.55 on the evening of the 21st of May, 1956, the Barry Island coastguard

reported that a dinghy was drifting seaward off Portishead and that the crew were waving. The life-boat *Fifi and Charles* was launched at 9.12 in a calm sea. There was a slight south-easterly breeze and the tide was ebbing. While the life-boat was searching, further messages were received that the casualty was in fact a motor cruiser, which was in sight of the Walton Bay signal station. A message was sent to the life-boat by wireless giving the correct position and description of the casualty. At 11.20 the life-boat found the *Stephanie Jan*, of Bristol, a converted ship's boat, with a crew of four. Her engine had broken down and her crew were making ineffectual efforts with oars to stem the tide. The life-boat towed the *Stephanie Jan* to Avonmouth dock and then returned to her station, arriving at 6.30.—Rewards to the crew, £13 4s.; rewards to the helpers on shore, £6 13s.

#### DINGHY TOWED TO WHITEHAVEN

Workington, Cumberland.—At 10.50 on the night of the 21st of May, 1956, the Walney Island coastguard rang up to say that a dinghy had been reported to be drifting towards Workington south buoy. The life-boat *Manchester & Salford XXIX* put out at 11.30 in a calm sea. There was a light north-easterly breeze and the tide was ebbing. The life-boat found the dinghy, with four Sea Cadets aboard, some four miles north-west of Whitehaven. She towed the dinghy to Whitehaven and arrived back at her station at two o'clock early on the 23rd of May.—Rewards to the crew, £8 8s.; reward to the helper on shore, 14s.

#### FISHING BOAT TOWED TO BALTIMORE

Baltimore, Co. Cork.—On the afternoon of the 23rd of May, 1956, anxiety was felt for the safety of the local fishing boat *Carbery Lass*, which was long overdue. The life-boat *John R. Webb*, on temporary duty at the station, was launched at 4.45 in a moderate sea,

with a south-westerly breeze blowing and a flooding tide. She came up with the *Carbery Lass*, of Skibbereen, which had a crew of six, some six miles south-west of Baltimore. The boat's engine had broken down. The life-boat took her in tow and reached her station at 6.30.—Rewards to the crew, £6; rewards to the helpers on shore, £3.

#### MOTOR VESSEL TOWED TO WORKINGTON

Workington, Cumberland.—At midnight on the 23rd of May, 1956, the dock gate foreman rang up to say that a small vessel was sending up red flares opposite the pier-head. The life-boat *Manchester and Salford XXIX* put out at 12.15 early on the 24th in a calm sea. There was a light breeze and the tide was ebbing. The life-boat found the *M.V. Lapwing*, of Workington, with a crew of three, off the entrance to Workington Channel. Her engine had broken down, and the life-boat towed her to Workington, arriving back at her station at 12.50.—Rewards to the crew, £7; reward to the helper on shore, 12s.

#### LIFE-BOAT STANDS BY TANKER

Clacton-on-Sea, Essex.—At six o'clock on the morning of the 25th of May, 1956, the coastguard reported that a vessel was aground on the Middle Sunk and was sending up red flares. At 6.15 the life-boat *Sir Godfrey Baring* was launched in a slight sea. There was a north-westerly breeze, and it was low water. The life-boat came up with the tanker *C 653* of London, with a crew of ten, between no. 4 and no. 6 barrow buoys and stood by her until she refloated. The life-boat then returned to her station, arriving at 12.15.—Rewards to the crew, £12 13s.; rewards to the helpers on shore, £5 2s.

#### BOY'S BODY BROUGHT FROM COVE

St. David's, Pembrokeshire.—At 9.55 on the night of the 26th of May, 1956, the coastguard reported that a boy had





*By courtesy of]*

*[Medley & Bird*

**CARRIED ASHORE FROM THE GENTLE ANNIE**

(see page 308)



*By courtesy of]*

*[The Evening Citizen, Glasgow*

**COXSWAIN DUNCAN NEWLANDS OF CAMPBELTOWN**



*By courtesy of]*

*[The Evening Citizen, Glasgow*

**CAMPBELTOWN LIFE-BOAT CITY OF GLASGOW II**



By courtesy of]

[Blackpool Gazette and Herald Ltd.

**FLEETWOOD LIFE-BOAT ALONGSIDE TANKER**

(see page 290)

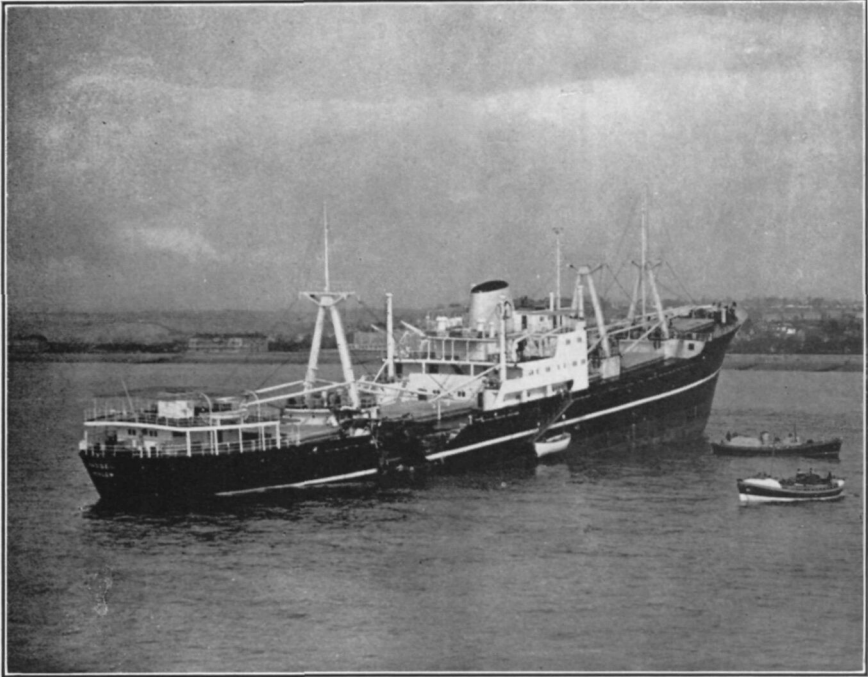


By courtesy of]

[Daily Express, London

**TANKER GENERAL SAN MARTIN AND FLEETWOOD LIFE-BOAT**

(see page 290)



*By courtesy of]*

*[Evening News, London*

**DOVER AND DUNGENESS LIFE-BOATS STAND BY HASSEL**

(see page 292)



*By courtesy of]*

*[Sussex Photo Agency*

**SHOREHAM LIFE-BOAT BRINGS BACK AIRCRAFT WRECKAGE**



*By courtesy of]*

*[T. M. Badger*

**DOUGLAS LIFE-BOAT LANDS SICK MAN FROM TANKER**

(see page 310)



*By courtesy of*

*[L. A. Lyons*

**LYTHAM-ST. ANNE'S LIFE-BOAT AT SEA**



*By courtesy of*

*[Bridlington Free Press*

**FLAMBOROUGH LIFE-BOAT RETURNS**



*By courtesy of*

*Norman Cavell*

**THE QUEEN MOTHER AT WALMER**

(see page 316)



*By courtesy of*

*Western Morning News*

**NAMING THE NEW SCILLY ISLES LIFE-BOAT**

(see page 317)





*By courtesy of*

*[D. M. Smith, Berwick-on-Tweed*

**THE EYEMOUTH LIFE-BOAT AND THE M.V. TONNY**



**THE AITH LIFE-BOAT THE RANKIN**



fallen over a cliff near St. David's Head. The life-boat *Civil Service No. 6* was launched at 10.15 in a calm sea with a north-north-easterly breeze blowing and an ebbing tide. She took her boarding boat with her. When she reached the position lights could be seen where a life-saving apparatus team were working. The second coxswain and the assistant mechanic took the boarding boat inshore, and with the help of the searchlight made a long but unsuccessful search along the foot of the cliffs. The life-boat returned to her station at 12.30 early on the 27th, and at 5.15 in the morning the Royal Naval Air Station at Brawdy telephoned to say a helicopter had sighted a body lying in a cove near St. David's Head. The life-boat was launched at 5.45 and again took her boarding boat. There was now a moderate sea and a flooding tide. A north-easterly breeze was blowing. The boarding boat was sent inshore and picked up the body which was transferred to the life-boat. The life-boat arrived back at her station at 6.45. The body was transferred by ambulance to the mortuary at Brawdy.—Rewards to the crew, £13 4s.; rewards to the helpers on shore, £5 4s. A donation was made to the Institution from a collection taken at the boy's school.

#### FISHING BOAT TOWED TO HASTINGS

Hastings, Sussex.—At 8.27 on the morning of the 27th of May, 1956, the Fairlight coastguard telephoned to say a fishing boat with three men on board was drifting out to sea off St. Leonards. At 8.50 the life-boat *M.T.C.* was launched in a slight sea. There was a gentle north-easterly breeze, and it was low water. The life-boat came up with the fishing boat one mile south-west of St. Leonards. She towed her to Hastings harbour and arrived back at her station at 10.45.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £36 9s.

#### CALL WHEN RETURNING FROM SERVICE

Clacton-on-Sea, Essex.—At 2.50 on the

afternoon of the 27th of May, 1956, the coastguard telephoned to say that the schooner *Lora*, of East Mersea, had had some of her sails carried away and was drifting east-by-south of Clacton Pier. At 3.2 the life-boat *Sir Godfrey Baring* was launched in a rough sea. A strong easterly breeze was blowing and the tide was ebbing. The life-boat reached the schooner at 3.20, but the owner did not require any help, and she escorted her to the shelter of the River Colne.

At 5.21, when the life-boat was returning to her station, the coastguard rang up to say that a small boat was in difficulties off Holland-on-Sea. The life-boat went to the position and found the motor fishing vessel *H.H. 100*, of Harwich, with her engine broken down. Three of the four people on her boarded the life-boat, and two members of the life-boat crew transferred to the fishing vessel. The life-boat then towed the vessel to Harwich, arriving there at 8.30. Because weather conditions would have made rehousing at Clacton difficult the life-boat remained at Harwich for the night and reached her station again at 7.30 the next morning.—Rewards to the crew, £26 8s.; rewards to the helpers on shore, £9 14s.

#### TWO LIFE-BOATS HELP TO REFLOAT STEAMER

Port Erin, and Port St. Mary, Isle of Man.—About 5.35 on the afternoon of the 27th of May, 1956, a man informed the coxswain that he had seen from Cradder Head a steamer aground on the Calf of Man. At 5.55 the life-boat *Matthew Simpson* was launched in a calm sea. A light north-easterly breeze was blowing, the tide was ebbing, and there were fog banks. The life-boat found the *S.S. Crestville*, of Liverpool, with twelve people on board, aground on a boulder beach. Her stern was still afloat, but she was unable to pull herself off on the ebb tide. She was in no immediate danger, and the life-boat stood by. At 9.15 the Port St. Mary life-boat *Civil Service No. 5* put out and half an hour later she too reached the position.

Both life-boats helped to refloat the *Crestville* on a flooding tide. They then returned to their stations, Port Erin arriving back at 12.5 early on the 28th and Port St. Mary at 12.15.—Rewards: Port Erin, Property Salvage Case; first information money, 10s. Port St. Mary, rewards to the crew, £9 16s.

#### YACHT TOWED OFF BANK

**Porthdinllaen, Caernarvonshire.**—At six o'clock on the evening of the 27th of May, 1956, the coastguard reported that a yacht was in difficulties off Caernarvon bar. The life-boat *Charles Henry Ashley* was launched at 6.35 at low water. There was a moderate sea, with a gentle north-easterly breeze blowing. While she was at sea the life-boat received a message that the yacht was safely over the bar, but that another yacht was on the bank south-east of Llanddwyn Island. The life-boat came up with the second yacht, which had a crew of four. She was aground, and at her master's request the life-boat towed her off and took her to Caernarvon. The life-boat then returned to her station, arriving at 12.20 early on the 28th of May. The master made a gift to the crew.—Rewards to the crew, £10 18s.; rewards to the helpers on shore, £5 2s.

#### YACHT TOWED TO WELLS

**Wells, Norfolk.**—At ten o'clock on the evening of the 28th of May, 1956, a yacht was seen to be in difficulties north-east of Wells. At 10.30 the life-boat *Cecil Paine* was launched. The sea was smooth, a moderate east-south-easterly breeze was blowing, and the tide was ebbing. She found the yacht *Wire*, of Glasgow, with one person on board a mile and a half east-north-east of Wells bar. Her mainsail was damaged, and her auxiliary engine had broken down. The life-boat towed the *Wire* to the harbour, arriving there at 11.58.—Rewards to the crew, £6 12s.; rewards to the helpers on shore, £11 4s.

#### SIXTH LAUNCH TO SAME FISHING VESSEL

**Fleetwood, Lancashire.**—In the early hours of the 30th of May, 1956, the life-boat station was told that the motor fishing vessel *Tranquillity* of Fleetwood was overdue from trials of a newly installed engine. At 8.5 the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, was launched in a slight sea. There was a slight north-westerly breeze, and the tide was ebbing. At ten o'clock the life-boat picked up a wireless message that the trawler *Red Knight* had found the *Tranquillity* with her engine broken down and with ten people on board nine miles west-north-west of Lure buoy. The life-boat reached the position at 10.30 and took the *Tranquillity* in tow, arriving back at her station at 12.40. This is the sixth occasion in the last two years on which an Institution's life-boat has launched to the help of the *Tranquillity*.—Rewards to the crew, £12 19s.; rewards to helpers on shore, £4 4s.

#### COASTER ON ROCKS REFLOATED

**Campbeltown, Argyllshire.**—During the evening of the 30th of May, 1956, the life-boat motor mechanic heard on his private radio that the coaster *Ballyclare* was ashore on *Patterson's Rock*. Although no confirmation could be obtained it was decided to launch the life-boat as the reef on which the vessel had grounded is a very dangerous one. At 8.30 the life-boat *City of Glasgow II* put out. There was a slight sea, with a light south-westerly breeze, dense fog and an ebbing tide. The life-boat found the vessel, which was in no immediate danger, stood by her and helped to refloat her on a rising tide. The life-boat arrived back at her station at 4.40 on the morning of the 31st. Property Salvage Case.

#### TWO LIFE-BOATS LAUNCH TO DUTCH SHIP

**Dover, Kent.**—At 11.58 on the night of the 30th of May, 1956, the Sandgate coastguard passed on a report from the

North Foreland radio station that the motor vessel *Prins Bernhard*, of Groningen, had been in collision five miles south of Folkestone and had asked for help. The life-boat *Southern Africa* put out at 12.15 early on the 31st in a moderate sea, with a gentle easterly breeze blowing, thick fog and a flooding tide. She found the *Prins Bernhard* and went alongside and took off the master's wife and son. Meanwhile the Dungeness life-boat *Charles Cooper Henderson* had also launched, but on hearing on the radio-telephone that the Dover life-boat was alongside the casualty she returned to her station. The *Southern Africa* stood by the *Prins Bernhard* while she slowly returned to Dover. When they reached Dover harbour the master's wife and son were put back on the vessel, and the life-boat returned to her moorings, arriving at 4.20.—Rewards to the crew, £12 16s.; reward to the helper on shore, 5s.

**LIBERIAN STEAMER IN COLLISION**

Ramsgate, Kent.—At 1.31 on the afternoon of the 31st of May, 1956, the Deal coastguard reported that the Liberian steamer *Centaurus* had been in collision with an unknown tanker some eighteen miles east-by-south from Ramsgate. The life-boat *Greater London, Civil Service No. 3*, on temporary duty at the station, was launched in a smooth sea, with a light north-north-easterly breeze blowing, thick fog and a flooding tide. With the help of Foreness radar station the *Centaurus* was found, and at the request of the captain the life-boat stood by until the steamer was taken in tow by the French tug *Jean Bart*. The life-boat returned to her station, arriving at 10.20. The *Centaurus* proceeded to Flushing under tow of the French tug *Jean Bart*.—Rewards to the crew, £19 1s.; reward to the helper on shore, 17s.

**INJURED MAN LANDED FROM  
TRAWLER**

Humber, Yorkshire.—At 10.14 on the night of the 31st of May, 1956, the Spurn Point coastguard reported that

the Norwegian trawler *Hawkvern* had sent a message that she would be off Spurn lightvessel about three o'clock the next morning and that she wanted to land an injured man. The life-boat *City of Bradford III* was launched at two o'clock in a calm sea, with a gentle westerly breeze blowing and an ebbing tide. She came up with the *Hawkvern* at 2.40, embarked the injured man and returned to Spurn, arriving at 6.5. Paid Permanent Crew. Additional rewards to the crew, £2 14s.

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

Eastbourne, Sussex.—May 5th.—Rewards, £33 4s.

Shoreham Harbour, Sussex. — May 7th.—Rewards, £17 11s.

Bembridge, Isle of Wight.—May 7th.—Rewards, £9 5s.

The Mumbles, Glamorganshire.—May 10th.—Rewards, £14 8s.

Shoreham Harbour, Sussex. — May 11th.—Rewards, £17.

Bembridge, Isle of Wight.—May 12th.—Rewards, £10 5s.

Filey, Yorkshire.—May 13th.—Rewards, £28 15s.

Penlee, Cornwall.—May 16th.—Rewards, £26 15s.

New Brighton, Cheshire.—May 19th.—Rewards, £11 6s.

Dover, Kent.—May 20th.—Rewards, £4 9s.

Walmer, Kent.—May 20th.—Rewards, £16 7s.

Clacton-on-Sea, Essex.—May 21st.—Rewards, £11 17s.

Padstow, Cornwall.—May 25th.—Rewards, £6 4s.

Donaghadee, Co. Down.—May 27th.—Rewards, £7.

Stronsay, Orkneys.—May 28th.—Rewards, £13 5s.

Margate, Kent. — May 28th. — Rewards, £17 12s.

**Padstow, Cornwall.**—May 28th.—Rewards, £6.

**Valentia, Co. Kerry.**—May 30th.—Rewards, £14 12s.

**Ballycotton, Co. Cork.**—May 31st.—Rewards, £14 5s.

**Dungeness, Kent.**—May 31st.—Rewards, £24 2s.

## JUNE

DURING June life-boats were launched on service 62 times and rescued 57 lives.

### MOTOR LAUNCH TOWED TO DONAGHADEE

**Donaghadee, Co. Down.**—At 9.15 on the night of the 1st of June, 1956, the Orlock coastguard rang up to say that a motor boat was in distress in Donaghadee Sound. The life-boat *K.E.C.F.*, on temporary duty at the station, put out at 9.25 in a moderate sea, with a moderate southerly breeze blowing and an ebbing tide. She came up with the motor launch *Seal*, which had broken down with four people on board and was drifting. The life-boat towed her into Donaghadee harbour, arriving back at her station at 9.50.—Rewards to the crew, £7.

### UNCONSCIOUS MAN RESCUED FROM SEA

**Fleetwood, Lancashire.**—At 2.55 on the morning of the 2nd of June, 1956, the county police rang up to say that the yacht *Cistus* with a crew of four had struck an unlighted buoy in the Wyre Channel and had sunk. The life-boat *Edmund and Mary Robinson*, on temporary duty at the station, was launched at 3.15 in a smooth sea. A strong west-south-westerly breeze was blowing and the tide was flooding. Two of the crew of the *Cistus* had managed to swim ashore, and the third was rescued by a ship's boat which was helping in the search. This boat became swamped and was towed to safety together with another rescue boat whose engine had broken down.

The fourth member of the crew was found by the life-boat about two miles up the river. He was unconscious but was being supported by his life-jacket. He was given first aid and taken ashore, where he was rushed to the hospital. The life-boat arrived back at her station at 4.45.—Rewards to the crew, £7; rewards to the helpers on shore, £2 10s.

### YACHT TOWED FROM DANGEROUS POSITION

**Hoyleake, Cheshire.**—At 6.45 on the morning of the 2nd of June, 1956, the honorary secretary's son reported that the yacht *Gentle Annie*, of West Kirby, was flying distress signals in a dangerous position off the north end of East Hoyle bank. The life-boat *Oldham IV* was launched at 7.8 in a heavy, breaking sea with a strong west-south-westerly breeze blowing and an ebbing tide. When she came up with the *Gentle Annie*, which had a crew of two, she found that she had a broken pump shaft and was dragging her anchor in the very rough seas. The life-boat took the yacht in tow to Hilbre Pool and arrived back at her station at 9.30.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £7 10s.

### FRENCH TRAWLER TOWED TO VALENTIA

**Valentia, Co. Kerry.**—At 11.55 on the morning of the 3rd of June, 1956, a message was received from Valentia radio station that the French trawler *Guillaume Anne Marie* with a crew of twelve had engine trouble six miles south-east of Skelligs and needed help. The life-boat *A.E.D.* put out at high water in a calm sea with a moderate south-westerly breeze blowing. After an extensive search the life-boat found the *Guillaume Anne Marie*, and by this time the weather had worsened. There was a very rough sea and a moderate westerly gale, and visibility was very bad. The trawler had drifted a considerable distance and was in danger of being blown ashore. The life-boat and another French trawler passed ropes to the *Guillaume*

*Anne Marie* and towed her to Valentia, arriving there at 9.30 at night.—Rewards to the crew, £21 13s.; reward to the helper on shore, £1 1s.

#### MAYDAY MESSAGE INTERCEPTED ON RETURN

**Clacton-on-Sea, Essex.**—At 5.8 on the afternoon of the 3rd of June, 1956, the coastguard telephoned to say a small boat with two people on board was in difficulties near the Brooklands groyne, Jaywick. The life-boat *Sir Godfrey Baring* was launched at 5.16 in a moderate sea. There was a gentle south-westerly breeze, and the tide was flooding. When she reached the position the life-boat found that the boat was well in shore and breaking up. As the two people were safely ashore the life-boat returned to station. On her way back she intercepted a Mayday message from the yacht *Flumm 2*, stating two boys were in difficulties with a capsized 16-foot sailing dinghy in the River Blackwater off Mersea Point. One of the boys had been rescued by the owner of the yacht, but they were having difficulty in rescuing the second boy as the yacht was nearly aground. The life-boat reached the position, which was marked with a yellow life-jacket attached to a sinker, at six o'clock. A long search was made in conjunction with helicopters and an Air-Sea Rescue launch for the other boy, but without success. The rescued boy was taken in the *Flumm 2* to Brightlingsea, where he was transferred to a waiting ambulance. The life-boat recovered the sailing dinghy and took her to Brightlingsea, arriving there at nine o'clock. Because of the weather the life-boat could not be rehoused until 1.30 on the afternoon of the 5th of June.—Rewards to the crew, etc., £34 6s. 4d.; rewards to the helpers on shore etc., £9.

#### LIFE-BOAT STANDS BY YACHT IN ROUGH SEA

**Falmouth, Cornwall.**—At ten o'clock on the night of the 3rd of June, 1956,

the Polruan coastguard reported that a sailing boat moored off Portscatho seemed to be dragging her anchor. As the weather conditions were bad the life-boat *Cunard*, on temporary duty at the station, put out at high water at 10.25. The sea was rough, and there was a strong south-westerly breeze. The life-boat came up with the sailing boat *Ranwara*, of London, but her crew did not want any help. The life-boat, however, stood by the yacht until the weather improved and then returned to her station, arriving at 1.45 early on the 4th of June.—Rewards to the crew, £9 16s.; reward to the helper on shore, 12s.

#### FISHING VESSEL FOUND ABANDONED

**Whitehills, Banffshire.**—At 4.55 on the afternoon of the 5th of June, 1956, the life-boat's second coxswain reported that he had seen a fishing vessel some three miles from Whitehills apparently out of control and drifting to the shore but showing no distress signals. The life-boat *St. Andrew, Civil Service No. 10* was launched at six o'clock in a rough sea with a fresh north-westerly breeze blowing and a flooding tide. The local fishing boat *Foxglove* also put out about the same time, and both vessels came up with the *Golden Eagle*, of Wick, about half a mile from the shore. The life-boat and the *Foxglove* each put two men on board, but although the engine was running there was no sign of the crew. The *Foxglove* towed the *Golden Eagle* to Whitehills escorted by the life-boat, which arrived back at her station at 7.30.—Rewards to the crew, £7; rewards to the helpers on shore, £3 2s.

#### YACHT TOWED TO BEAUMARIS

**Beaumaris, Anglesey.**—At 11.40 on the morning of the 5th of June, 1956, it was reported that the crew of two of the yacht *Cestrian Maid*, of Liverpool, were signalling for help off Gallows Point. The life-boat *Field Marshal and Mrs. Smuts*, which had put out to the same vessel the day before, was

launched in a rough sea, with a moderate south-south-westerly gale blowing and a flooding tide. The *Cestrian Maid* was in danger of being swept on to Beaumaris pier by the rough sea, and the life-boat towed her to a safe anchorage. The life-boat arrived back at her station at 3.30 but because of the weather could not be rehoused until the 7th of June. The owner made a donation to the Institution's funds.—Rewards to the crew, £11 11s.; rewards to the helpers on shore, £3.

#### SICK MAN TAKEN FROM LIGHTVESSEL

Tenby, Pembrokeshire.—At 12.5 on the afternoon of the 5th of June, 1956, the coastguard reported that a man on the St. Gowan lightvessel was ill and needed a doctor. A quarter of an hour later the Superintendent of Trinity House at Swansea asked for the life-boat to take a doctor out. The life-boat *Henry Comber Brown* was launched at 12.55 with a doctor on board. The sea was calm; there was a moderate south-westerly breeze and a flooding tide. The life-boat put the doctor aboard the lightvessel. The sick man was then transferred to the life-boat, which returned to her station, where an ambulance was waiting, arriving at 5.15.—Rewards to the crew, £11 4s.; rewards to the helpers on shore, £6 8s. Refunded to the Institution by Trinity House.

#### SICK MAN TAKEN OFF TANKER

Douglas, Isle of Man.—On the 5th of June, 1956, the harbour master was informed by the local agent of the tanker *Pass of Balmaha*, of London, that a member of her crew had had a seizure and was unconscious. The harbour master asked if the life-boat would launch to bring the man ashore, as it was impossible because of the weather to send any other small vessel. At 1.30 in the afternoon the life-boat *R. A. Colby Cubbin No. 1* put out for the first time on service, with a doctor on board. There was a heavy swell, a fresh westerly breeze was

blowing, and the tide was ebbing. The sick man was taken off the tanker and brought into the harbour, where the life-boat arrived at 3.30. He was sent immediately to hospital, but he died eight days later.—Rewards to the crew, £8; rewards to the helpers on shore, £3 5s.

#### DOCTOR TAKEN TO ISLAND

Stromness, Orkneys.—At 3.40 on the afternoon of the 5th of June, 1956, a doctor rang up to say he had attempted to visit a patient at Graemsay by fishing boat, but because of the rough sea the vessel had had to return to Stromness. As it was thought the patient would have to be brought to the mainland for hospital treatment, and as an exercise of the life-boat was due, it was decided to combine the missions. The life-boat *Archibald and Alexander M. Paterson* was launched at 3.50, with the doctor on board, in a moderate but choppy sea with a fresh westerly gale blowing and a flooding tide. The doctor was landed at Graemsay while the life-boat proceeded on exercise. The life-boat then returned to Graemsay, but it was found that the patient was too ill to undertake the passage in the prevailing conditions. The life-boat returned with the doctor, arriving back at her station at 6.50.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £1 16s.

#### RESCUE BY COAST LIFE-SAVING SERVICE

Valentia, Co. Kerry.—At 11.40 on the night of the 6th of June, 1956, the Dingle Coast Life-saving Service telephoned that the fishing boat *Carraig Doun*, of Dublin, had engine trouble one mile west of Ventry harbour and was being driven ashore. Another trawler, *Elsie Mable*, was standing by to give the position to the life-boat. At 12.12 the life-boat *A.E.D.* put out in a very rough sea. A fresh westerly gale was blowing, and the tide was flooding. The life-boat reached the position at 1.32. There were several other fishing boats in the area but

contact could not be made by wireless. The life-boat approached time and again to within fifty yards of the rocks, and using the searchlight, the coxswain made every effort to sight survivors or to locate the *Carraig Doun*, but without success. The fishing boat had used up all her flares, and it was clear that even if she had not been abandoned she would have been unable to indicate her position. There was now a west-south-westerly gale and heavy rain, and at times visibility was down to 100 yards. Seas were breaking over the life-boat. At 5.32 the coxswain saw one survivor clinging to the rocks. He was unable to manoeuvre the life-boat close in to effect a rescue, and it would have been unwise to use the breeches buoy. He therefore wirelessly the honorary secretary, asking for the information to be passed to the Coast Life-saving Service at Dingle. This was done, and the Life-saving Service rescued the man. All the fishing boats had by this time returned to harbour, and the life-boat went to Dingle to find out how many men had been on board the *Carraig Doun*. When it was known two men were missing, the life-boat put out again with a local fisherman on board and carried out a further search, but she could find nothing. She then returned to her station, arriving back at 3.15 in the afternoon.—Rewards to the crew, £27 19s.; rewards to the helpers on shore, £7 7s.

#### FISHING VESSEL TOWED TO SCRABSTER

Thurso, Caithness-shire.—At 10.30 on the morning of the 7th of June, 1956, a report was received that a fishing vessel had broken down off Crosskirk, near Brimness. At 10.50 the life-boat *Dunnet Head*, Civil Service No. 31 was launched in a moderate sea, with a moderate south-south-easterly wind blowing and an ebbing tide. She found the motor fishing vessel *Falcon*, off Buckie, leaking badly. She transferred three of her crew of four, her skipper remaining on board, and towed her to Scrabster, arriving back at 1.50.—Property Salvage Case.

#### ESCORT FOR A LOBSTER BOAT

Helvick Head, Co. Waterford.—At 7.20 on the evening of 7th of June, 1956, it was reported that two people had gone out in the afternoon in their motor boat to look at their lobster pots and had not returned. The life-boat *H. F. Bailey* put out at 7.30 in a very rough sea. There was a north-westerly gale blowing. She searched along the cliffs to the west of Helvick Head and eventually found the small motor boat in a small inlet sheltering from the wind. The life-boat escorted the boat back to harbour, arriving back at her station at about 8.20. The owners thanked the crew.—Rewards to the crew, £7; rewards to the helpers on shore £2 8s.

#### TWO STEAM LIGHTERS ESCORTED

Campbeltown, Argyllshire.—At 1.5 on the afternoon of the 7th of June, 1956, the Southend coastguard reported that a steam lighter had fired three orange flares off Uguadale Point in Kilbrannan Sound. The life-boat *City of Glasgow II* put out at 1.21 in a calm sea with a light north-easterly breeze blowing and an ebbing tide. As she approached the lighter, which was the *Cuban*, of Glasgow, with a crew of three, she saw that another vessel was going alongside. The *Cuban's* engine had broken down and the other vessel, which was the steam lighter *Scalight*, began to tow her to Campbeltown. Because of the heavy southerly swell the life-boat escorted both vessels to Campbeltown, arriving back at her station at 2.45.—Rewards to the crew, £7; reward to the helper on shore, 13s.

#### WHITBY COBLE ESCORTED TO SCARBOROUGH

Whitby, Yorkshire.—On the morning of the 8th of June, 1956, the weather was deteriorating. The local fishing fleet was at sea, and the position of one boat gave some cause for anxiety, so it was decided to launch the no. 1 life-boat *Mary Ann Hepworth* at 5.20 in a very rough sea. A fresh north-north-westerly gale was blowing and the tide was ebbing. The life-boat

came up with the motor fishing coble *Enterprize*, of Whitby, which was making no headway in the bad weather. Her engine had been stopped by a heavy sea, but it was restarted, and the life-boat escorted the coble to Scarborough, arriving there at 8.36. The life-boat returned to Whitby the next day, arriving there at 6.5 in the evening.—Rewards to the crew, £22 3s.; rewards to the helpers on shore, etc., £10 9s. 8d.

#### FOUR FISHING BOATS ESCORTED TO HARBOUR

Scarborough, Yorkshire. — At 6.10 on the morning of the 8th of June, 1956, the coxswain reported that four local fishing boats were returning to the harbour in a heavy sea. A west-north-westerly gale was blowing, and the tide was ebbing. The life-boat *E.C.J.R.* was launched at 7.40. She escorted the vessels to harbour and reached her station again at 8.25.—Rewards to the crew, £6 5s.; rewards to the helpers on shore, £11 7s.

#### FISHING BOATS ESCORTED TO SHERINGHAM

Sheringham, Norfolk.—On the morning of the 8th of June, 1956, the local fishing boats were at sea and the weather was deteriorating. At 10.10 the life-boat *Foresters Centenary* was launched in a rough sea, with a strong northerly wind blowing and a flooding tide. The life-boat escorted in several fishing boats, the crews of two being handed life-belts. She reached her station again at 12.15.—Rewards to the crew, £10 16s.; rewards to the helpers on shore, £13 6s.

#### TWO MEN LANDED FROM YACHT

Hoyleake, Cheshire.—At eleven o'clock on the night of the 8th of June, 1956, a report was received by the coxswain that two men in a motor yacht anchored in Hoyleake were showing lights and calling for help. At 11.32 the life-boat *Oldham IV* was launched at high water in a rough sea. There

was a strong north-easterly breeze. The life-boat found the motor yacht *Barracuda* half full of water. She took the two men on board and landed them, arriving back at her station at 11.50.—Rewards to the crew, £5; rewards to the helpers on shore, £6 8s.

#### CONVERTED LIFE-BOAT TOWED TO ROSSLARE

Rosslare, Co. Wexford.—At two o'clock on the afternoon of the 10th of June, 1956, the Carne Coast Life-Saving Service rang up to say that the fishing boat *Tern* was out of control near Splough Rock and was drifting seawards. The life-boat *Douglas Hyde* was launched at 2.15 in a smooth sea, with a light east-south-easterly breeze blowing and an ebbing tide. When she came up with the *Tern* about six miles north-east of Carnsore, she found that she had engine trouble. The *Tern*, which is an ex-R.N.L.I. life-boat and which had a crew of two, was towed to Carne harbour. The life-boat arrived back at her station at 5.50. Partly paid permanent crew.—Rewards to the crew, £4 16s.; reward to the helper on shore, 14s.

#### YACHT TOWED TO HARBOUR IN GALE

Bridlington, Yorkshire.—On the afternoon of the 10th of June, 1956, the honorary secretary saw a yacht in distress three miles south of the life-boat station. At 3.48 the life-boat *Tillie Morrison*, *Sheffield II* was launched in a very rough sea. A strong northerly gale was blowing and the tide was flooding. The life-boat found the yacht *Lassiette*, of Bridlington, with her sail torn and her anchor fouled. She had a crew of three. After great difficulty her anchor was weighed, and she was towed to harbour, arriving at 5.55. Because of the state of the tide the life-boat could not be rehoused until 9.25. The owner made a donation to the funds of the Institution.—Rewards to the crew, £8 14s.; rewards to the helpers on shore, £9 7s.



### MOTOR LAUNCH TOWED TO COURTMACSHERRY

**Courtmacsherry Harbour, Co. Cork.**—On the 10th of June, 1956, a report was received that a motor launch was in difficulties in Courtmacsherry Bay. At 10.10 the life-boat *Sarah Ward and William David Crossweller* put out in a calm sea. There was a moderate breeze, and the tide was ebbing. The life-boat found the launch with six people on board off Garrestown Strand, about 500 yards from the rocks, and towed her to the harbour, arriving there at 12.15.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £2 6s.

### LONGSHORE BOAT TOWED TO LOWESTOFT

**Lowestoft, Suffolk.**—On the morning of the 12th of June, 1956, the coast-guard reported that the local longshore boat *Eva May*, with one man on board, had left harbour at nine o'clock the morning before, but had not returned, and anxiety was felt for her safety. Two local boats had searched during the night but had found nothing. At six o'clock the life-boat *Greater London (Civil Service No. 3)*, on temporary duty at the station, put out in a slight sea, with a moderate northerly breeze blowing and an ebbing tide. A message was received that the cargo vessel *Cardiffbrook* had sighted the *Eva May* with her engine broken down eight miles south of Lowestoft. The life-boat went to the position and towed the *Eva May* to Lowestoft, arriving there at 8.55. The owner and skipper thanked the crew.—Rewards to the crew, £10 16s.; reward to the helper on shore, 12s.

### LOBSTER BOAT TOWED TO KILRONAN

**Galway Bay, Co. Galway.**—At 1.40 on the afternoon of the 15th of June, 1956, the coxswain reported that a local lobster boat *Carraig Airz* was flying a distress signal off the Aran coast. The life-boat *Mabel Marion Thompson* was launched at two o'clock in a calm sea with a light south-south-westerly breeze and an ebbing tide. She came

up with the boat, which had a crew of two, two miles north-west of Straw Island. The lobster boat's engine had broken down, and the life-boat towed her to Kilronan pier, arriving back at her station at 3.15.—Rewards to the crew, £7; reward to the helper on shore, 12s.

### NINE MEN TAKEN FROM SHIP'S BOAT

**Dunmore East, Co. Waterford.**—In the early hours of the 16th of June, 1956, the lighthouse keeper telephoned that rockets were being fired two miles from the harbour. At 2.30 the life-boat *Annie Blanche Smith* put out in a very rough sea. There was a strong south-south-easterly gale, the tide was ebbing, and visibility was very bad. The life-boat came up with the steam trawler *Merchant Vanguard* in Loftus Hall Bay in Waterford harbour. Lights were seen on the trawler, but there were no signs of her crew, and the ship's boat was missing. A long search was made and the boat was found half full of water with nine men on board. They were taken aboard the life-boat and given rum and hot soup on the passage back to Dunmore, which was reached at 5.5.

An hour and a half later the life-boat put to sea again. She had on board four of the crew of the trawler, whom she took to a sister trawler which had arrived at the scene of the grounding. The men wanted to try to save some of their personal clothing, money and other possessions, and the life-boat stood by while they tried to do so. She arrived back at 8.30 and at 10.15 put out again with the remainder of the crew, who also tried to salvage their possessions. She stood by once more, but the salvage attempt failed, and she returned to her station, arriving back at 12.30.—Rewards to the crew, £19 13s.; reward to the helper on shore, 13s.

### YACHT TOWED TO ROSSLARE HARBOUR

**Rosslare Harbour, Co. Wexford.**—At two o'clock on the afternoon of the

16th of June, 1956, a message was received from Valentia radio that the Dutch motor vessel *Stientje Mensinga* had picked up the small yacht *Julia* ten miles north-east of Tuskar Rock. She had seen no survivors and was searching the area. Fifteen minutes later a further message was received that the survivors of the *Julia* had been picked up by the Dutch motor vessel *Lindesingel*. It was later reported that the *Lindesingel* was proceeding to Newport and that the *Stientje Mensinga* was making for Waterford with the *Julia* in tow. At 9.30 at night the Tuskar Rock lighthouse reported that the tow had broken away seven miles north-east of Rosslare Harbour. There were then five members of the crew of the Dutch vessel on board the yacht, who were baling out water. The life-boat *Douglas Hyde* put out at 9.40 in a rough sea. There was a strong north-westerly wind and the tide was ebbing. On reaching the position the life-boat took the *Julia* in tow at the request of the captain of the Dutch vessel. She brought the yacht to Rosslare Harbour, arriving there at 12.30.—Partly paid permanent crew.—Rewards to the crew, £4 4s.; reward to the helper on shore, 15s.

#### YACHT TOWED TO NEWHAVEN

**Eastbourne, Sussex.**—At 3.15 on the afternoon of the 16th of June, 1956, the police informed the coxswain that a yacht was firing flares in Normans Bay. The life-boat *Beryl Tollemache* was launched at 3.23 in a rough sea with a moderate southerly gale blowing and a flooding tide. She found the motor cruiser *Fair Maiden*, of Newhaven, unmanageable on a lee shore. She took off her crew of three, put some members of the life-boat crew aboard, and towed the vessel to Newhaven. The life-boat arrived back at her station at 8.45.—Property Salvage Case.

#### MAN FOUND CLINGING TO BUOY

**Swanage, Dorset.**—At 4.9 on the afternoon of the 16th of June, 1956, the

coastguard telephoned to say that the police had stated that a man had reported seeing a rowing boat with three occupants appear to capsize by the second buoy off Ocean Bay café. No detailed information was given but at 5.16 the coastguard reported that a man was clinging to a boat by Ballard Head. The life-boat *R.L.P.* was launched at 5.30 in poor visibility and a very choppy sea, with a moderate south-south-westerly gale blowing and rain squalls. The life-boat made for the position and found a young man clinging to the Sailing Club buoy. He was unconscious and was only taken aboard the life-boat with difficulty. The life-boat signalled for a doctor and ambulance and returned to her station. After landing the man the life-boat returned to the scene of the incident and searched a wide area for the other two occupants of the rowing boat without success. The life-boat returned to her station at 9.30.—Rewards to the crew, £9 16s.; rewards to the helpers on shore, £2 8s.

#### COXSWAIN'S BOAT AND LIFE-BOAT BOTH PUT OUT

**Dover, Kent.**—At 9.25 on the evening of the 16th of June, 1956, the Sandgate coastguard passed on a message from the Lloyds signal station that the yacht *Pandora*, of Ghent, Belgium, had struck a breakwater, and that one of her crew of two was in the sea. The life-boat coxswain at once sent his own motor boat, the *King John II*, and the life-boat *Southern Africa* put out at 9.45. The sea was rough, there was a strong southerly wind, and the tide was ebbing. The *King John II* picked the man up and towed the yacht into the harbour. The life-boat stood by until the *Pandora* was safely moored and then returned to her station, arriving at 10.30.—Rewards to the crew, etc., £4 5s.

#### MOTOR MECHANIC GIVES FIRST AID

**Plymouth, South Devon.**—At ten o'clock on the morning of the 17th of June, 1956, the life-boat *Thomas Forehead*

and *Mary Rowse* put out from her moorings on an exercise in a smooth sea. A fresh north-north-westerly breeze was blowing, and the tide was flooding. When the life-boat was half-way across Plymouth Sound a yacht was seen broadside on to the breakwater. The coxswain altered course and came up with the yacht *Moana*. Her owner had been sailing the yacht round the Devon coast and had reached Cawsand on the 15th of June. A stiff wind had blown up on the following night, and in seeking the shelter of the breakwater the yacht had gone aground in the early hours of the 17th of June. The life-boat picked up a lighthouse-keeper, who had gone aboard the yacht to help, and who had hurt both his hands. The motor mechanic rendered first aid. The *Moana*, with the owner and two members of the life-boat crew aboard her, was then taken in tow to a ship-builder's yard at Cremyll. The life-boat returned to her moorings, arriving there at 12.10. The owner thanked the crew and made a donation to the funds of the Institution.—Rewards to the crew, £10 16s.

#### TWO GIRLS RESCUED FROM RUBBER DINGHY

Tenby, Pembrokeshire.—At 4.55 on the afternoon of the 17th of June, 1956, the coastguard telephoned that two girls in a rubber dinghy were drifting out to sea half a mile south of Pendine Village. At 5.30 the life-boat *Henry Comber Brown* was launched in a slight sea. There was a moderate northerly breeze, and the tide was ebbing. The life-boat took the rubber dinghy and the two girls, one of whom was exhausted, on board and returned to her station, arriving back at 7.30. The girls, who had been in bathing dresses, were given clothes and later taken to hospital.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £5 12s.

#### YACHT'S CREW TAKEN FROM DUTCH COASTER

Dover, Kent.—At 8.25 on the evening of the 17th of June, 1956, the Sandgate

coastguard rang up to say the auxiliary yacht *West Wind* needed help three miles east of South Goodwin lightvessel. The life-boat *Southern Africa* put out at 8.45 in a very rough sea. There was a strong north-north-westerly wind, and the tide was ebbing. It was later reported that the yacht had been abandoned and that the Dutch coaster *Tromp*, which had picked up her crew of four, had asked the life-boat to take them off. The life-boat came up with the *Tromp*, transferred the yacht's crew, and arrived back at her station at midnight.—Rewards to the crew, etc., £8 13s.

#### FISHING BOAT TOWED TO FOLKESTONE

Dungeness, Kent.—At 12.15 on the afternoon of the 23rd of June, 1956, a shipping agent telephoned to say that the fishing boat *Invictor*, of Folkestone, was disabled with a broken shaft three-quarters of a mile south-east of the life-boat station. At 12.25 the life-boat *Charles Cooper Henderson* was launched in a choppy sea. There was a moderate north-easterly breeze, and it was high tide. The life-boat found the fishing boat with a crew of three and began towing her to Folkestone. Later the tow was handed over to another boat from Folkestone, and the life-boat returned to her station, arriving back at 2.45.—Rewards to the crew, £9 12s.; rewards to the helpers on shore, £18 17s.

#### YACHT TOWED TO RAMSGATE

Ramsgate, Kent.—At 7.16 on the evening of the 23rd of June, 1956, the life-boat coxswain received a message that the yacht *Patrona*, with a crew of two, was aground on Brake Sands. At 7.20 the life-boat *Michael and Lily Davis* put out in a slight sea. There was a slight north-north-westerly breeze, and the tide was flooding. The life-boat towed the yacht off the sands and returned with her to Ramsgate harbour, arriving back at 9.22.—Rewards to the crew, £9 12s.; reward to the helper on shore, etc., 13s. 6d.

LIFE-BOAT RETURNING FINDS  
YACHT IN DISTRESS

**Bembridge, Isle of Wight.**—At 2.8 on the afternoon of the 26th of June, 1956, the Foreland coastguard telephoned that a small rowing boat appeared to be in difficulties off Yaverland Fort. At 2.22 the life-boat *Jesse Lumb* was launched in a moderate sea. A moderate westerly breeze was blowing, and it was high water. The life-boat found that another vessel had taken the boat in tow towards Sandown. On returning to her station the life-boat found the motor boat *Red Robin*, of Sandown, with her engines broken down. She towed her to Sandown and returned to her station, arriving at 4.26.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £3 5s.

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

**Southend-on-Sea, Essex.**—June 1st.—Rewards, £10 18s.

**Selsey, Sussex.**—June 4th.—Rewards, £29 14s.

**Southend-on-Sea, Essex.**—June 4th.—Rewards, £11 12s.

**Beaumaris, Anglesey.**—June 4th.—Rewards, £8 16s.

**Kirkcudbright, Kirkcudbrightshire.**—June 4th.—Rewards, £16 15s.

**Galway Bay, Co. Galway.**—June 6th.—Rewards, £10 8s.

**Cullercoats, Northumberland.**—June 6th.—Rewards, £15.

**Bridlington, Yorkshire.**—June 8th.—Rewards, £12 17s.

**Clacton-on-Sea, Essex.**—June 10th.—Rewards, £21 13s.

**Ramsgate, Kent.**—June 11th.—Rewards, £13 8s.

**Fowey, Cornwall.**—June 11th.—Rewards, £7 2s. 6d.

**Selsey, Sussex.**—June 13th.—Rewards, £13 6s.

**Donaghadee, Co. Down.**—June 13th.—Rewards, £9 2s.

**St. Ives, Cornwall.**—June 14th.—Rewards, £15 9s.

**Shoreham Harbour, Sussex.**—June 15th.—Rewards, £10 1s.

**Dover, Kent.**—June 19th.—Rewards, £15 6s.

**Dover, Kent.**—June 19th.—Rewards, £11 9s.

**Dungeness, Kent.**—June 20th.—Rewards, £23 5s.

**Caister, Norfolk.**—June 21st.—Rewards, £13.

**Mallaig, Inverness-shire.**—June 22nd.—Rewards, £7.

**Holyhead, Anglesey.**—June 23rd.—Rewards, £10 18s.

**New Quay, Cardiganshire.**—June 23rd.—Rewards, £13 17s.

**Clacton-on-Sea, Essex.**—June 23rd.—Rewards, £21 1s.

**Ramsgate, Kent.**—June 26th.—Rewards, £8 13s.

## Walmer Centenary

QUEEN ELIZABETH THE QUEEN MOTHER presented a certificate inscribed on vellum to commemorate the establishment of a life-boat station at Walmer one hundred years ago at a ceremony which took place at the Walmer boat-house on the 23rd of May, 1956. Sir Gerald Wollaston, chairman of the Goodwin Sands and Downs branch, was in the chair.

H.M. the Queen Mother spoke of the proud record of service of the Walmer station. At one time shortly after the second world war Walmer was the busiest life-boat station in the country. Up to the time when the ceremony took place its life-boats had been launched on service 480 times and had rescued 675 lives.

## Naming Ceremonies

### TENBY

H.R.H. the Duchess of Kent, President of the Institution, named the new Tenby life-boat *Henry Comber Brown* at Tenby on the 2nd of June, 1956, and later went afloat in the life-boat. The life-boat has been built out of legacies from the late Mr. H. Comber Brown, of London, and Miss A. E. Haldane, of Gerrards Cross.

Mr. H. E. Weight, president of the Tenby branch, took the chair and Commander T. G. Michelmores, Chief Inspector of Life-boats, described the boat, which is a 49-feet 9-inches Watson cabin boat.

Earl Howe, Chairman of the Committee of Management of the Institution, on behalf of the relatives of the donors and of the Institution, handed the life-boat over to the Tenby branch, Mr. W. S. Edwards, chairman of the branch, accepting her. The Bishop of St. David's, assisted by the Rev. Canon H. J. B. Hallam, Rector of Tenby, and the Rev. J. Lumley Williams, conducted the service of dedication. A vote of thanks to the Duchess of Kent was proposed by the Mayor of Tenby, Alderman P. R. Howells.

A guard of honour was mounted by W.R.N.S. of H.M.S. *Harrier*. The band of the Royal Marines from H.M.S. *Gamecock* played, and singing was led by the choir of St. Mary's parish church, Tenby.

Before the ceremony began Ruth and Patricia Rogers, twin daughters of the life-boat mechanic, who presented the traditional bouquet to the Duchess of Kent, also presented her with a casket of Caldey scent from the friar and monks of the Caldey Island monastery. The crews of the Tenby, St. David's and Ferryside life-boats were all presented to Her Royal Highness.

### ST. MARY'S, SCILLY ISLES

Mrs. A. A. Dorrien-Smith named the new St. Mary's, Scilly Isles, life-boat *Guy and Clare Hunter* at St. Mary's on the 20th of June, 1956. The life-

boat was provided out of legacies from the late Mrs. C. Hunter, of Horncastle; Mrs. R. Harris, of Manchester; Miss E. M. H. Reily, of Battersea Park; Miss M. Sheffield, of Hove; Mrs. L. M. Widdrington, of Ealing Common; Mr. Thomas H. Bennett, of Manchester; and Mrs. C. H. Brown, of Perth.

Alderman G. Woodcock, Chairman of St. Mary's Council, opened the proceedings, and Lieut.-Commander T. M. Dorrien-Smith, president of the branch, took the chair. Lieut.-Commander W. L. G. Dutton, Western District Inspector of Life-boats, described the new boat, which is a 46-feet 9-inches Watson cabin boat.

Colonel A. D. Burnett Brown, Secretary of the Institution, handed the life-boat over to the branch, Mr. R. M. Stephenson, chairman of the branch, accepting her. A prayer was read by the Rev. F. Hastings, Priest-in-Charge, St. Agnes, and the lesson by the Rev. R. Ward Davies, Methodist Minister, St. Mary's. The Rev. I. G. Sanders, Priest-in-Charge, Trescoe with Bryher, then dedicated the life-boat.

A vote of thanks was proposed by Mr. E. J. Dunt, Land Steward, Duchy of Cornwall, and seconded by Mr. R. W. B. Ward, Chairman of the Isles of Scilly Steamship Company.

A certificate of service was presented to Coxswain Matthew Lethbridge, who recently retired after serving as coxswain of the St. Mary's life-boat for thirty-one years.

### MOELFRE

Countess Howe named the new Moelfre life-boat *Watkin Williams* at Moelfre on 26th of June, 1956. The new life-boat has been built out of a legacy of the late Miss Mary Eames Williams, of Deganwy.

Sir Richard Williams-Bulkeley, Bart., president of the Anglesey branch, took the chair, and Commander L. F. L. Hill, Central District Inspector of Life-boats, described the new boat, which is a 42-feet Watson boat.

Earl Howe, Chairman of the Committee of Management of the Institution, on behalf of the relatives of the donor and of the Institution, handed the life-boat over to the Moelfre branch, Colonel Lawrence Williams, chairman of the Anglesey branch and honorary secretary of the Moelfre station branch, receiving her.

The Bishop of Bangor, assisted by the Rev. Canon T. Woodings, Rector of Llanallga, the Rev. T. H. Smith and the Rev. H. Walter Jones, conducted the service of dedication. A

vote of thanks to Countess Howe was proposed by Mrs. Lawrence Williams.

Earl Howe also presented a silver inkstand, which had been awarded by the Committee of Management to Colonel Lawrence Williams in appreciation of his services as honorary secretary of the Moelfre station since 1905.

The Beaumaris life-boat was in attendance. A bouquet was presented to Countess Howe by Linda Roberts, grand-daughter of the ex-Moelfre coxswain, J. Matthews.

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### New Boat-house for Rhyl

THE new life-boat house at Rhyl was formally opened by the Countess Howe at a ceremony on the 27th of June, 1956. Lord Langford, vice-president of the Rhyl branch, was in the chair. Earl Howe, Chairman of the Committee of Management, and Councillor

H. M. Jones, Chairman of the Rhyl Urban District Council, spoke of the achievements of the Rhyl life-boat station, and Brigadier H. S. K. Mainwaring, H.M. Lieutenant of Flintshire, proposed a vote of thanks to Lady Howe.

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### New Vice-President

MR. AUGUSTINE COURTAULD has been elected a Vice-President of the Institution. Mr. Courtauld has been a member of the Committee of Management since January, 1951, and has served on the Finance, Boat and Con-

struction and Operations Committees.

He lives at Great Yeldham, in Essex. The whole cost of the Walton and Frinton life-boat, which was completed in 1953, was met from a gift made by Mr. Courtauld to the Institution.

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### Birthday Honours

H.M. THE QUEEN has conferred a baronetcy of the United Kingdom on Alderman Cuthbert Lowell Ackroyd, Lord Mayor of London, who has been a member of the Committee of Management of the Institution since 1950.

Other honours bestowed on those associated with the Life-boat Service in the Birthday Honours for 1955 were:

#### C.B.

Rear-Admiral Geoffrey Thistleton-Smith, G.M., *ex-officio* member of the

Committee of Management as Admiral Commanding Reserves.

#### O.B.E.

Commander J. H. Lewty, R.N. (retd.), Chief Inspector, H.M. Coastguard, Ministry of Transport and Civil Aviation.

#### M.B.E.

Mrs. E. K. Hartly-Hodder, Secretary of Bristol Ladies' Life-boat Guild since 1923 and Honorary Life Governor of the Institution.

## Awards to Honorary Workers

### Honorary Life Governors

THE following have been appointed honorary life governors of the Institution and presented with a copy of the vote inscribed on vellum and signed by H.R.H. the Duchess of Kent as President of the Institution:

LADY BIRD in recognition of the valuable help she has given in Central London since 1933.

MISS H. F. GREENHAM in recognition of the valuable help she has given at Wallasey, Liverpool, since 1907.

LADY NASH in recognition of the valuable help she has given at Limerick for a great many years.

### Thanks of the Institution on Vellum

The thanks of the Institution inscribed on vellum have been accorded to MR. H. E. JOHNSON on his retirement from the post of honorary secretary of the Sheringham life-boat station.

### Barometer

The barometer with an inscription has been awarded to MAJOR D. R. CARTER, T.D., honorary secretary of the Fowey life-boat station.

### Binoculars

The binocular glass with an inscription has been awarded to:

MR. T. H. BALDWIN, Cromer.

MR. W. R. KNOX, M.B.E., M.M., J.P., Co. C., Portrush.

CAPTAIN F. NICOLLE, St. Peter Port.

MR. F. G. REED, J.P., Ilfracombe.

MR. L. P. STEVENS, St. Helier.

MR. GEORGE WILLIAMS, B.A., Aberystwyth.

### Gold Badges

The gold badge has been awarded to:

LADY GRIMSHAW, Chairman, Hornsey Branch.

MR. A. B. GORMAN, honorary secretary and treasurer, Saltcoats Branch.

MRS. WALTER HYMAN, honorary secretary, Swansea branch.

MRS. JESSOP, honorary secretary, Kirkburton branch.

ALDERMAN MRS. LEYLAND, honorary worker, Southend-on-Sea branch.

MRS. G. PAGE, honorary worker, Southend-on-Sea branch.

MR. W. N. THOMPSON, joint honorary secretary, King's Lynn branch.

### Statuettes

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

MR. A. AFFLECK, Ayton and Burnmouth.

MRS. ASTON, Broadway.

MR. and MRS. BEETON, Spilsby (Jnt. award).

MRS. BRAMHALL, Prestwich.

MRS. J. CAMPBELL, Tarbert.

COMDR. C. G. S. CHITTENDON, R.N., Gerrards Cross.

MR. S. COLES, Poole.

MR. S. A. FARMER, Spilsby.

MRS. GODFREE, Kilmore Quay.

MR. H. K. GREAVES, Swansea.

MRS. HAROLD GRIFFITHS, Pontypool.

MRS. HAY, Neath.

MRS. G. F. HERN, Neath.

MR. H. G. HILSDEN, Felixstowe.

MISS M. HINDE, Penarth.

MRS. A. HOPKINS, Neath.

MR. E. HORTON, Derby.

MR. GEORGE JOHNSON, Lytham-St. Anne's.

MRS. D. W. LLOYD, Conway.

MRS. MCGILL, Littleborough.

MISS NICHOLAS, Pontypool.

MRS. PATERSON, Douglas, Lanark.

MR. T. M. PATERSON, Arbroath.

MR. H. POOLE, Baltimore and West Cork.

MR. H. PRICE, Ramsbottom.

MRS. RILEY, Romiley.

MRS. E. SLACK, Romiley.

MRS. STANSBURY, Towcester.

MR. C. STAPLETON, Torbay.

MRS. J. TOMBLING, Shrewsbury.

MRS. MARY WEYMAN, Ludlow.

MRS. WHALLEY, Northwich.

MRS. BEN WILLIAMS, Neath.

### Records of Thanks

A record of thanks has been awarded to:

MRS. A. J. BAILEY, Widnes.

MISS BENNISON, Radlett.

MRS. BRIGGS, Torquay.

MR. J. W. BROWNLEE, Carluke.

MRS. K. CORNISH, Petersfield.

MISS DICKIE, Dundee.

MRS. DRUIFF, Sarratt.

MISS M. GOODIER, Irlam.

MRS. GRIFFIN, Blandford.

REV. A. R. HASTIE, Stewarton.

MR. J. D. MACPHERSON, Maybole.

MRS. MARTIN, Weston-super-Mare.

MRS. J. MARSH, Widnes.

MRS. R. MATHERS, Dundee.  
 MRS. Hay MATTHEY, Torbay (Brixham  
 Guild).  
 MRS. McKINNEL, Lymm (Ches.).  
 MRS. McLEAN, Alness.  
 MRS. MURDOCH, Dunoon.  
 MISS PARKER, Wembley.  
 MRS. POMFRET, Padiham.

MRS. RICHARDS, Wallasey.  
 MR. R. H. SHEPPERD, Henfield.  
 MRS. F. SHRIGLEY, Poynton.  
 MRS. STEWART, Hoylake.  
 MR. G. S. STORM, Nairn.  
 MRS. WATTS, Buckingham.  
 MRS. R. R. WILTON, Padstow.  
 MRS. YOUNG, Aberlour.

### Notice

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

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

*The next number of THE LIFE-BOAT will be published in DECEMBER, 1956.*



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