

THE LIFE-BOAT

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THE LIFE-BOAT FLEET

155 Motor Life-boats

1 Harbour Pulling Life-boat

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to 30th September, 1956 - - - 80,491

Notes of the Quarter

THE summer months of 1956 were exceptionally arduous ones for the crews of life-boat stations all round the coasts of Britain and Ireland. It was the busiest July in the whole history of the service, with 129 launches compared with the previous record for July of 78 in 1952. August was busier still, with 144 launches compared with the previous record of 113 in August 1940. In July no fewer than 153 lives were rescued, more than 100 of them in one period of twenty-four hours between the 28th and the 29th of July. A full account of the activities of this memorable day appears on page 322.

By the end of August more lives had been rescued by life-boats in 1956 than in the whole of 1955, and by the end of September life-boats had been launched on service more often than in the whole of the previous year.

Already during 1956 life-boats have been launched on service more often than in any other year in time of peace. Hitherto the busiest year apart from 1940 was 1954, with 668 launches on service. This figure was passed when the Flamborough life-boat put out on the 14th of November to escort the local fishing fleet to harbour. It is perhaps significant that this huge

increase in work has come at a time when a helicopter service is already well established around our coasts. The figures for 1956 offer the most conclusive answer to those who believe that helicopters are beginning substantially to reduce the work of life-boats.

SERVICES TO YACHTSMEN

Of the 107 lives rescued during the twenty-four hours from the 28th to the 29th of July no fewer than 88 were from yachts, a number of those rescued being children. A multiplicity of services to yachts has been a regular feature of the work of the life-boats during the summer months for a number of years, and it is gratifying to record that increasing appreciation of the services rendered by life-boats is now being shown by yachtsmen. For example, the flag officers and committee of the Royal Ocean Racing Club expressed to the Institution their appreciation of the help given by life-boats to the yachtsmen who took part in the Channel race on the 27th of July. The Secretary of the Royal Ocean Racing Club, in conveying the committee's decision, stated that the club had had many messages of appreciation. The Council of the

Royal Yachting Association, in making a donation, also expressed its appreciation of "the splendid services rendered by life-boat crews to yachtsmen in the past summer."

NEW AWARDS FOR HONORARY WORKERS

The Committee of Management has decided to institute a silver badge as an award for honorary workers who have given exceptionally long and valuable service to the Institution. The silver badge will normally be awarded in cases where hitherto the award has taken the form of a record of thanks or a statuette. A bar to the gold badge is also to be introduced. This distinction will rank next in order to that of appointment as an honorary life governor, which is the highest award the Institution can confer on an honorary worker.

SMALL LOTTERIES

The Small Lotteries and Gaming Act, 1956, which is now in force, will enable branches to stage certain lotteries on behalf of the Institution which but for the passing of the Act would have been illegal. A number of clauses in the Act, however, operate to restrict the scope and extent of these lotteries. These clauses provide that no prize shall exceed £100 in amount or value; that the maximum charge allowable for a ticket is one shilling and that the same charge must be made for every ticket; that no

tickets may be sold by or to anyone under sixteen years of age; and that the amount allowable for expenses is either the actual amount incurred or ten per cent of the proceeds, whichever is the less. District Organising Secretaries have registered with the local authorities concerned for their respective areas. The Act provides that the total value of all tickets sold or on sale in all lotteries in a registered area shall at no time exceed £750. The Small Lotteries and Gaming Act, 1956, does not apply to the type of lottery which was legal before the act came into force.

NEW PUBLICATION

A new booklet entitled *The Heroic Story of the Life-boat Service* has just been published by Pitkin Pictorials Limited. The booklet briefly recounts the history of the service from the establishment of the first life-boat station at Bamburgh in Northumberland in the late eighteenth century down to the present time. It is profusely illustrated with more than eighty photographs showing outstanding services, the progress of design and construction of life-boats and some of the outstanding coxswains in the service's history. Copies (2s. 6d. each) can be obtained from Life-boat House or from branches. On every copy sold through the Institution 10d. goes to the Institution's funds. The booklet will also be on sale at life-boat houses in the summer months.

Busiest Day in the History of the Life-boat Service

BETWEEN the late evening of Saturday, the 28th of July, and Sunday, the 29th of July, the Life-boat Service experienced the busiest day in its entire history.

During most of the month of July the weather had been bad and the life-boats had been busy. Then from the 25th of July a fairly shallow depression began to move eastwards across the Atlantic. Late on the 29th it started to deepen quickly and next day moved north-eastwards from the Scilly Isles. Widespread gales

swept the coasts, and the Meteorological Office had records of gusts of 88 miles per hour.

At any time of the year gales of this kind would have caused arduous work for the life-boats, but coming unexpectedly at the height of summer, when many yachts and other pleasure craft were at sea, they gave rise to no fewer than 52 launches on service within twenty-four hours. At 38 life-boat stations urgent calls for help were received, and the response everywhere was magnificent.

107 People Rescued

Life-boats rescued 107 lives on that day; 12 other people were landed; 14 vessels were saved; and 7 vessels were helped in other ways. The most exacting demands were made on life-boat stations in the south of England. The Bembridge, Isle of Wight, life-boat was called out four separate times in the twenty-four hours. The Dover, Dungeness and Southend-on-Sea life-boats were each called out three times. Services for which medals for gallantry were awarded were carried out by the Selsey, Dover and Dungeness life-boats and by a Whitstable fishing boat.

At 11.56 on the morning of Sunday, the 29th of July, the Selsey coast-guard informed the honorary secretary of the Selsey life-boat station, Mr. J. A. Tupper, that a small yacht heading towards West Wittering was flying distress signals. There was a strong south-westerly gale. Wind speeds of 45 to 55 knots were recorded at Tangmere Meteorological Station, and the owner of a yacht, who was later rescued by the Selsey life-boat, said that his anemometer registered more than 90 knots at one time.

Difficult to Reach Boathouse

The Selsey life-boat crew had some difficulty in reaching the boathouse because of the force of the wind. The sea was very rough, there were heavy rain squalls, and it was two hours before low water.

The Selsey life-boat *Canadian Pacific* was launched at 12.10. Lobster-pots had drifted from the westward because of the high wind and rough sea into the area east of Selsey Bill. The propellers of the life-boat were soon fouled by lobster-pot lines and revolutions on both engines dropped to 800. Hampered in this way, the life-boat made her way slowly round Selsey Bill. It was impossible to stop the engines and try to clear the propellers.

At 12.30 the *Maaslust*, a Dutch boeier of forty tons, was sighted. Her sails had blown away and she was yawing wildly, but her engines were working. She was surrounded by rocks and the seas were steep and

violent. There was so much spray in the air that there was barely any visibility.

Coxswain Douglas Grant brought the life-boat up on the port side of the yacht and put her starboard bow alongside just forward of the leeboard, which formed the major obstacle. The *Maaslust* took a big sheer as a sea hit her, and the two vessels were swept widely apart.

Sails Blown Away

At this moment another yacht was sighted to windward. She seemed to be in even greater difficulties than the *Maaslust*, and Coxswain Grant decided to take off her crew first. This yacht was the *Bloodhound*. She was lying to an anchor, with all her sails blown away and with a tangle of rigging over her side. She was washing down heavily, and all her crew of nine were on deck.

The *Bloodhound* was lying nearly head to wind with the sea on her port side. She was just to windward of some rocks. The life-boat's engines were still restricted to 800 revolutions, but Coxswain Grant brought her up on the *Bloodhound's* starboard side and held her nearly bow on with the engines. Both the life-boat and the yacht were taking heavy water over all. Some of the life-boat's crew were stationed on the foredeck, and with their help the seven men and two women on board the *Bloodhound* were quickly taken off. Coxswain Grant then took the life-boat astern and some of the lines fouling the propellers were cleared. Revolutions increased to 900.

Survivors Given Blankets

The survivors from the *Bloodhound* were given blankets and put in the fore-cabin while the life-boat made for the *Maaslust*. She had not drifted very far, and this time Coxswain Grant brought the life-boat up on the starboard side of the boeier. This was the weather side. The *Maaslust* was nearly beam on to the sea.

Once again the leeboards made it difficult for the life-boat to be brought alongside, and the coxswain therefore

decided to drive the stem of the life-boat hard on to the low bulwark of the yacht and to hold her there with the engines.

There were six people on board the *Maaslust*. Three were men, one was a woman and the other two were children, the younger being a baby. They were all wearing life-belts with life-lines attached, and the life-boat crew had some difficulty in clearing these lines from the rigging. There was some natural consternation on the *Maaslust* when a knife was produced to cut the line by which the baby was held.

All Six Taken Off

All six people were taken off, and the yacht was not seen again. She presumably sank shortly afterwards.

In the course of this operation the stem and fendering of the life-boat were both damaged. The rudder was also jammed, and Coxswain Grant gave orders to clear away the anchor as it seemed certain that the life-boat would drive ashore. But just as he was about to give the order to let go the wheel freed. The rudder had probably been fouled by a float or a lobster-pot and had luckily been cleared.

Coxswain Grant decided to make for Portsmouth to land the survivors, but before the life-boat had gone far another yacht was seen to be nearly on her beam ends. This was the *Coima*, a six-metre yacht. She had a sea anchor over her bow.

The *Coima* had driven across from an anchorage in St. Helen's Roads and was on the point of going ashore. Coxswain Grant brought the life-boat up on her starboard quarter, and her crew of three were quickly taken on board. The yacht was full of water and sank almost immediately. As the life-boat was brought astern more lines and floats were thrown up by the propellers and revolutions quickly increased.

Another Yacht Sighted

The time was now 1.40, that is to say an hour and a half after the life-boat had put to sea. At 4.45 the life-boat reached Portsmouth, where

the eighteen rescued people were landed. Food and dry clothing for the crew were provided by the dockyard, and the life-boat left for her station at 6.45. On the return journey another yacht was sighted and the life-boat made for her, but she declined assistance. The life-boat finally reached her moorings at ten o'clock.

For these services the silver medal for gallantry was awarded to Coxswain Douglas Grant. The thanks of the Institution inscribed on vellum were accorded to the other seven members of the crew: Second Coxswain L. Lawrence, Bowman H. Lawrence, Motor Mechanic J. Haslett, Assistant Motor Mechanic A. Fullick, Life-boatmen J. Bryon, J. Woodland and K. Laidment.

Rewards to the crew: £20 16s.; rewards to the helpers on shore, £7 5s.; additional monetary rewards to the crew, £24; total rewards, £52 1s.

The next day the Selsey life-boat made for the *Bloodhound*, which was still afloat and towed her to Portsmouth.

Dover's Services

The Dover life-boat *Southern Africa* was also called out more than once on the same day. At 10.30 on the morning of the 29th of July the Sandgate coastguard rang up to say that the South Goodwin lightvessel had reported a yacht in difficulties two miles from the entrance to Dover harbour. There was a very rough sea and a strong south-south-westerly gale. It was low water.

The life-boat put out at 10.50 and came up with the yacht *Straight Flush*, which had a crew of four, two miles from Dover. The sails of the yacht were torn and the life-boat put a line aboard and towed her to Dover.

The life-boat reached her station again at 12.15 and was soon called out again to carry out a series of services demanding seamanship of a high order.

The south-south-westerly wind had now reached hurricane force, with gusts up to 80 knots. There was a steep confused sea in the harbour. At 12.55 the honorary secretary, Mr. Douglas Stewart, and the motor mechanic, Mr. H. K. Pegg, had both

noticed that a number of yachts sheltering in the harbour had begun to drag their anchors. The crew of the life-boat were summoned by telephone as it was thought that they might not hear the maroons in the conditions then prevailing.

Broke up in Minutes

At 1.15, when the tide was half flood, the Dover life-boat left her moorings. Coxswain John Walker decided to go first to the help of the yacht *Mermaid*, which was near Castle jetty, but by the time the life-boat rounded the west pier he found that it was too late. The *Mermaid* broke up in a few minutes, her crew being rescued by ropes thrown from a jetty.

The life-boat then made for another yacht, the *Tawi*, which was just west of the Castle jetty and in danger of going ashore there or on the rocks to the eastward. The *Tawi* had two anchors down and was yawing wildly in the confused sea. A large, decked motor launch was alongside and trying to take her in tow, but when the life-boat arrived the launch's crew gave up the attempt and made for shelter.

Clinging to Rigging

Coxswain Walker made several attempts to come alongside the port side of the *Tawi* and eventually succeeded in getting a line with a grapnel fast. The *Tawi's* crew of three were clinging to the rigging, exhausted and unable to help themselves.

Coxswain Walker had little room to manoeuvre as the *Tawi* was now only fifty yards from the shore and about the same distance from the Castle jetty. He succeeded in keeping the life-boat alongside with the use of the engines, and the crew of the life-boat took the three men from the *Tawi* on board safely. A number of the life-boat's guardrail stanchions were carried away during the rescue. The *Tawi* eventually dragged ashore and became a total loss.

The owner of the yacht *Sonia*, which was anchored close at hand, then asked for a tow. She was steaming ahead on her petrol engine and holding her own, but Coxswain

Walker decided that it would be too risky to try to take her in tow so near a lee shore. He therefore decided to land the crew of the *Tawi* at the entrance to the Granville dock, as they were clearly suffering from the effects of what they had been through.

When the life-boat returned the *Sonia* was flying a distress signal. She had now dragged to a position some three hundred yards off shore. Coxswain Walker made several unsuccessful attempts to come alongside, but finally he succeeded and the *Sonia's* crew of five were taken off at 2.10.

Third Yacht

The life-boat then went to the help of a third yacht. This was the *Madame Pompadour*, a 45-foot cabin cruiser with a diesel engine. She had two anchors down and had her engines full ahead. She was rolling heavily and yawing wildly. Her owner and his son were on board and asked to be taken off.

Only at the sixth attempt did the coxswain manage to come alongside. The owner of the yacht was a heavy man and the life-boat's crew had difficulty in taking him on board the life-boat. At one moment his legs were nearly crushed between the two vessels, but in the end both he and his son were taken on board. This time some stanchions on the port side of the life-boat were damaged. The *Madame Pompadour* broke up on the rocks by the west-pier ten minutes after her crew had been taken off.

Seven Survivors Landed

This third rescue was completed at 2.31 and seven survivors from the two yachts were landed at the Customs House jetty. The life-boat returned to her moorings at four o'clock.

For these services a second service clasp to his bronze medal was awarded to Coxswain John Walker. A letter of appreciation was sent to Mr. Douglas Stewart, the honorary secretary.

Rewards to the crew etc., £6 5s.; additional monetary reward to the crew, £12; total rewards, £18 5s.

Yacht in Tow

The rescues from the three yachts did not end the services of the Dover life-boat that day. At 7.25 on the same evening the Sandgate coastguard reported that a yacht was drifting five miles south-east of Dover. The life-boat put out at 7.40. The sea was still very rough, a whole south-south-westerly gale was blowing and the tide was ebbing. When the life-boat reached the position indicated she found that the yacht *Crevette* was being towed by a freighter *Julia*, which was heading for Dover. The life-boat escorted both vessels until the tow rope broke. She then took the *Crevette* in tow. The *Julia* continued on her journey to Antwerp with the four survivors from the *Crevette* on board. The life-boat, with the yacht in tow, returned to her station at 10.30. Property salvage was claimed.

Another Kent Life-boat

The third life-boat service on the day for which a medal for gallantry was awarded was carried out by another Kent life-boat, that stationed at Dungeness. At 12.35 on the afternoon of the 29th of July a resident of Dungeness, Mr. C. Tart, told the assistant honorary secretary, Mr. A. J. Tart, that he had heard a distress message from the motor vessel *Teeswood* on his wireless set. Almost immediately afterwards the Lade coastguard informed Mr. A. J. Tart that the *Teeswood* was in difficulties four miles east of Dungeness. At 12.55 the Dungeness life-boat *Charles Cooper Henderson* was launched.

Here too there was a wind of hurricane force, blowing from the south-south-west, with gusts up to 80 knots. There was a high confused sea and it was two and a half hours before high water. The life-boat met heavy breaking seas soon after she left the beach.

At 1.15 the master of the *Teeswood* reported that he was sending his crew away in boats. At this time the life-boat was about a mile and a half away. When she reached the *Teeswood* a quarter of an hour later she found that the vessel had capsized.

The S.S. *B. P. Distributor* was standing by and had already picked up six survivors who had been clinging to floating wreckage. The waves were so high and there was so much flying spray and rain that it was extremely difficult for the life-boat crew to find any of the survivors in the sea, but with the help of the steamer the life-boat was directed to the main body of survivors.

Propeller Fouled

None of these men was any longer capable of helping himself, and Coxswain George Tart had to exercise great care to avoid injuring any of them.

When the life-boat was in the middle of a group of survivors the propeller became fouled by wreckage. The motor mechanic, A. J. Oiller, immediately went down into the engine-room, uncoupled the shaft and by turning it by hand in a reverse direction managed to clear the obstruction. The obstruction had been caused by a piece of the mast of one of the *Teeswood's* boats.

An Italian liner of some twenty thousand tons was also in the neighbourhood. She attempted to rescue a man in the water by throwing him a line, but the man was too weak to hold on and fell back. The liner was drifting down on to the life-boat and Coxswain Tart had to go ahead to clear her, but the life-boat crew managed to rescue the man as the life-boat drew clear to the windward of the liner.

Artificial Respiration

One of the men who had been picked up from the sea was apparently drowned, and a member of the crew, W. Thomas, applied artificial respiration for an hour and a half in conditions of the greatest difficulty. He and his patient were both being washed about continually by heavy seas on the deck. His efforts did not succeed and the man died.

The life-boat left the *Teeswood* at 2.20, and Coxswain Tart shaped a course for Littlestone, following the coast round close inshore to have the advantage of any lee there was. The

life-boat did not reach her station until 4.15. The survivors were landed and immediately taken to hospital by ambulances which were waiting.

While she was returning to her station the life-boat received a message by radio-telephone that flares had been seen from a yacht off Dymchurch. The condition of the men rescued from the *Teeswood* was so bad that Coxswain Tart decided to land them before answering this second call.

By 4.45 the life-boat had been beached, hauled up and launched once again into heavy confused seas with a wind of hurricane force blowing from the south-west.

The life-boat made for the position given, one mile south of Dungeness, and searched the coast as far as Folkestone. The yacht, which was the *Crevette*, had in the meanwhile been taken in tow by a steamer, and the life-boat returned to her station at 8.50.

Appalling Conditions

She had been at sea for eight hours in appalling conditions. But at midnight she was launched a third time. This was in response to a message received from the coastguard that a yacht was in distress fifteen miles south-by-east of Dungeness. The wind was now blowing from the west-south-west and it was two hours after low water.

At 1.19 early on the morning of the 30th of July the life-boat contacted the motor vessel *Dora*, which had first reported the yacht to be in distress. The *Dora* replied that she had lost sight of the yacht nearly three hours earlier. Coxswain Tart then asked the coastguard to arrange an air search at daylight.

New Position Given

Coxswain Tart was now given a new position for the yacht. This was four miles south of Colbart lightbuoy. At 2.44 the life-boat reached the position and began to search. Eventually it was reported that the yacht, which was the *Right Royal*, was alongside the Dyck lightvessel and that the Calais and Dunkirk life-boats were going to

her help. The Dungeness life-boat returned to her station, which she reached at 11.30. She had spent eighteen of the last twenty-two hours at sea.

The bronze medal for gallantry was awarded to Coxswain George Tart. The thanks of the Institution inscribed on vellum were accorded to Motor Mechanic A. J. Oiller and a member of the crew, W. Thomas.

Rewards to the crew, £19; rewards to the helpers on shore, £82 6s.; additional monetary rewards to the crew, £95; total rewards, £226 6s.

Service by Fishing Boat

The fourth service for which a medal for gallantry was awarded on this day was carried out not by a life-boat but by a fishing boat.

At 12.30 on the afternoon of the 29th of July a police sergeant in Whitstable, Kent, told Mr. Arthur Rouse, a Whitstable fisherman, that a dinghy was in difficulties off Tankerton. Mr. Rouse went to the beach and through his binoculars saw the dinghy at anchor to leeward of the Street Stones, a narrow shingle bank running out from the shore at right-angles for about a mile and a half.

The dinghy at the time had some shelter from the bank, but it was clear that the effect of this would grow less as the tide rose. The coastguard informed the Margate honorary secretary, and the Margate life-boat *North Foreland (Civil Service No 11)* was launched. But because of the distance from the Margate life-boat station and the violence of the storm it was doubtful whether she would arrive in time to save the dinghy.

Local Boatbuilder

Mr. Rouse, therefore, spoke to a local boatbuilder and engineer, Mr. Leslie Wood, and they decided to attempt a rescue with the fishing boat *Audrey Russell* if the owner could be found. The *Audrey Russell* was a 21-foot 6-inches whelk boat with a diesel engine.

The owner, Mr. Harold Rowden, a man of 53, was found and he agreed to go out and try to rescue the dinghy's

crew. At 1.30, as soon as there was enough water in the harbour, the *Audrey Russell* put to sea. Mr. Rowden was at the tiller, Mr. Wood was in charge of the engine and Mr. Rouse acted as crew.

The south-westerly wind was of hurricane force, and although it was blowing from off-shore people who were watching said they had never seen such a heavy sea on the beach. Some of them had to crawl on their hands and knees because of the violence of the wind, and fish-boxes were hurtling through the air. Because of the state of the tide and the fact that Mr. Rowden's boat drew five feet, the *Audrey Russell* had to pass round the seaward end of the Street Stones.

Heavy Battering

The boat had no drogue, and with the wind and sea on the starboard quarter she was in grave danger of broaching to on the outward journey. Mr. Rowden had great difficulty in controlling her. The boat took a heavy battering in the confused seas when

rounding the end of the Street Stones, but Mr. Rowden brought her astern of the dinghy. He then waited for a lull and went alongside the starboard side of the dinghy. He and his crew took off first a woman and then a man. The two people, a Mr. and Mrs. Liggins, had been fishing since early morning and had been caught quite unprepared by the sudden onset of the storm.

After rescuing the two people Mr. Rowden decided to try to save the boat. He therefore cut away her anchor, secured her grass warp and veered her astern for towing. With the dinghy in tow, the *Audrey Russell*, escorted in the later stages by the Margate life-boat, returned to Whitstable, which was reached at 2.15.

For this rescue the bronze medal was awarded to Mr. Harold Rowden. The thanks of the Institution inscribed on vellum were accorded to Mr. Leslie Wood and Mr. Arthur Rouse.

The table on page 329 summarizes the services carried out during these extraordinary twenty-four hours.

Portrait on the Cover

THE portrait on the cover is of Coxswain George Flett, who has been coxswain of the Aberdeen number one life-boat since 1949. For six years he was second coxswain of the boat. In 1937, when second coxswain, he was awarded the bronze medal for an outstanding rescue from the steamer

Roslin. On three occasions he has been accorded the thanks of the Institution inscribed on vellum, the last time for the rescue of the crew of eleven of the trawler *Sturdee* on the 19th of October, 1955.

The photograph is reproduced by courtesy of Aberdeen Journals Ltd.

Accident to French Life-boat

ON the 4th of September, 1956, the life-boat *Jean Charcot*, stationed at Molène and belonging to the Société Centrale de Sauvetage des Naufragés, overturned when being launched to go to the help of the yacht *Mathan*. Six of the crew were injured and one of them was detained in hospital for some weeks. The Institution sent a

letter of condolence to the Société Centrale de Sauvetage des Naufragés.

The *Jean Charcot* served with the Royal National Life-boat Institution during the war. She was found in the Channel and placed in the reserve fleet. For a time she was stationed at Holyhead, and was launched five times on service.

Twenty-four hours in the Life-boat Service

The table below gives details of the services of the life-boats during a period of twenty-four hours on the 28th-29th of July.

Station	Launches	Casualty	Hours at sea	Lives rescued	Persons landed	Vessels saved	Vessels helped	Services rendered
Aberystwyth	1	Fishing boats <i>Kathleen Clarice Pen-cw</i>	6	2	—	—	2	Rescued 2 Gave help
Barmouth	1	Fishing boat <i>Westma</i> *	5	2	—	—	—	Escorted vessel
Barrow	2	Fishing boats <i>Rosalie Sea Urchin</i>	2	6	—	1	—	Rescued 2 Saved boat and rescued 6
Beaumaris	1	Yacht <i>Gypsy</i>	2	—	—	—	1	Gave help
Bembridge	4	Yacht <i>Gardenia</i> Yacht <i>Falcon</i>	4 1 5	1 2 4	—	— — 1	—	Rescued 1 Rescued 2 Saved yacht and rescued 4
		Steamer <i>Maria</i> Yacht <i>Colin Archer</i>	3 6	— 4	—	— 1	—	None Saved yacht and rescued 4
Blackpool	1	Fishing boat	4	—	—	—	—	None
Coverack	1	Yacht <i>Moyana</i>	3	—	—	—	—	None
Donaghadee	1	Motor boat	2	—	—	—	—	None
Dover	3	Yacht <i>Crevette</i> Yacht <i>Straight Flush</i>	3 2	— 4	—	1 1	—	Saved yacht Saved yacht and rescued 4
		Yachts <i>Sonia, Madame Pompadour and Tawi</i>	3	10	—	—	—	Rescued 10
Dungeness	3	Yacht <i>Right Royal</i> Yacht <i>Crevette</i> S.S. <i>Teeswood</i>	11 4 4	— — 9	—	—	—	None None Rescued 9 and landed a body
Exmouth	1	Reported flares	8	—	—	—	—	None
Falmouth	1	Yacht <i>Crean</i>	4	—	6	—	—	Landed 6
Fowey	2	Reported flares Yacht <i>Fairwood</i>	2 2	— —	—	—	—	None
Hartlepool	1	Yacht <i>Giselle</i>	1	—	—	—	1	Gave help
Hoylake	1	Yachts <i>Crusader, Portia, and Matthew Walker</i>	4	7	—	—	—	Rescued 7
Lytham	1	Small boat	3	—	—	—	—	None
Mallaig	1	Fishing boat <i>Betty</i>	4	—	—	—	—	None
Margate	1	S.S. <i>Teeswood</i> and small boat	7	—	6	—	1	Escorted boat and landed 6
Moelfre	1	Yacht <i>Leader</i>	13	3	—	1	—	Saved boat and rescued 3
New Brighton	1	Yachts <i>Dulce Belle and Troglodyte</i>	5	5	—	1	—	Saved yacht and rescued 5
Newhaven	1	Yacht <i>Ben's Choice</i>	8	—	—	—	—	None
New Quay	1	Yacht <i>Sabrina</i>	6	1	—	1	—	Saved yacht and rescued 1
Plymouth	1	Yacht <i>Isonda</i>	3	4	—	1	—	Saved yacht and rescued 4
Portpatrick	1	H.M. launch <i>M.L.D. 2593</i>	16	—	—	—	1	Stood by
Rosslare Harbour	1	Yacht <i>Nellie</i>	3	1	—	1	—	Saved yacht and rescued 1
St. Ives	1	French fishing boat <i>Abousmor Camaret</i>	6	—	—	—	—	None
St. Peter Port	1	Yacht <i>Knola</i>	2	4	—	—	—	Rescued 4
Salcombe	1	Dinghy	2	—	—	—	—	None
Selsey	2	Yachts <i>Bloodhound, Coima and Maaslust</i>	10	18	—	1	—	Saved a yacht and rescued 18
		Yacht <i>Bloodhound</i>	2	—	—	—	—	Gave help
Shoreham Harbour	2	M.V. <i>Solent Swan</i> M.V. <i>Solent Swan</i>	6 9	— —	— —	— —	—	None None
Skegness	1	Yacht <i>Vagabond</i>	9	2	—	1	—	Saved yacht and rescued 2
Southend-on-Sea	3	Raft Fishing vessel <i>Navigator</i> Yacht <i>Ocean Breaker</i>	2 2 2	— — 6	—	— — 1	—	None None Saved yacht and rescued 6
Swanage	1	Yacht <i>Omega</i>	4	4	—	—	—	Rescued 4
Torbay	2	Tanker <i>Mobilfuel</i> Reported rockets	11 —	— —	—	—	—	None None
Walton	1	Reported flares	9	—	—	—	—	None
Wells	1	Yacht <i>Ellena</i>	2	5	—	1	—	Saved yacht and rescued 5
Weymouth	1	S.S. <i>Triton</i>	3	—	—	—	—	None
Yarmouth	1	Yacht <i>Nave</i> and S.S. <i>Aliki</i>	3	3	—	—	—	Rescued 3
Assemblies								
Lizard		Yacht <i>Moyana</i>	—	—	—	—	—	
St. Ives		French fishing boat <i>Abousmor Camaret</i>	—	—	—	—	—	
	52		243	107	12	14	7	

Medal for Fourteen-year-old boy

At 4.45 on the afternoon of the 18th of May, 1956, a ten-foot dinghy in which two boys aged fourteen and fifteen were sailing capsized about half a mile from the shore at Minnis Bay, near Birchington, Kent. A small boy saw the dinghy capsize and immediately told a Corporation employee. The police were informed and the Margate life-boat *North Foreland (Civil Service No. 11)* was launched.

Another boy also saw the incident. He was Michael Boyes, who was aged fourteen and was a friend of the two boys in the sailing dinghy. He at once put out in his ten-foot single-seater canoe. A fresh north-westerly wind veering to the north-east was blowing, and the sea was rough. The tide was half flood. Shortly afterwards Mr. Charles Kite, a man in his sixties, who had heard that the dinghy had capsized, went to the boat park and with the help of Mr. T. Nicholson launched a pulling dinghy.

Held on to Canoe

Meanwhile Michael Boyes, after paddling for twenty minutes, reached the capsized dinghy. The boys in the water held on to the stern of the canoe and with considerable difficulty were towed into shallow water where they waded ashore. Michael Boyes had realised he would have to make use of the tide, which was setting to the westward at about two knots, and the canoe came ashore a mile and a quarter

west of the point from which he had put out. He beached his canoe, which was half full of water, and was then taken home by the police. The rescue had lasted about an hour.

The two rescued boys were taken by car to the Minnis Bay tea pavilion, where the manageress, Mrs. L. M. Skinner, who had seen the dinghy capsize, had prepared blankets and hot drinks. She had also sent blankets to the beach. The boys were stripped and massaged and given dry clothes before being taken to hospital by ambulance.

Skill and Courage

Several witnesses paid tribute to the skill and courage shown by Michael Boyes in carrying out the rescue. He had had to rely entirely on his own efforts in conditions which were bad enough to have made it difficult for the two fully grown men, Mr. Kite and Mr. Nicholson, to reach the capsized sailing boat. Mr. Kite and Mr. Nicholson were still searching for survivors when the Margate life-boat arrived.

For the courage, skill and judgment he showed in carrying out this rescue, in which he was fully aware of the risks he was running, Michael Boyes was awarded the bronze medal for gallantry by the Institution. Letters of appreciation were sent to Mr. Charles Kite, Mr. T. Nicholson and Mrs. L. M. Skinner.

Correspondence

Four Winds,
Wade Lane,
Wade Court Road,
Havant, Hampshire.
16th September, 1956.

DEAR SIR,

I am writing to express my extreme gratitude to the coxswain and crew of the Selsey life-boat for their rescue of my family, my friends and myself from the yacht *Maaslust* on July 28th last.

The circumstances in which the rescue was carried out were of the most difficult. My boat, a 40 ton steel ketch with a wide rubbing band and heavy leeboards, was drifting broadside on in shoal water towards a lee shore. She was virtually out of control, since the after part of the rudder had snapped and her sails had blown out, and, with seas 30 ft. high breaking over her, it must have been extremely difficult to get alongside at

all. The manner in which Mr. Grant held the life-boat on our windward quarter while we boarded her, was beyond praise. Had he made any error of judgment our twenty-two month old son and Mr. Phillipps' twelve-year-old daughter would have had little chance of survival. The wind at this time was of hurricane force—96 m.p.h.—and such conditions had never before been experienced in the locality.

During the same trip, Mr. Grant rescued the crews of *Bloodhound* and *Coima* in an equally faultless manner.

I should be pleased if this letter might be published as a small expression of our appreciation of a most admirable feat of seamanship, and our thanks for the preservation of our lives.

Yours faithfully,

(signed JOHN P. WILLS.

A number of other letters of thanks and appreciation and gifts followed the

services carried out on the 29th of July. The owners of the *Teeswood* made a donation to the funds of the Institution; one of the members of the *Teeswood's* crew who was rescued wrote a letter of thanks; "an onlooker" also wrote to express his appreciation of the efforts of the Dungeness crew; and a statement was made at a meeting of the Lydd Borough Council declaring: "These efforts and achievements will take a high place in the long list of gallant rescues in the history, not only of the Dungeness Life-boat Service, but of the service of the Royal National Life-boat Institution, and we in this old Borough are proud to have such brave men living in our midst".

For the services carried out by the Selsey life-boat letters of appreciation were sent by the owner of the yacht *Bloodhound* and the people rescued; the owner and crew of the yacht *Coima* sent a gift to the crew; and a woman whose grandson was rescued sent a donation to the funds of the Institution.

A Hundred Years Ago

Extract from The Life-boat of 1st of January, 1857

WALMER AND DEAL, KENT

A BRANCH of the National Life-boat Institution, under the above title, has been recently founded at Walmer, and a 30-feet life-boat, on Mr. Peake's plan, perfectly equipped both for sailing and rowing, and combining all the most recent improvements, has been placed on Walmer beach. An honorary Committee of gentlemen residing in the neighbourhood has been formed to superintend its management, in conformity with the ordinary rules of the Institution, and we trust that, in the hands of the celebrated Deal and Walmer boatmen, it may be the means of saving many lives on the neighbouring Goodwin Sands, for which purpose it has been established.

Every one is acquainted with the meritorious and hazardous services which the Deal boatmen have from time immemorial rendered to vessels

in distress and to shipwrecked crews. These services have however been solely performed in their own boats, no life-boat having been stationed until now in the neighbourhood of Deal, of which Walmer is a continuation, it being, in fact, the south end of Deal beach. With this superior boat in their possession, we cannot but look forward to their rendering the most important services in future.

The cost of this life-boat has been defrayed by subscriptions raised amongst members of the Royal Thames Yacht Club, for the purpose of presenting a first-class life-boat to this Institution. This generous act originated in the magnanimous offer made by a gentleman of that distinguished Club, to contribute half the cost of such a life-boat, on the condition that the other item should be subscribed by other members of the Club.

Services of the Life-boats in July, August and September, 1956

290 Lives Rescued

JULY

DURING July life-boats were launched on service 129 times and rescued 152 lives.

FRENCH YACHT TOWED TO DOVER

Dover, Kent.—At 6.10 on the evening of the 1st of July, 1956, the Eastern Arm signal station reported that a small sailing yacht was in difficulties close inshore to South Foreland. At 6.25 the life-boat *Southern Africa* put out in a rough sea. There was a strong southerly breeze, and the tide was flooding. The life-boat came up with the yacht *Mamounia*, of Calais, which had a crew of two, a hundred yards off the cliffs. She towed her to Dover, arriving there at 7.45.—Rewards to the crew etc., £6 5s.

FISHING BOAT TOWED TO WALMER

Walmer, Kent. — At 6.58 on the evening of the 1st of July, 1956, the Deal coastguard telephoned that three people in a dinghy could be seen waving a flag on a stick in Pegwell Bay. At 7.3 the life-boat *Charles Dibdin* (Civil Service No. 2) was launched in a slight sea. A fresh south-south-westerly breeze was blowing, and the tide was ebbing. The life-boat found the fishing boat *Drig* with her engines broken down and towed her to Deal. The life-boat reached her station again at 8.15.—Rewards to crew, £9; rewards to helpers on shore, £11 11s.

EIGHT RESCUED FROM YACHT ON ROCKS

Campbeltown, Argyllshire.—At 8.35 on the evening of the 4th of July, 1956, the Southend coastguard rang up to say that a yacht was ashore at Cleats Point two hundred yards off shore. The life-boat *City of Glasgow II* put out at 8.52. There was a moderate sea and a fresh south-easterly breeze,

and it was high water. The life-boat found the yacht *Nona*, of Southampton, with a crew of eight, bumping badly and with heavy seas breaking over her. The yacht was in a very difficult position among the rocks and reefs and swirling seas. A line was fired from the life-boat across the wind and at the first attempt reached the survivors. The yacht's dinghy was then used to take off some of the crew, but at the second attempt it was swamped and sank. The coxswain then ran the life-boat right into the yacht, and the remaining members of yacht were grasped and lifted aboard the life-boat. The life-boat returned to her station, arriving at 1.30 in the morning.—Rewards to the crew, £12 16s.; reward to the helper on shore, 16s.

SERIES OF SERVICES TO COSTA RICAN STEAMER

Workington, Cumberland.—At 6.35 on the morning of the 5th of July, 1956, the Walney Island coastguard reported that a vessel was aground in the harbour entrance. The life-boat *Edward Z. Dresden*, on temporary duty at the station, put out at eight o'clock to help a tug refloat the vessel. The sea was rough, there was a moderate south-westerly gale and the tide was flooding. The vessel, which was the Costa Rican steamer *Carmen*, with a crew of twenty-three, had refloated under her own power, but she was making water and it was decided to beach her north of the channel entrance. Sixteen of her crew were landed by the life-boat. Subsequent trips from the 6th to 12th of July were carried out by the life-boat to convey a surveyor to the *Carmen*, as because of the weather conditions the life-boat was the only boat that could get alongside her. A donation was made to the Institution's funds. Rewards to the crew, £110 13s.

FISHING BOAT TOWED TO HOLY ISLAND

Holy Island, Northumberland. — At 9.15 on the morning of the 5th of July, 1956, the coastguard reported that the local fishing boat *Sarah Ann* was overdue. After further enquiries had been made, the life-boat *Gertrude* was launched at 10.5 in a rough sea. There was a moderate south-westerly gale, and the tide was flooding. The life-boat came up with the *Sarah Ann* fourteen miles north-east of Longstone lighthouse. The fishing boat's propellers had been fouled by her fishing nets, and she had been drifting. She had a crew of four. The life-boat towed the *Sarah Ann* back to Holy Island, which was reached at 4.20, and remained there at moorings because of the weather. She was rehoused next day.—Rewards to the crew, £15 15s.; rewards to the helpers on shore, £4 10s.

MAN TAKEN OFF MOTOR LAUNCH

Fishguard, Pembrokeshire.—At 1.50 early on the morning of the 8th of July, 1956, the coastguard telephoned that a motor launch had left Fishguard the evening before and had not returned. The life-boat *White Star* was launched at 2.15. There was a smooth sea, with a slight southerly breeze and fog. The tide was flooding. The life-boat searched in the direction of Cardigan Island and found the motor launch *Mitchell*, of Fishguard, with two people on board anchored under the cliffs at Aberporth. Her engine had broken down. She was not in danger, but one of the men on board wished to be taken back to Fishguard. The life-boat brought him back, arriving at Fishguard at 10.5.—Rewards to the crew, £16 6s.; rewards to the helpers on shore, £3 16s.

FLEET TENDER REFLOATED NEAR BEACHY HEAD

Eastbourne, Sussex.—At 7.55 on the morning of the 8th of July, 1956, the coastguard telephoned that the Portsmouth naval authorities had reported that the fleet tender *Sybella* (M.F.V. 1564) had gone aground east of Beachy head the evening before. She had been twenty feet from the shore, and

she intended to try to refloat under her own power at high water. It was not thought that she would need any immediate help. As the attempt to refloat was unsuccessful and a tug could not be sent because of fog in Portsmouth harbour, the life-boat *Beryl Tollemache* was launched at 10.15 at night. The sea was calm, there was a light breeze, and the tide was flooding. The life-boat came up with *Sybella* and helped to refloat her. She returned to her station at 12.30 early on the 9th. The Commander-in-Chief, Portsmouth, expressed his appreciation to the station.—Rewards to the crew, £9 12s.; rewards to the helpers on shore, £9 3s.

TWO STEAMERS IN COLLISION IN FOG

Dover, Kent.—At 12.48 on the afternoon of the 8th of July, 1956, the Sandgate coastguard reported that two ships had been in collision five miles south-east of South Foreland in thick fog. The life-boat *Southern Africa* put out at 1.10. The sea was smooth, there was a light south-westerly wind, and the tide was ebbing. The life-boat came up with the S.S. *Dione* of Caen one and a half miles from the East Goodwin lightvessel and found that she was being towed by the tug *Lady Brassey* to Calais. The other vessel, the S.S. *Michael C*, although damaged, did not need help and proceeded under her own steam. The life-boat stood by the S.S. *Dione* while she was towed to Calais, and then returned to her station, arriving at ten o'clock.—Rewards to the crew etc., £15 6s.

TWO IRISH LIFE-BOATS IN LONG SEARCH

Baltimore and Courtmacsherry, Co. Cork.—At 1.30 on the afternoon of the 8th of July, 1956, the Garda at Castle-townshend telephoned that the local yacht *Charis* had put out the day before and had not returned. At two o'clock the Baltimore life-boat *Sarah Tilson* was launched in a rough sea. There was a south-south-westerly breeze, and it was high water. Visibility was very poor because of mist, rain and fog. The yacht had last been

seen off Glandore, and the life-boat searched an area from Galley Head west to Fasnet but could find no trace of her. At 10.15 at night the Courtmaesherry life-boat *Sarah Ward* and *William David Crossweller* joined the search east of Galley Head, but without success. The Baltimore life-boat returned to her station at one o'clock early on the 9th of July, and the Courtmaesherry life-boat at 2.45. The two life-boats resumed the search in daylight, and at 11.30 in the morning a message was received that a yacht answering the description of the *Charis* had been sighted off the Old Head, Kinsale. The Courtmaesherry life-boat went to the position and found the missing yacht with two people on board six miles south of Old Head. She towed her to harbour and arrived back at her station at 2.15. The Baltimore life-boat reached her station at three o'clock after being at sea for a total of twenty-one hours.—Rewards to the crew: Baltimore, £39 14s.; Courtmaesherry, £22 8s.; rewards to the helpers on shore, etc.: Baltimore, £4 16s.; Courtmaesherry, £3 12s.

CREW RESCUED FROM STEAMER ON ROCKS

Penlee, Cornwall.—At 7.10 on the evening of the 8th of July, 1956, the coastguard reported that a vessel was ashore at Cudden Point. The life-boat *Millie Walton*, on temporary duty at the station, was launched at 7.15. There was a swell, with a light southerly breeze blowing and fog. While making for the position the life-boat ran aground for a short period owing to the bad visibility. The life-boat came up with the steamer *Yewcroft* on the rocks at Trevean near Cudden Point, Feranthenoe. The chief engineer was landed by breeches buoy while the remainder of the crew were taken off by the life-boat. The life-boat arrived back at her station at eleven o'clock.—Rewards to the crew, £9 16s.; rewards to the helpers on shore etc., £11 13s.

FIRE SERVICE PUMPS TAKEN TO YACHT

Beaumaris, Anglesey.—At midnight on the 9th of July, 1956, the life-boat

Field Marshal and *Mrs. Smuts* was launched in a calm sea, with a light breeze blowing, to take two fire service pumps to the auxiliary cutter *Spray*. The *Spray* had sunk in Beaumaris Bay near Gallows Point after her anchor had parted and she had grounded, when filled with water, on the rising tide. There was no one on board. The life-boat reached the *Spray* at 1.30 and stood by until 5.30. The water was then pumped out. This lasted three hours, and the yacht was then towed to deeper water. The life-boat returned to her station with the pumps, arriving back at two o'clock in the afternoon.—Property Salvage Case.

SURVEY MOTOR LAUNCH TOWED OFF ROCKS

Mallaig, Inverness-shire.—At 3.50 on the afternoon of the 10th of July, 1956, H.M. S.M.L. *A 322* was observed to be aground on a rock outside Mallaig harbour. The life-boat *Sir Arthur Rose* put out at four o'clock with the second coxswain in charge. The sea was calm, the weather was clear, and the tide was ebbing. The life-boat came up with the motor launch, which had a crew of ten, and passed a tow rope. She then pulled the launch clear. The life-boat arrived back at her station at five o'clock.—Rewards to the crew, £7.

FRENCH TRAWLER ESCORTED

Islay, Inner Hebrides.—At 10.19 on the night of the 12th of July, 1956, a representative of Messrs. MacBrayne Ltd., Port Ellen, telephoned to say that a French trawler was in difficulties off Ardbeg. Conflicting information had been received, and the Kilchoman coastguard tried to have the position confirmed. The honorary secretary decided to launch the life-boat, and at 11.15 the life-boat *Charlotte Elizabeth* put out. There was a slight sea, with a fresh south-easterly breeze blowing. The tide was half ebb. The life-boat came up with the trawler *Salver-er-Bed* two and a half miles west-south-west of Chuirn Island. She had just been taken in tow by the

S.S. Glen Rosa. The life-boat escorted both vessels to Ardbeg and then returned to her station, arriving back at four o'clock.—Rewards to the crew: £12 7s.; rewards to the helpers on shore, £1 4s.

FISHING BOATS TOWED TO AMBLE

Amble, Northumberland.—At 7.30 on the evening of the 12th of July, 1956, the coastguard reported that the fishing vessel *Blossom*, of Wick, had broken down in Druridge Bay. The life-boat *City of Bradford II*, on temporary duty at the station, put out at 7.55. There was a slight sea, with a light easterly breeze blowing, and it was high water. The life-boat found the *Blossom*, which had a crew of two, with her engine broken down. She towed her into Amble and arrived back at her station at 9.25.—Rewards to the crew, £7.

LIFE-BOAT STANDS BY YACHT IN TOW

Walmer, Kent.—At 8.2 on the evening of the 12th of July, 1956, Deal coastguard rang up to say that the South Goodwin lightvessel had reported that a yacht was in distress near the lightvessel. The life-boat *Charles Dibdin (Civil Service No. 2)* was launched at 8.40. The sea was moderate, there was a moderate north-easterly breeze, and it was low water. The life-boat found the yacht *Frou Frou* towing the yacht *Stormalong* off Dover harbour. She stood by both vessels until they were safely inside the harbour entrance. The life-boat returned to her station, arriving at 10.30.—Rewards to the crew, £10; rewards to the helpers on shore, £17 8s.

MAN TAKEN FROM SKIFF TO LIFE-BOAT

St. Ives, Cornwall.—At 9.45 on the night of the 15th of July, 1956, the coastguard reported that a skiff with one man aboard was adrift in the bay with no oars. The life-boat *Edgar George Orlando and Eva Child* was launched at 10.10 in a smooth sea and a flooding tide. When the life-boat came up with the skiff *Tregenna Castle*,

she had been taken in tow by the pilot boat *Ada*. The man on board the *Tregenna Castle* was transferred to the life-boat, which then returned to her station, arriving at 10.50.—Rewards to the crew, £7; rewards to the helpers on shore, £9 15s.

YACHT TOWED TO TOBERMORY

Mallaig, Inverness-shire.—At five o'clock on the afternoon of the 16th of July, 1956, immediately after the life-boat had returned from a previous service, a message was received from the Southend (Argyll) coastguard that a small boat was drifting and firing red flares between Ardnamurchan Point and the Isle of Muck. The life-boat *Sir Arthur Rose* put out at 5.10. The sea was calm, and there were light south-easterly airs and an ebbing tide. The life-boat came up with the motor yacht *Ranger*, with a crew of five, some five miles north-west of Ardnamurchan Point. The yacht had engine trouble and the life-boat towed her to Tobermory, arriving back at her station at 3.30 on the morning of the 17th of July.—Property Salvage Case.

STANDING BY FOR MORE THAN TWO DAYS

Donaghadee, Co. Down.—At 8.15 on the morning of the 17th of July, 1956, the Orlock coastguard telephoned that a vessel was ashore at the Maidens. At 8.30 the life-boat *Sir Samuel Kelly* was launched. There was a heavy swell and a slight east-north-easterly breeze with rain. The tide was ebbing. The life-boat found the motor vessel *Douglas*, of Bergen, hard and fast on the rocks. The Norwegian captain asked the life-boat to stand by, as the vessel was holed and taking water. The following morning an attempt was made with the help of a tug, which had arrived at the position, to refloat the *Douglas*, but it was unsuccessful. The life-boat remained alongside the vessel until the 19th of July, when it was decided that her services were no longer needed. She landed four of the crew of the *Douglas* at Larne at her captain's request, and then returned to her station, arriving at nine o'clock at night. The life-boat had stood by

for nearly 53 hours.—Rewards to the crew, £100 13s.; reward to the helper on shore, £3 12s.

FISHING BOAT TOWED TO STROMNESS

Stromness, Orkney.—At 7.42 on the evening of the 16th of July, 1956, the Kirkwall coastguard telephoned that the fishing boat *Halcyon*, of Wick, had gone ashore on Black Craig Rock in Hoy Sound. At 7.55 the life-boat *Archibald and Alexander M. Paterson* put out. The sea was smooth, there was a slight easterly breeze, and it was foggy. The tide was ebbing. The life-boat found the *Halcyon* with a crew of four aground on Braga. With her, also aground, was another fishing boat, the *El Alamein*, which had a crew of five. The *El Alamein* had broken down, and the *Halcyon* was towing her when they stranded. The coxswain decided to stand by both vessels until high water, and the life-boat passed a line aboard the *Halcyon* by means of the Schermuly pistol. Another line was passed to the other vessel by the Stromness life-saving apparatus team. Later the fishing boat *Enterprise* arrived at the position and her skipper arranged with the coxswain to tow the *El Alamein* clear, while the life-boat took the *Halcyon* in tow. The life-boat reached her station at 6.25 in the morning. The owner of the *Halcyon* made a donation to the Institution's funds.—Rewards to the crew, £20 13s.; rewards to the helpers on shore, £1 16s.

FISHING BOAT ESCORTED TO WHITSTABLE

Margate, Kent.—At 1.6 early on the morning of the 20th of July, 1956, the coastguard telephoned that a fishing boat was overdue. At 1.18 the life-boat *North Foreland (Civil Service No. 11)* was launched in a heavy sea, with a fresh north-easterly breeze blowing and an ebbing tide. She searched in heavy rain and fog and found the *Flirt*, of Whitstable, ashore on the Columbine Sands, Isle of Sheppy. The life-boat stood by until the fishing boat refloated at 7.30. She then escorted her to Whitstable and arrived

back at her station at 12.45.—Rewards to the crew, £22 5s.; rewards to the helpers on shore, £4 14s.

YACHT TOWED TO WEYMOUTH

Weymouth, Dorset.—At 6.45 on the morning of the 20th of July, 1956, the Wyke coastguard telephoned that a yacht was out of control twenty-five miles south-west of Portland Bill and needed help. At seven o'clock the life-boat *William and Clara Ryland* put out in a rough sea. A strong northerly breeze was blowing, and the tide was flooding. The life-boat found the yacht *Midnight* being towed by H.M.S. *Keppel*, and at the request of the captain of the *Keppel* she took over the tow and made for Weymouth, which she reached at 7.30. As the yacht was making water, a member of the crew was put aboard to help with baling.—Rewards to the crew, £23 17s.; rewards to the helpers on shore, £1 4s.

SICK MAN LANDED FROM TANKER

Valentia, Co. Kerry.—At 5.15 on the afternoon of the 21st of July, 1956, a message was received from Valentia radio that the tanker *Dona Myrto*, of Panama, with a gravely ill man aboard, was expected to arrive off Valentia at midnight. At 10.15 the life-boat *William and Harriot*, on temporary duty at the station, put out with a doctor and two nurses aboard. There was a moderate sea, with a gentle south-westerly breeze and fog. The tide was flooding. The life-boat came up with the *Dona Myrto* two miles north-west of Skelligs Rock. A stretcher was passed aboard her, and the sick man, who was the fireman, was transferred to the life-boat. The life-boat returned to her station, arriving at 2.30. The man was taken to the hospital by ambulance.—Rewards to the crew, £12 16s.; reward to the helper on shore, 16s.

LIFE-BOAT ESCORTS COASTER

Plymouth, Devon.—At 10.2 on the morning of the 23rd of July, 1956, the Queen's Harbour Master, Plymouth, reported that a small coaster was not under control about two miles south-

east of Mewstone. At 10.24 the life-boat *Thomas Forehead and Mary Rowse* put out in a moderate sea. There was a moderate north-easterly breeze, and the tide was flooding. The life-boat found the coaster *Adaptity* of London five miles south of Burgh Island. Repairs to the coaster's engine were nearly completed when the life-boat arrived and she went on her way ten minutes later, with the life-boat escorting her. The life-boat reached her station at 1.20.—Rewards to the crew, £8 8s.

YACHT WITH THREE CHILDREN ON BOARD TOWED IN

Margate, Kent.—At 7.41 on the evening of the 23rd of July, 1956, the coastguard telephoned that a yacht was aground on Margate Sands. At 7.50 the life-boat *North Foreland (Civil Service No. 11)* was launched. The sea was slight, there was a light north-north-westerly wind, and it was low water. The life-boat found the sailing yacht *Widgeon II*, of Hamble, with a man and his three children aboard, just about to refloat. The man was anxious for his children as darkness was coming on, and he asked if the coxswain would help him to reach Ramsgate. The life-boat therefore towed the yacht to Ramsgate and returned to her station, arriving at 2.15 the next morning.—Rewards to the crew, £14 5s.; rewards to the helpers on shore, £4 4s.

SEA CADET WHALER TOWED TO HARBOUR

Portrush, Co. Antrim.—At 11.17 on the night of the 24th of July, 1956, the coastguard rang up to say that a Sea Cadet whaler from Portsmouth, with a crew of three, was under sail about one mile north of Ramore Head, but was drifting seawards. As she would not be able to reach Portstewart harbour, the life-boat *Lady Scott (Civil Service No. 4)* was launched at 11.30, with the second coxswain in charge. The sea was moderate, a moderate westerly wind was blowing, and the tide was ebbing. The life-boat searched but found nothing, and she reached her station again at 3.30 on

the morning of the 25th. At four o'clock she put to sea again with the coxswain in charge. This time they found the whaler north-west of Portrush and towed her to Portstewart harbour. The life-boat reached her station again at 5.10.—Rewards to the crew, £15 13s.; rewards to the helpers on shore, £2 18s.

SICK MAN TAKEN ASHORE FROM LIGHTVESSEL

Great Yarmouth and Gorleston, Norfolk.—At 11.20 on the night of the 25th of July, 1956, the Superintendent of the local Trinity House depot rang up to say that a man in the Corton lightvessel was sick. He asked if the life-boat would take him ashore for hospital treatment. As no other suitable boat was available, the life-boat *Louise Stephens* was launched at 11.42 with a doctor on board. The sea was calm, there was a light westerly breeze, and it was high water. The life-boat took the man on board and returned to her station, arriving at 1.14 early on the 26th. A car was waiting for the man, and his life was saved. Trinity House expressed their thanks.—Rewards to the crew, £9; rewards to the helpers on shore, £3. Refunded to the Institution by Trinity House.

FISHING BOAT ESCORTED TO AITH

Aith, Shetlands.—At 11.15 on the morning of the 25th of July, 1956, the Lerwick coastguard rang up to say that the fishing boat *Press On*, of Lerwick, had left Papa Stour for East Burrafirth at eleven o'clock on the night of the 24th with a crew of three, but had not arrived, and nothing had been heard of her. At 12.13 the life-boat *The Rankin* put out. The sea was rough, there was a strong south-westerly wind, and the tide was flooding. The life-boat made a search and came up with the *Press On* near the entrance to Aith Voe. Her engine was not working properly and she was making way slowly. The life-boat escorted her to a safe anchorage and then returned to her station, arriving at 1.25.—Rewards to the crew, £7.

BOYS ADRIFT IN RUBBER DINGHY

Hartlepool, Co. Durham.—At 12.45 on the afternoon of the 26th of July, 1956, the coastguard rang up to say that the police had reported two boys drifting out to sea in a rubber dinghy off Seaton Carew. The life-boat *The Princess Royal* (Civil Service No. 7) was launched at one o'clock. There was a smooth sea and a moderate west-south-westerly breeze, and it was low water. Information was received that the two boys had been picked up by a shore boat from Seaton. The life-boat, which had picked up the rubber dinghy, was recalled and arrived back at her station at 1.45.—Rewards to the crew, £5; rewards to the helpers on shore, £1 16s.

BIRD-WATCHER TAKEN FROM ISLAND

Longhope, Orkneys.—At 1.45 on the afternoon of the 26th of July, 1956, the Chief Constable of Kirkwall reported that a German student had been landed by motor boat on the Island of Switha to study bird life two days earlier. It was known that he had enough provisions to last him until the 25th of July, but by then a gale had sprung up and it was not possible for a boat to be sent to the island to collect him. At 2.50 the life-boat *Thomas McCunn* was launched in a heavy sea. There was a fresh north-westerly gale, and the tide was ebbing. On reaching the island the coxswain dropped anchor and veered towards a rock, from which the student jumped into the life-boat. The life-boat returned to her station, arriving at five o'clock.—Rewards to the crew, £10 3s.; rewards to the helpers on shore, £5 4s.

MOTOR LAUNCH TOWED TO BRIGHTLINGSEA

Clacton-on-Sea, Essex.—At 8.8. on the evening of the 27th of July, 1956, the coastguard reported that the motor launch *Sunny Seas* needed help one mile west of Bench Head buoy. The life-boat *Sir Godfrey Baring* was launched at 8.16. The sea was slight, there was a light easterly breeze, and the tide was ebbing. The *Sunny Seas*,

with a crew of three, was found to have engine trouble. The life-boat towed her to Brightlingsea and arrived back at her station at 6.30 early on the 28th of July.—Property Salvage Case.

BARGE YACHT TOWED INTO HARBOUR IN GALE

Shoreham Harbour, Sussex.—At 1.45 on the morning of the 28th of July, 1956, the coastguard rang up to say that a Dutch barge, which had anchored off the east pier, had engine trouble and needed help to enter the harbour. At 5.31 the life-boat *Rosa Woodd and Phillis Lunn* was launched. The sea was rough, there was a gale blowing from the south-south-west, and the tide was ebbing. The life-boat found the Dutch barge yacht *Marieke*, with seven Englishmen on board, on the seaward side of the east breakwater. She had lost her bowsprit and had broken down. The life-boat towed her to the harbour, reaching her station again at 7.30.—Property Salvage Case.

YACHT TOWED OFF SANDBANKS

Margate, Kent.—At 10.55 on the morning of the 28th of July, 1956, the coastguard reported that a yacht was ashore on Hook sands. The life-boat *North Foreland* (Civil Service No. 11) was launched at 11.10. The sea was rough, and there was a moderate south-westerly breeze with rain squalls. The tide was flooding. The life-boat came up with the yacht *La Bonne Santé*, of Greenwich, with one man aboard, among the sandbanks. The coxswain put a man aboard the yacht. He intended to tow her to Herne Bay, but the weather deteriorated and he decided instead to tow her to Margate harbour. The life-boat arrived back at her station at three o'clock.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £4 4s.

SEARCH FOR BOYS ON RAFT

Southend-on-Sea, Essex.—At 5.46 on the afternoon of the 28th of July, 1956, the coastguard rang up to say that the police had reported two boys adrift on a raft in the River Medway between Isle of Grain and All Hallows. The

life-boat *Greater London II*, (*Civil Service No. 30*) was launched at 6.15. The sea was moderate, there was a moderate south-westerly breeze, and the tide was ebbing. The life-boat searched the area but found only a raft three-quarters of a mile north of All Hallows. The search was continued until it was reported that the two boys had swum ashore. The life-boat returned to her station, arriving at 7.15.—Rewards to the crew, £7; rewards to the helpers on shore, £3 12s.

RESCUED FROM PLUNGING YACHT

St. Peter Port, Guernsey.—At 10.30 on the night of the 28th of July, 1956, the St. Peter Port signal station reported that a yacht was on the rocks in Saint Bay. The life-boat *Euphrosyne Kendal* put out at 10.54 with the bowman in charge. The sea was very rough, with a fresh southerly gale blowing. Using her searchlight, the life-boat found the yacht *Knola* plunging heavily. She managed to take off her crew of four and returned to her station, arriving at 12.40 early on the 29th.—Rewards to the crew, £7; reward to the helper on shore, 12s.

SKEGNESS LIFE-BOAT RESCUES TWO

Skegness, Lincolnshire.—At 2.4 early on the morning of the 29th of July, 1956, the coastguard rang up to say that the Lynwell lightvessel had reported that the auxiliary yacht *Vagabond*, of Peterborough, which had a crew of two, had broken down and needed help. At 2.40 the life-boat *The Cuttle* was launched. The sea was choppy, there was a strong south-south-easterly breeze, and the tide was ebbing. The life-boat made a search and found the *Vagabond* six miles east of Skegness. She took her in tow and beached her at Wainfleet Haven. After landing the rescued men, she returned to her station, arriving at eleven o'clock. The yachtsmen expressed their thanks and made a donation to the funds of the Institution.—Rewards to the crew, £19 4s.; rewards to the helpers on shore, etc., £5 19s.

LINE PASSED TO YACHT BY COBLE

Hartlepool, Co. Durham.—At 2.55 on the morning of the 29th of July, 1956, the coastguard telephoned to say that the harbour master had reported that a yacht was aground at Inscar Point and was in danger of breaking up. The life-boat *Princess Royal* (*Civil Service No. 7*) was launched at 3.20. The sea was slight, and there was a light south-easterly breeze. It was low water. The life-boat found the yacht *Giselle*, with a crew of two, but as the yacht could only be reached by a small boat, the coxswain returned to the harbour and collected a coble. A line was then passed to the yacht and she was taken in tow and brought into harbour. The life-boat reached her station at four o'clock. The owner made a donation to the Institution's funds and a gift to the crew.—Rewards to the crew, £1 7s.; rewards to helpers on shore, £1 16s.

YACHT'S CREW BURN BEDDING AS SIGNALS

Moelfre, Anglesey.—At 4.30 on the morning of the 29th of July, 1956, a man telephoned the coxswain to say that he had seen red flares out to sea. The life-boat *Watkin Williams* was launched in a very rough sea with a strong north-easterly gale blowing. It was high water. Visibility was bad and there was heavy rain. The life-boat came up with the cabin cruiser *Leader* some five miles east of Moelfre light. She took off her crew of three and towed her to Beaumaris. The crew of the *Leader* had burned fifteen gallons of paraffin and all their bedding and spare clothing as distress signals. The life-boat arrived back at her station from Beaumaris at 5.15.—Rewards to the crew, £14 14s.; rewards to the helpers on shore, etc., £5 18s.

CHILDREN RESCUED FROM YACHT

Falmouth, Cornwall.—At 7.20 on the morning of the 29th of July, 1956, the St. Anthony coastguard rang up to say that a woman had reported that a black-painted yacht was dragging her

anchor off Helford River. The life-boat *Crawford and Constance Conybeare* put out at 7.45. The sea was very rough, there was a fresh westerly gale, and it was raining. The life-boat searched for the boat without success, but found a cream-coloured yacht *Crean* in difficulties. She took off her crew of six, including some children, and landed them at Helford. Search was continued for the black-painted yacht until information was received that she had been blown into St. Mawes. The life-boat returned to her station, arriving at eleven o'clock.—Rewards, £9 16s.

TEN-MONTH-OLD CHILD TAKEN OFF YACHT

Plymouth, South Devon.—At 7.52 on the morning of the 29th of July, 1956, the Rame Head coastguard reported that a yacht was showing distress signals near Penlee Point. The life-boat *Thomas Forehead and Mary Rowse* put out at 8.15. There was a rough sea with a strong westerly gale blowing and a flood tide. The life-boat came up with the yacht *Igonda*, of Portsmouth, with two men, a woman and a ten-month-old child aboard, half a mile east of Pier Cellars. A hawser was got aboard the yacht, which was towed to Cawsand Bay, where the woman and her child were transferred from the yacht to the life-boat. The yacht was then secured by another rope and towed into Millbay Docks. The life-boat arrived back at her moorings at 10.30.—Rewards to the crew, £10 16s.

RESCUE FROM FISHING BOAT AT THIRD ATTEMPT

Aberystwyth, Cardiganshire.—About 9.15 on the morning of the 29th of July, 1956, the coastguard reported that he had received warning of a full south-westerly gale, and at 9.45 he stated that several fishing boats were at sea. The wind was freshening, the seas were rising, and there were squalls of rain. At 10.25 the life-boat *Aguila Wren* was launched. By this time the full south-westerly gale was blowing, the sea was very heavy, and it was nearly high water. The smaller fishing boats had reached the harbour without help, and the life-boat made for the southward

to search for the *Kathleen*, of Aberystwyth, and the *Clarice* and *Pen Cw*, of Fishguard. She came up with the *Kathleen* and *Clarice* about two miles south of the coastguard station and escorted the *Kathleen* to the harbour. She then went to the *Clarice* and accompanied her towards the harbour as well. Heavy breaking seas heeled the *Clarice* right over, half filling her with water, and washing her fishing gear out of her. She righted herself, but she shipped water continuously and her pump broke down. She stood out to sea again anchored half a mile north-west of Castle Point. The life-boat had remained with her the whole time and now went in to rescue her crew of two. Twice she tried to get alongside, but was driven clear. The third time she succeeded, and the two men jumped aboard. The life-boat crew gave them rum, biscuits and chocolate, and landed them at Aberystwyth at 11.55. The *Clarice* sank soon after the rescue.

The life-boat put to sea again at once to the help of the *Pen Cw*, which was being buffeted by the seas off the harbour bar, and came up with her half a mile from the harbour entrance. The life-boat coxswain advised the skipper that it was too dangerous to enter the harbour and suggested that he beach his boat. This the skipper did at 12.45, with the life-boat escorting her. The Aberdovey coastguard had reported that the fishing boat *Westmark* was missing from Barmouth and was about one mile north-west of Aberdovey, so as soon as the *Pen Cw* had beached, the life-boat made for Aberdovey. However, the Barmouth life-boat reached the *Westmark*, and the Aberystwyth life-boat returned to her station, arriving at four o'clock. The Mayor of Aberystwyth on behalf of the town expressed his appreciation of the efforts of the life-boat crew. The New Quay life-boat was also launched.—Rewards to the crew, £15 9s.; rewards to the helpers on shore, £14 5s.

THREE RESCUED FROM YACHT OFF ISLE OF WIGHT

Yarmouth, Isle of Wight.—At 9.58 on the morning of the 29th of July, 1956,

the Needles coastguard reported that the S.S. *Aliki* was out of control off Brook Ledge. As the Bembridge life-boat was already out on service, the S.G.E. put out at 10.20. The sea was very rough, there was a fresh to whole south-westerly gale and a flood tide. A message was received that the *Aliki* did not now require help, and the life-boat was recalled. On the way back off Hurst Point the life-boat found the yacht *Nave* pitching and rolling heavily and dragging her anchor. She went alongside and took off her crew of three and then returned to her station, arriving at 12.48.—Rewards to the crew, £8 8s.; reward to the helper on shore, 12s.

MEDALS FOR SERVICES ON 29th JULY

On the 29th of July, 1956, life-boats from Dover and Dungeness, Kent, and Selsey, Sussex, put out to the help of a number of vessels in distress. A full account of these services for which, among other distinctions conferred, the silver medal for gallantry was awarded to Coxswain Douglas Grant of Selsey, a second service clasp to his bronze medal was awarded to Coxswain John Walker, of Dover, and the bronze medal was awarded to Coxswain George Tart of Dungeness, appears on page 322.

RESCUE FROM LEE SHORE

Beaumaris, Anglesey.—At 10.50 on the morning of the 29th of July, 1956, the Penmon coastguard reported that a vessel was in difficulties in Penmaen Mawr and required help. The life-boat *Field Marshal and Mrs. Smuts* was launched at 11.5. The sea was very rough, there was a moderate to fresh northerly gale and a flood tide. The life-boat found the yacht *Gypsy* one mile north of Penmaen Mawr pier with one man on board. She was in a very dangerous position on a lee shore, but with great difficulty the man was taken off the yacht. The life-boat returned to her station, arriving at 2.30. The owner made a donation to the Institution's funds.—Rewards to the crew, £11 11s.; rewards to the helpers on shore, £3.

YACHT TOWED OFF BANK IN GALE

Rosslare Harbour, Co. Wexford.—On the 29th of July, 1956, the yacht *Nellie* was moored alongside Rosslare Pier and was being severely buffeted. The owner decided to make passage to Wexford. Fortunately the life-boat crew kept the yacht under observation and saw her go aground on Hantoon bank off Wexford harbour. The life-boat *Douglas Hyde* put out at 11.15 with considerable difficulty. The sea was very rough, and there was a fresh north-westerly gale, with squalls and an ebbing tide. The life-boat came up with the *Nellie*, passed a rope and pulled her off the bank. After towing her to a safe anchorage off Rosslare strand, the life-boat returned to her moorings at 2.30.—Partly permanent paid crew.—Rewards to the crew, £4 16s.; reward to the helper on shore, 14s.

YACHT BEACHED INSIDE GROYNE

New Quay, Cardiganshire.—At 11.20 on the morning of the 29th of July, 1956, the harbour master reported that the yacht *Sabrina* had parted her moorings and was drifting on a lee shore with one man on board. The life-boat *St. Albans* was launched at 11.25. The sea was very rough, there was a strong northerly gale, with continuous rain, and a flood tide. The life-boat found the *Sabrina* off the pierhead and managed to take her in tow and beach her inside the groyne. The coxswain was then informed that the Aberystwyth life-boat needed help to locate the yacht *Pen Cw*. He at once made for Aberystwyth, but received a message that his help was no longer needed. The life-boat returned to her station, arriving at 4.30.—Rewards to the crew, £12 13s.; rewards to the helpers on shore, £9 1s.

TWO RESCUED FROM FISHING BOAT

Barmouth, Merionethshire.—At 11.30 on the morning of the 29th of July, 1956, the coastguard rang up to say that a boat was making very heavy weather outside Aberdovey bar. The boat was kept under observation but

was subsequently lost sight of in the poor visibility. As the Aberystwyth life-boat was fully occupied with other boats in trouble, it was decided to launch the Barmouth life-boat to investigate. The life-boat *The Chieftain* was launched at 12.20. The sea was very rough, and there was a fresh to strong north-north-westerly gale. The tide was flooding. The life-boat came up with the fishing vessel *Westmark* one and a half miles west of Towyn and managed after some manoeuvring to come alongside and take off her crew of two. She arrived back at her station at 5.10.—Rewards to the crew, £11 4s.; rewards to the helpers on shore, £2 8s.

YACHT TOWED TO WELLS

Wells, Norfolk.—About 11.40 on the morning of the 29th of July, 1956, the coastguard reported that the motor yacht *Elleana*, of Great Yarmouth, appeared to be in difficulties outside the harbour. The life-boat *Cecil Paine* was launched at noon. There was a rough sea, with a strong southerly gale blowing and an ebbing tide. The life-boat came up with the *Elleana*, which had a crew of five, one mile east by north of Wells bar. She took the yacht in tow and returned to her station, arriving at 1.20.—Rewards to the crew, £6 12s.; rewards to the helpers on shore, £10 14s.

FOUR RESCUED FROM YACHT IN HARBOUR

Swanage, Dorset.—At 12.19 on the afternoon of the 29th of July, 1956, the coastguard rang up to say that the piermaster had seen some people in a yacht in the harbour waving for help. At 12.30 the life-boat *R.L.P.* was launched. The sea was very rough, there was a fresh westerly gale, and the tide was flooding. The life-boat found the yacht *Omega* at anchor, but dragging, about half a mile north-east of the life-boat station. She had a crew of four. The life-boat went alongside twice, rescuing two people each time, and then returned to Swanage, arriving at 2.30. She remained afloat until the weather moderated and was rehoisted at four o'clock.

—Rewards to the crew, £9 16s.; rewards to the helpers on shore, £2 8s.

THREE CALLS IN RAPID SUCCESSION

Bembridge, Isle of Wight.—At 12.22 on the afternoon of the 29th of July, 1956, the Foreland coastguard reported that a yacht was making distress signals off St. Helen's Fort. The life-boat *Jesse Lumb*, which had just returned from an attempted service, in which her help had not been needed, put out immediately. The sea was rough, there was a moderate to fresh south-westerly gale, and the tide was half flood. The life-boat came up with the yacht *Cardenia* and took off her crew of two. She landed them at her station at 12.50, and two minutes later she put to sea again. At 12.45 the coastguard had reported that a yacht was ashore near Hayling Island, and the life-boat searched with the help of Shackleton aircraft of Coastal Command, which dropped flares to indicate the position of the casualty. In spite of the very bad weather the life-boat managed to tow the yacht *Falcon*, with her crew of four, to Portsmouth harbour. She then returned to her station, arriving at five o'clock. The owners made a gift to the crew.—Rewards for the three services: to the crew, £17 9s.; to the helpers on shore, £3 5s.

SIX SURVIVORS TRANSFERRED TO LIFE-BOAT

Margate, Kent.—At one o'clock on the afternoon of the 29th of July, 1956, the coastguard rang up to say that a small boat had been reported in difficulties one mile off Tankerton. The life-boat *North Foreland (Civil Service No. 11)* was launched at 1.10. There was a very rough sea, with a fresh south-westerly gale blowing and a flooding tide. When she reached the position indicated, the life-boat found that a motor-boat had the small boat in tow and was trying to enter Whitstable harbour. The life-boat escorted both boats. A message was then received that the tanker *B.P. Distributor* had six survivors aboard from the S.S. *Teeswood*, which had capsized

off Dungeness. The life-boat was asked to land them. She came up with the *B.P. Distributor* off Longnose buoy, where the six men were transferred to the life-boat. The life-boat returned to her station, arriving at eight o'clock. A full account of the rescue from the small boat off Tankerton and from the S.S. *Teeswood* appears on page 322.—Rewards to the crew, £18 5s.; rewards to the helpers on shore, £4 4s.

SEVEN MEN RESCUED FROM YACHTS

Hoylake, Cheshire.—At 2.30 on the afternoon of the 29th of July, 1956, the police reported that three yachts were in difficulties off West Kirby. It was then learnt that one of the yachts had sunk and that her crew had been rescued by one of the other yachts. At 2.51 the life-boat *Oldham IV* was launched. There were heavy breaking seas, a strong north-westerly gale was blowing, and the tide was flooding. The life-boat found the yachts *Matthew Walker* and *Portia* in the estuary of the River Dee. She rescued five men from the *Matthew Walker* and two from the *Portia*. The men told the coxswain that another yacht was in distress and had run for the shelter of Hilbre pool. The life-boat went at once to her help, but the yacht, which had anchored in the pool, parted her cable before the life-boat reached her and went ashore. Her crew scrambled to safety, and the life-boat returned to Hoylake, arriving at six o'clock.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £8 1s.

FISHING BOAT TOWED TO BARROW

Barrow, Lancashire.—At 2.50 on the afternoon of the 29th of July, 1956, a man reported that a small vessel four miles east-south-east of Walney lighthouse was flying a flag and appeared to be in difficulties. At three o'clock the life-boat *Herbert Leigh* was launched, with the second coxswain in charge. The sea was moderate, there was a fresh north-westerly gale blowing, and the tide was flooding.

The life-boat came up with the local fishing boat *Rosalie*, which had broken down while on passage to Fleetwood with a crew of six, towed her to Piel harbour, and reached her station again at 4.30. The owner made a donation to the funds of the Institution.—Rewards to the crew, £7; rewards to the helpers on shore, £3 1s.

ROUGHEST SEAS AT SOUTHEND WITHIN MEMORY

Southend-on-Sea, Essex.—At three o'clock on the afternoon of the 29th of July, 1956, a local yacht club told the life-boat coxswain that a yacht was in distress near the club's slipway at Westcliff. At 3.10 the life-boat *Greater London II* (*Civil Service No. 30*) was launched. The sea was very rough, there was a fresh south-westerly gale, and the tide was flooding. The life-boat found the yacht *Ocean Breaker*. She had two anchors down and her engine was driving full ahead, but she was dragging. The life-boat anchored, veered down to her, took her in tow and returned to her station, arriving at 4.30. It was reported that the seas at Southend-on-Sea were the roughest within memory. Property Salvage Case.

SERVICES TO TWO YACHTS OFF NEW BRIGHTON

New Brighton, Cheshire.—At 3.20 on the afternoon of the 29th of July, 1956, the Formby coastguard telephoned that a yacht with three boys aboard was in difficulties in the Rock Channel. At 3.45 the life-boat *City of Glasgow*, on temporary duty at the station, put out. The sea was very rough, there was a strong west-north-westerly gale blowing, and the tide was flooding. Just after leaving her moorings the life-boat went to the yacht *Dulcet Bella*, whose crew of two were calling for help south of the New Brighton landing stage. Having rescued them, the life-boat then went towards the Rock Channel as far west as R.6 buoy, but could find nothing. A report was then received that another yacht was in distress up the river towards Eastham. After landing the crew of the *Dulcet Bella*, the life-boat

went as far as Eastham, but she could find no yacht needing help. However, off Broomborough she found the yacht *Troglodyte*, with three people aboard, in difficulties and towed her to New Brighton, which was reached at 8.30.—Rewards to the crew, £12 16s.; rewards to helpers on shore, £1 12s.

SECOND FISHING BOAT TOWED TO BARROW

Barrow, Lancashire.—At 4.45 on the afternoon of the 29th of July, 1956, just after the life-boat *Herbert Leigh* had towed in the fishing boat *Rosalie*, the coxswain, who was on pilotage duty in Barrow docks, noticed that another fishing boat was in difficulties near the West Pile light in the Walney channel. He telephoned the life-boat station, and the life-boat put to sea again at five o'clock, with the second coxswain in charge. There was a fresh north-westerly gale and a moderate sea. The life-boat found the local fishing boat *Sea Urchin* with a crew of three. Her engine was not working properly, and the life-boat towed her to moorings at Jubilee bridge. She reached her station again at 6.30. The master made a donation to the funds of the Institution.—Rewards to the crew, £7; rewards to the helpers on shore, £3 1s.

FOURTH CALL ON SAME DAY

Bembridge, Isle of Wight.—At 8.37 on the evening of the 29th of July, 1956, the Foreland coastguard telephoned that a yacht had broken adrift from her tow off Sandown and appeared to be in difficulties. The life-boat *Jesse Lumb* was launched at 8.46. The sea was rough, there was a strong to moderate gale, and it was squally. It was low water. The life-boat came up with the yacht *Colin Archer*, with a crew of four, and managed to get a line on board and take her in tow to Portsmouth. The life-boat arrived back at her station at 2.20 early on the 30th of July. This call had been the fourth she had answered on the same day.—Rewards to the crew, £12 13s.; rewards to the helpers on shore, £3 5s.

YACHT TOWED TO FOWEY

Fowey, Cornwall.—At 11.59 on the night of the 29th of July, 1956, it was reported that the yacht *Fairwood* was dragging her anchor close to the life-boat's moorings. The life-boat *Cunard*, on temporary duty at the station, put out. The sea was rough, and there was a fresh south-westerly gale and heavy rain. The life-boat towed the yacht up river to safer moorings and returned to her station at 1.30 on the 30th.—Rewards to the crew, etc., £7 2s. 6d.

SIXTEEN HOURS AT SEA IN GALE

Portpatrick, Wigtownshire.—At 1.27 early on the morning of the 30th of July, 1956, the Senior Naval Officer, Northern Ireland, asked if the life-boat would stand by a motor minesweeper which had hove to in bad weather three miles north-east of the Mull of Galloway. At 1.50 the life-boat *Jeanie Speirs* put out. The sea was heavy, there was a strong north-westerly gale, and the tide was flooding. The life-boat found the minesweeper *M.L.P. 2593* at 5.5 and stood by her until 1.10, when a frigate arrived. The frigate escorted the minesweeper, and the life-boat then returned to her station, arriving at 5.50. She had been at sea for over sixteen hours. The Senior Naval Officer expressed his appreciation.—Rewards to the crew, £26 12s.

MAN AND WIFE RESCUED FROM YACHT

Moelfre, Anglesey.—At 4.15 on the afternoon of the 30th of July, 1956, the coastguard rang up to say that a fourteen-foot yacht, with a man and his wife on board, had capsized off Traeth Bychan. At 4.25 the life-boat *Watkin Williams* was launched. There was a choppy sea and a strong west-north-west wind, and the tide was ebbing. The life-boat found that the two people had righted their yacht and that the man was on board. He had been unable to haul his wife in with him and she was clinging to the side of the yacht. The life-boat crew rescued them both, towed their yacht to Traeth Bychan, and reached her station again at 5.45.—Rewards to the

crew, £4; rewards to the helpers on shore, £3 5s.

EMPTY YACHT TOWED TO NEWLYN

Sennen Cove, Cornwall.—At 8.18 on the evening of the 30th of July, 1956, the St. Just coastguard reported that a yacht had been sighted off the Longships circling but with her engines running. The life-boat *Susan Ashley* was launched at 8.35. The sea was moderate, and there was a gentle north-westerly breeze, with a flooding tide. The life-boat came up with the yacht *Westo II* a mile and a half north-west of Longships. The yacht was boarded, and although there was no one on board, her diesel engines were working. The life-boat took the yacht in tow to Newlyn harbour and arrived back at her station at 9.40 on the morning of the 31st of July. It was later learned that the crew of three had been picked up by the M.V. *Cornerake* off Lands End.—Property Salvage Case.

YACHT'S CREW LANDED FROM LIGHTVESSEL

Fleetwood, Lancashire.—At 10.50 on the night of the 30th of July, 1956, the Formby coastguard rang up to say that the crew of two of the yacht *Osiris*, of Beaumaris, had made their yacht fast to the Morecambe Bay lightvessel because of the bad weather and had been taken aboard the lightvessel. The yacht broke adrift soon afterwards, and it was decided that the life-boat should put off the next morning and land the yacht's crew. At nine o'clock on the morning of the 31st the life-boat *Ann Letitia Russell* was launched in a rough sea, with a strong west-north-west wind blowing and an ebbing tide. She reached the lightvessel at 11.25, took the yachtsmen on board, and landed them at her station at 1.45. The *Osiris* was towed in by a coaster.—Rewards to the crew, £11 4s.; rewards to the helpers on shore, £3 4s. The owner made a gift to the Institution's funds.

FIVE RESCUED FROM MOTOR CRUISER

Shoreham Harbour, Sussex.—At 8.43 on the evening of the 31st of July, 1956, the coastguard rang up to say that the S.S. *Greyfriars* had reported that the motor cruiser *Syrinx*, of London, which had a crew of five, had broken down and was drifting twelve miles east of the Owers lightvessel. The *Greyfriars* took her in tow, and at eleven o'clock the life-boat *Rosa Woodd and Phyllis Lunn* was launched to meet her. There was a swell and a moderate west-north-west breeze, and the tide was ebbing. The life-boat came up with the *Greyfriars* off Shoreham, and rescued the five people from the *Syrinx*. She then put a man in the *Syrinx* and towed her to Shoreham harbour, arriving at 1.40 early on the 1st of August.—Property Salvage Case.

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

Newhaven, Sussex.—July 1st.—Rewards, £15.

Southend-on-Sea, Sussex.—July 1st.—£12 6s.

Courtmacsherry Harbour, Co. Cork.—July 1st.—Rewards, £16 17s.

Peterhead, Aberdeenshire.—July 2nd.—Rewards, £14 18s.

Clacton-on-Sea, Essex.—July 4th.—Rewards, etc. £37 11s. 4d.

Yarmouth, Isle of Wight.—July 5th.—Rewards, £9.

Weymouth, Dorset.—July 7th.—Rewards, £8 8s.

Bembridge, Isle of Wight.—July 7th.—Rewards, £2 15s.

Ramsgate, Kent.—July 7th.—Rewards, £7 10s.

Port St. Mary, Isle of Man.—July 8th.—Rewards, £7.

Holyhead, Anglesey.—July 8th.—Rewards, £9 18s.

Bembridge, Isle of Wight.—July 8th.—Rewards, £10 5s.

Lytham-St. Anne's, Lancashire.—July 8th.—Rewards, £10 5s.

Fowey, Cornwall.—July 9th.—Rewards, £7.

Ballycotton, Co. Cork.—July 11th.—Rewards, £11 4s.

Padstow, Cornwall.—July 11th.—
Rewards, £4 4s.

Kilmore Quay, Co. Wexford.—July
11th.—Rewards, 24 16s.

Anstruther, Fifeshire.—July 16th.—
Rewards, £12 1s.

Filey, Yorkshire.—July 17th.—Re-
wards, £15 14s.

Scarborough, Yorkshire.—July 17th.
—Rewards, £15 13s.

Flamborough, Yorkshire.—July 17th.
—Rewards, £23 18s.

Padstow, Cornwall.—July 18th.—
Rewards, £7 4s.

Fleetwood, Lancashire.—July 18th.
—Rewards, £19 13s.

The Lizard, Cornwall.—July 20th.—
Rewards, £19 14s.

Selsey, Sussex.—July 21st.—Re-
wards, £17 1s.

Ballycotton, Co. Cork.—July 23rd.
—Rewards, £9 16s.

Tenby, Pembrokeshire.—July 24th.—
Rewards, £17 4s.

Blackpool, Lancashire.—July 24th.—
Rewards, £13 16s.

Swanage, Dorset.—July 25th.—Re-
wards, £10 16s.

Tenby, Pembrokeshire.—July 27th.—
Rewards, £14 4s.

Torbay, Devon.—July 29th.—Re-
wards, £23 17s.

Exmouth, Devon.—July 29th.—Re-
wards, £40 12s. 6d.

Coverack, Cornwall.—July 29th.—
Rewards, £14 18s.

Fowey, Cornwall.—July 29th.—Re-
wards, £7 2s. 6d.

Shoreham Harbour, Sussex.—July
29th.—Rewards, £20 17s.

Weymouth, Dorset.—July 29th.—Re-
wards, £8 8s.

Bembridge, Isle of Wight.—July 29th.
—Rewards, see page 342.

Donaghadee, Co. Down.—July 29th.—
Rewards, £7 13s.

Lytham-St. Anne's, Lancashire.—July
29th.—Rewards, £11 18s.

St. Ives, Cornwall.—July 29th.—Re-
wards, £21 14s.

Blackpool, Lancashire.—July 29th.
—Rewards, £15 17s.

Salcombe, Devon.—July 29th.—Re-
wards, £9 4s.

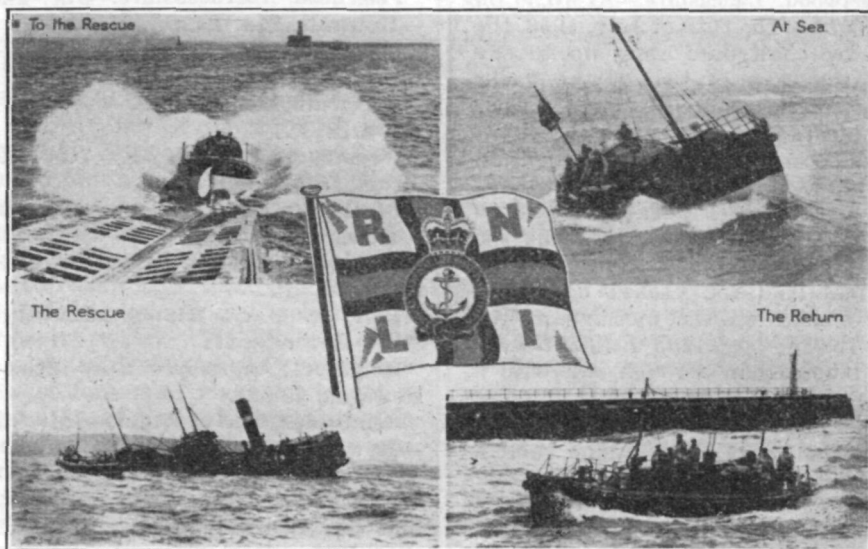
Newhaven, Sussex.—July 29th.—
Rewards, £22.

Southend-on-Sea, Essex.—July 29th.
—Rewards, £11 5s.

Mallaig, Inverness-shire.—July 29th.
—Rewards, £9 16s.

Shoreham Harbour, Sussex.—July
29th.—Rewards, £15 18s.

Walton and Frinton, Essex.—July
29th.—Rewards, £25 13s.



A new composite picture postcard available to branches at 2d. each for resale to the public at 4d. each.



By courtesy of]

[Paul Graham

NIGHT LAUNCH AT WHITBY

(see page 368)



By courtesy of]

[The Cambrian News

ABERYSTWYTH LIFE-BOAT BRINGS BACK SURVIVORS

(see page 340)



By courtesy of]

[P.A.—Reuter Photos Ltd.

THE INJURED BROUGHT ASHORE AT DUNGENESS

(see page 326)



By courtesy of]

[Isle of Thanet Gazette

MARGATE LIFE-BOAT LANDS SURVIVORS

(see page 342)



By courtesy of]

[London Express News and Feature Services

TORBAY LIFE-BOAT LANDS TWO CHILDREN

(see page 361)

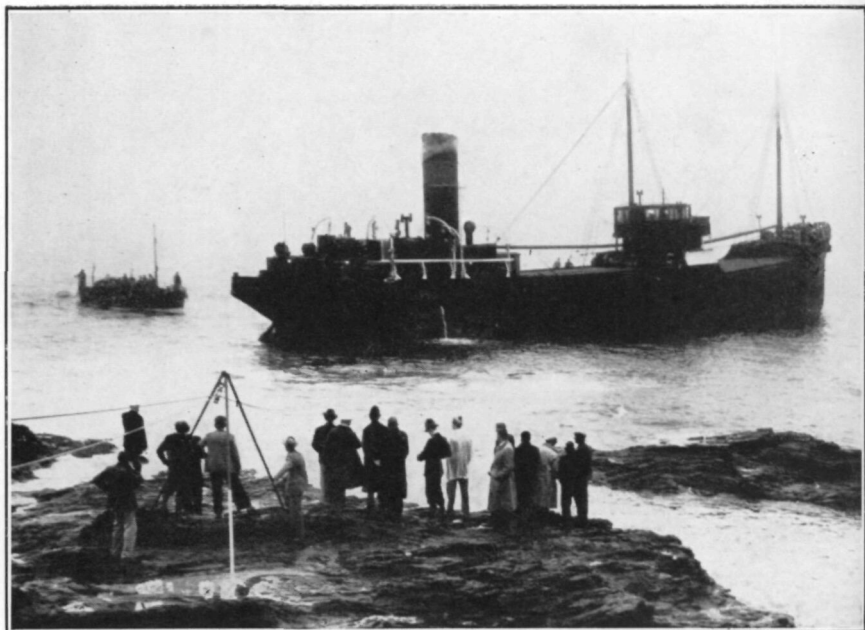


By courtesy of]

[Eastbourne Gazette and Herald

EASTBOURNE LIFE-BOAT LANDS SICK MAN FROM TANKER

(see page 367)



By courtesy of]

[Richards Bros., Penzance

PENLEE LIFE-BOAT ALONGSIDE STEAMER

(see page 334)



By courtesy of]

[Hull Daily Mail

FLAMBOROUGH LIFE-BOAT RETURNS AFTER SEARCH FOR PILOT



By courtesy of]

[Belfast Telegraph

DONAGHADEE LIFE-BOAT STANDS BY NORWEGIAN SHIP

(see page 335)



By courtesy of

[Evening News and Hampshire Telegraph

SELSEY LIFE-BOAT LANDS EIGHTEEN SURVIVORS

(see page 323)



By courtesy of]

[Blackpool Gazette and Herald Ltd.

BLACKPOOL LIFE-BOAT RETURNS FROM SERVICE



By courtesy of]

[Western Morning News

RAFT FROM CANADA TOWED BY CORNISH LIFE-BOATS

(see page 363)



By courtesy of]

[Irish Press Ltd.

MRS. O'KELLY NAMES THE WICKLOW LIFE-BOAT

(see page 376)



By courtesy of]

[Isle of Man Times

THE NEW DOUGLAS LIFE-BOAT IS NAMED

(see page 377)

Shoreham Harbour, Sussex. — July 30th.—Rewards, £19 4s.

Bembridge, Isle of Wight.—July 30th.—Rewards, £13 1s.

AUGUST

DURING August life-boats were launched on service 146 times and rescued 75 lives.

FOUR RESCUED FROM YACHT AGROUND IN GALE

Clacton-on-Sea, Essex.—At 11.10 on the morning of the 1st of August, 1956, the coastguard rang up to say that a vessel appeared to be aground on the Gunfleet Sands to the east-south-east of the coastguard station. At 11.25 the life-boat *Sir Godfrey Baring* was launched with the second coxswain in charge. The sea was rough, there was a moderate west-south-west wind, and the tide was ebbing. The life-boat made for the sands and four miles east-south-east of Clacton pier came up with the motor yacht *Drofli*, which had a crew of four. As the life-boat could not come alongside because the yacht was nearly high and dry, she anchored and veered down as close as possible. A helicopter of the R.A.F. put a man aboard the yacht, but the yacht's crew did not wish to abandon her. The owner asked if the life-boat would stand by because of a gale warning, and this was agreed. By three o'clock the wind had reached gale force, and on the rising tide the life-boat approached the *Drofli* through broken water. The yacht was driving further over the sand. At the fourth attempt the life-boat crew passed a line aboard and took the yacht in tow. The life-boat made for Harwich, but the weather worsened and the *Drofli* became unmanageable. The life-boat rescued the four people, cut the yacht adrift and landed the rescued at Harwich at seven o'clock. The life-boat remained there for the night until the weather moderated. She was taken back to her station the next morning. The *Drofli* sank.—Rewards to the crew, £30 19s.; rewards to the helpers on shore, etc., £5 4s.

YACHT TOWED TO DOVER

Dover, Kent.—At 12.20 on the afternoon of the 1st of August, 1956, the Sandgate coastguard rang up to say that a yacht had sprung a leak and needed help off the South Goodwin lightvessel. The life-boat *Southern Africa* put out at 12.35. The sea was rough, there was a moderate to fresh south-westerly gale, and it was low water. The life-boat came up with the yacht *Aguilla* with a crew of two, passed a rope and towed her to Dover. She arrived back at her moorings at 2.25.—Rewards to the crew, etc., £8 5s.

FRENCH YACHT TOWED TO WEYMOUTH

Weymouth, Dorset.—At 1.12 on the afternoon of the 1st of August, 1956, a local sailing club asked if the life-boat would put off to the help of the yacht *Marzealine*, of Le Havre, which, after going ashore, had refloated but was in danger of going ashore again at Castle Cove. At 1.35 the life-boat *William and Clara Ryland* was launched. The sea was rough, there was a south-south-westerly gale, and the tide was ebbing. The life-boat found the yacht, which had a crew of four, bumping ashore. The life-boat crew fired a line to her, took her in tow, and returned to Weymouth with her, arriving at 3.18.—Property Salvage Case.

EXHAUSTED MAN LANDED FROM MOTOR VESSEL

Torbay, South Devon.—At 4.17 on the afternoon of the 1st of August, 1956, the coastguard rang up to say that the motor vessel *C.W.S. Progress* had reported that she had picked up a man in an exhausted state from a dinghy which had been drifting out to sea. The motor vessel had asked if the life-boat could land the man. The life-boat *George Shee* was launched at 4.25. There was a moderate sea, with a strong south-westerly breeze blowing and an ebbing tide. The life-boat came up with *C.W.S. Progress* about two miles from Brixham Harbour, took the man ashore and handed him over to the ambulance men. She-

arrived back at her station at 5.20. The man made a gift to the crew.—Rewards to the crew, £6; rewards to the helpers on shore, £1 4s.

TWO MEN PUT ABOARD CABIN CRUISER

New Brighton, Cheshire.—At 6.45 on the evening of the 1st of August, 1956, a beach patrolman at Egremont ferry rang up to say that a cabin cruiser was in distress and drifting off Egremont ferry. The life-boat *Norman B. Corlett* put out at seven o'clock. The sea was rough, there was a strong westerly breeze, and it was high water. The life-boat came up with the cabin cruiser *Merry Widow*, which had a crew of four, and found she was dragging her anchor and rolling heavily. Two members of the life-boat crew were put aboard the vessel, and the life-boat then towed her to a safe anchorage, arriving back at her station at ten o'clock.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £1 8s.

FIVE FRENCH STUDENTS BROUGHT TO BRIXHAM

Torbay, South Devon.—At 6.15 on the evening of the 2nd of August, 1956, the Brixham coastguard telephoned that a small motor boat with five people on board had broken down, and that the people on board were waving their arms. The life-boat *George Shee* put out at 6.28. There was a slight sea, a moderate to fresh south-westerly breeze, and the tide was ebbing. The life-boat came up with the motor boat three miles north-north-east of Berry Head. She was drifting out to sea with an off-shore south-westerly wind. There were five young French students on board, who had been fishing when the engine of the boat failed. The students were taken aboard the life-boat, which towed their boat back to Brixham. The life-boat arrived back at her station at 7.30.—Rewards to the crew, £6; rewards to the helpers on shore, £1 4s.

MOTOR CRUISER TOWED TO NEWHAVEN

Eastbourne, Sussex.—At 7.54 on the evening of the 4th of August, 1956, the

Shoreham coastguard reported that the Royal Sovereign lightvessel had informed him that a small yacht alongside her was in difficulty and needed a tow to Newhaven. At 8.20 the life-boat *Beryl Tollemache* was launched in a choppy sea. There was a moderate westerly wind blowing, and the tide was flooding. The life-boat came up with the motor cruiser *Queen Catherine*, of Southampton, whose engine had broken down. Her crew of three were transferred to the life-boat, and after a member of the life-boat's crew had been put aboard the yacht, she was towed to Newhaven. The life-boat reached her station again at 2.40 on the morning of the 5th.—Property Salvage Case.

SICK MAN TAKEN FROM LIGHTHOUSE

St. David's, Pembrokeshire.—At 8.5 on the morning of the 5th of August, 1956, the coastguard rang up to say that a man in the Smalls lighthouse was sick and asked if the life-boat would take him ashore. At 8.30 the life-boat *Swn-y-Mor* (*Civil Service No. 6*) was launched with a doctor and took her boarding boat in tow. The sea was moderate, there was a moderate north-easterly breeze, and the tide was ebbing. The life-boat reached the lighthouse at eleven o'clock, and two members of the life-boat crew took the doctor to it in the boarding boat. The sick man was then transferred to the life-boat, which landed him at her station at two o'clock. The man's life was saved.—Rewards to the crew, £10 16s.; rewards to the helpers on shore, £3 9s.

TWO YACHTS ASHORE ON SANDS

Margate, Kent.—At 4.41 on the afternoon of the 5th of August, 1956, the coastguard rang up to say that two yachts appeared to be ashore on Margate sands some four and a half miles from Margate pier. The life-boat *North Foreland* (*Civil Service No. 11*) was launched at 4.48. There was a smooth sea, with a light northerly breeze blowing and an ebbing tide. The life-boat came up with the yacht *Wairakei II*, with a crew of

eight, which had been towing the yacht *Beetle*, with a crew of three. The second coxswain was put aboard the *Wairakei II*, and with his help the life-boat guided the two yachts clear of the sands. She saw the yachts safely on their passage to Ramsgate and returned to her station, arriving at nine o'clock.—Rewards to the crew, £14 8s.; rewards to the helpers on shore, £4 4s.

TWO RESCUED FROM SMALL BOAT

Holyhead, Anglesey.—At 5.3 on the afternoon of the 5th of August, 1956, the coastguard rang up to say that a small boat was in difficulties off Penryn Point South Stack. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 5.12. There was a rough swell and a light north-north-easterly breeze. It was low water. The life-boat came up with the dinghy *Janet*, took off her crew of two and landed them at Treardden Bay. The life-boat arrived back at her station at 7.45.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £4 4s.

MAN MAROONED ON NARROW ROCK

Exmouth, Devon.—At 6.47 on the evening of the 8th of August, 1956, the coastguard reported that a man who could not swim was stranded on a sandbank near the River Otter. The life-boat *Maria Noble* was launched at 7.4. There was a smooth sea, with light south-south-east airs and a flooding tide. The life-boat made for Otterton Head, where four scouts on the cliff indicated that the man was near Brandy Head. The man was found marooned on a very narrow piece of rock, with the tide rising and lapping the ledge. The life-boat managed to come alongside the cliff face and to take the man off. She arrived back at her station at 8.45.—Rewards to the crew, £6; rewards to the helpers on shore, £13 6s.

YACHT FOUND AFTER LONG SEARCH

Pwllheli, Caernarvonshire.—At 6.50 on the evening of the 8th of August, 1956, it was reported that a yacht was

four hours overdue after a race from Abersoch round the St. Patrick's causeway buoy. The life-boat *Katherine and Virgoe Buckland* was launched at 7.40. The sea was calm, with light airs, and there was a flood tide. A search was carried out over a wide area without success, and the life-boat then returned to refuel. She renewed the search at daybreak and finally came up with the yacht *Moonflower*, with a crew of two, north-west of the causeway. She escorted her to Abersoch and then returned to her station, arriving at 8.30 on the morning of the 9th.—Rewards to the crew, £20 13s.; rewards to the helpers on shore, £13 19s.

NEW SCILLY ISLES LIFE-BOAT'S FIRST SERVICE

St. Mary's, Scilly Islands.—About eleven o'clock on the night of the 8th of August, 1956, it was reported that the fishing boat *Corah*, with five people on board, was overdue. The life-boat *Guy and Clare Hunter* was launched at 11.50. There was a smooth sea, light airs and an ebbing tide. The life-boat came up with the *Corah* about one mile south-west from Samson Island and found that she had fouled her propeller. She took the five people aboard and towed the boat to St. Mary's, arriving at 12.35 early on the 9th. This was the first service of the St. Mary's new life-boat.—Rewards to the crew, £7; rewards to the helpers on shore, £2 8s.

HARD TOW TO YARMOUTH

Cromer, Norfolk.—At 11.30 on the morning of the 10th of August, 1956, the coastguard rang up to say that a yacht was reported to be burning red flares a mile and a half south-east of Haisborough lightvessel. The no. 1 life-boat *Henry Blogg* was launched at 11.39. There was a rough sea, a strong easterly breeze was blowing, and it was high water. The life-boat came up with the yacht *Ambeda* of Hull with a crew of seven. Her engines had broken down. While a tow rope was being passed, the life-boat mechanic was put aboard the yacht to repair the engine. The fault

was discovered, but there was no equipment available for repairing it. After a hard tow the vessel was left in Yarmouth harbour, and the life-boat returned to her station, arriving at nine o'clock at night.—Rewards to the crew, £18 4s.; rewards to the helpers on shore, £8 17s.

MAN PUT ABOARD NORWEGIAN VESSEL

Wick, Caithness-shire.—At 2.57 on the afternoon of the 10th of August, 1956, the coastguard reported that the Norwegian vessel *Pan* had engine trouble six miles south-east of Duncansby Head and needed help immediately. The life-boat *City of Edinburgh* was launched at 3.20. There was a rough sea, a moderate to fresh southerly breeze was blowing, and it was high water. The life-boat put a man aboard the *Pan*, which had a crew of thirty, and stood by until the trawler *Lincoln City* came up and took the *Pan* in tow. The life-boat escorted the vessels for a time and then returned to her station, arriving at nine o'clock at night.—Rewards to the crew, £9 12s.; rewards to the helpers on shore, £1 16s.

YACHT'S CREW RESCUED BY BREECHES BUOY

Yarmouth, Isle of Wight.—At 7.45 on the morning of the 11th of August, 1956, the Needles coastguard telephoned that a yacht with two people on board was ashore on the Shingles. As the weather was deteriorating, the life-boat *S.G.E.* put out at 8.5. There was a rough sea, a strong west-south-westerly wind was blowing, and the tide was ebbing. As the life-boat could not come alongside the yacht, *Alhena*, the yacht's crew were transferred by breeches buoy. On returning to the harbour, the coxswain saw a small sloop anchored near Hurst Castle beach and an empty dinghy drifting near her. He put a member of the life-boat's crew aboard the sloop, but her crew had reached shore safely. The life-boat returned to her station, arriving at 10.55.—Rewards to the crew, £8 8s.; reward to the helper on shore, 12s.

LINES FIRED TO YACHT'S CREW

Swanage, Dorset.—At 9.20 on the morning of the 11th of August, 1956, the coastguard rang up to say that a yacht was burning red flares off Chapman's Pool. The life-boat *R.L.P.* was launched at 9.24. There was a rough sea with a heavy swell. A strong west-south-westerly breeze was blowing, and the tide was flooding. The life-boat came up with the yacht *Melanie* two miles west of St. Aldhelm's Head. Three of her crew of six had come ashore with the aid of their dinghy, but they could not put out again because of the rising tide. The life-boat anchored and managed to fire a line over the dinghy. This enabled the men on shore to reach the life-boat. Another line was fired over the yacht, and again using the dinghy the other three members of the crew were transferred with their dog to the life-boat. The life-boat arrived back at her station at 12.30.—Rewards to the crew, £11 11s.; rewards to the helpers on shore, £3 8s.

CHILDREN TAKEN OFF PITCHING YACHT

Torbay, South Devon.—About 10.15 on the morning of the 11th of August, 1956, the honorary secretary and the motor mechanic were keeping yachts in the harbour under observation as the weather had deteriorated. One yacht, *Boy Jack*, seemed to be in difficulties. The life-boat *George Shee* put out at 10.40. The sea was rough, there was a fresh north-westerly gale, and the tide was flooding. The life-boat reached the yacht, which was rolling and pitching severely, and managed to take off two adults and two small children. She arrived back at her station at one o'clock.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £1 4s.

BELGIAN YACHT TOWED TO EASTBOURNE

Eastbourne, Sussex.—At 1.59 on the afternoon of the 11th of August, 1956, the coastguard rang up to say that a small yacht, which was drifting eastward broadside on to the wind, appeared to be disabled about two

miles from Birling Gap. The life-boat *Beryl Tollemache* was launched at 2.20. There was a rough sea, with a moderate westerly gale blowing and a flood tide. The life-boat came up with the yacht *Snark* of Antwerp, with a crew of five, two miles south-by-east of Beachy Head. The yacht was taken in tow, and the life-boat returned to her station, arriving at 3.30.—Rewards to the crew, £7; rewards to the helpers on shore, £17 5s.

YACHT TOWED TO PORTRUSH

Portrush, Co. Antrim.—At 3.3 on the afternoon of the 11th of August, 1956, the coastguard telephoned that a small yacht had capsized in Magilligan Bay. At 3.20 the life-boat *Lady Scott* (Civil Service No. 4) was launched. The sea was rough, there was a strong north-westerly breeze, and the tide was ebbing. The life-boat found the sailing yacht *Moville*, but could find no trace of her crew of three. After an extensive search of the area she returned to her station with the yacht in tow, arriving back at 10.30.—Rewards to the crew, £18 1s.; rewards to the helpers on shore, £1 16s.

TWO MEN PUT ABOARD YACHT IN GALE

Margate, Kent.—At 4.9 on the afternoon of the 11th of August, 1956, the coastguard rang up to say that a yacht alongside the Tongue lightvessel needed help. The life-boat *North Foreland* (Civil Service No. 11) was launched at 4.23. There was a rough sea, a moderate north-westerly gale was blowing, and it was high water. When the life-boat came up with the yacht *Polar Star* it was found that her crew had abandoned her and were on the lightvessel. With difficulty two members of the life-boat crew were put aboard the yacht, and they got a tow rope aboard. After taking the crew of three of the yacht off the lightvessel, the life-boat returned to her station, towing the yacht. She arrived at 11.15.—Property Salvage Case.

BOAT TOWED TO THE MUMBLES

Mumbles, Glamorganshire.—At 10.55 on the morning of the 12th of August, 1956, the motor mechanic saw a small craft in difficulties about one mile east of Mumbles Head. The life-boat *William Gammon—Manchester and District XXX* was launched at 11.15. There was a choppy sea, with a moderate north-westerly breeze blowing and a flood tide. The life-boat came up with the dinghy *Lorna Doone*, which had a crew of one, and took the boat in tow. She arrived back at her station at noon.—Rewards to the crew, £6; rewards to the helpers on shore, £4 16s.

YACHT ESCORTED TO DOVER

Dover, Kent. — About 5.30 on the afternoon of the 12th of August, 1956, a yacht was seen from the eastern arm of the dock, apparently in difficulties off the Forelands. The life-boat *Southern Africa* put out at 5.45. There was a rough sea, with a strong south-westerly breeze blowing and an ebb tide. As the life-boat reached the position close under the cliffs, the yacht *Shaheen*, with a crew of three, weighed her anchor and got under way. The life-boat escorted her into Dover harbour and arrived back at her station at 7.15. The Royal Cinque Ports Yacht Club sent a letter of appreciation.—Rewards to the crew, etc., £5 5s.

FISHING BOATS ESCORTED TO ARBROATH

Arbroath, Angus.—At six o'clock on the morning of the 13th of August, 1956, the coastguard rang up to say that the fishing fleet was returning to harbour and that the conditions at the bar were dangerous. The life-boat *The Duke of Montrose* was launched at 6.20. There was a heavy sea, a fresh to whole south-south-westerly gale was blowing, and it was high water. Five fishing boats had already entered the harbour. The life-boat crossed the bar and escorted two other boats into the harbour, arriving back at her station at 11.30.—Rewards to the crew, £14 8s.; rewards to the helpers on shore, £2 11s.

FISHING BOAT ESCORTED TO STONEHAVEN

Gourdon, Kincardineshire.—At 11.30 on the morning of the 13th of August, 1956, the coastguard rang up to say that one of the Gourdon fishing fleet, *Emulate*, was overdue. The life-boat *The Edith Clauson-Thue* was launched at noon. There was a heavy swell, a gentle to fresh south-south-easterly breeze was blowing, and the tide was ebbing. The life-boat came up with the *Emulate*, with a crew of three, some six miles south-south-east of Gourdon. As the sea was too heavy to return to Gourdon, she escorted her to Stonehaven. The life-boat arrived back at her station at 6.30.—Rewards to the crew, £12 5s.; rewards to the helpers on shore, £8 8s.

TWO MEN TAKEN OFF DRIFTING YACHT

Moelfre, Anglesey.—At 11.35 on the morning of the 13th of August, 1956, the local look-out reported that a small yacht appeared to be in difficulties and was drifting out to sea. The life-boat *Watkin Williams* was launched at 11.45. There was a rough sea, with a strong west-north-westerly breeze blowing and a flood tide. The life-boat came up with the yacht *Black and Tan*, with a crew of two, four miles south-east of Moelfre. The yacht's engine had broken down. The life-boat took her crew off and towed the yacht to safety. She arrived back at her station at 2.50. The two men expressed their thanks to the life-boat's crew.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £3.

SIX SURVIVORS LANDED FROM FRENCH YACHT

Dover, Kent. — At 11.50 on the morning of the 13th of August, 1956, the Sandgate coastguard reported that the German tanker *Wilhelmina Essberger* had requested the help of the life-boat to land survivors from the French yacht *Armen*. Her position was eight miles east-by-south from Dover. The life-boat *Southern Africa* put out at noon. There was a very rough sea, a whole south-westerly gale

was blowing, and it was low water. The life-boat came up with the tanker about seven miles from Dover and took off the six survivors. The tow was also taken over from the German vessel, and the *Armen* towed to Dover, where the six people were landed. The life-boat arrived back at her station at 3.45.—Property Salvage Case.

FISHING VESSEL ESCORTED IN GALE

Dunbar, East Lothian.—About three o'clock on the afternoon of the 13th of August, 1956, a message was received that a fishing vessel, *Twin Brothers*, with a crew of three, was overdue. The life-boat *George and Sarah Strachan* put out at 3.15. There was a rough sea, with a moderate westerly gale blowing, a flood tide and very bad visibility. The life-boat found the vessel south-west of Dunbar very close to the shore. She had had engine trouble but had rectified it. The life-boat escorted the vessel back to harbour and arrived back at her station at 4.30.—Rewards to the crew, £7.

EXHAUSTED MEN TAKEN FROM ROWING BOAT

Criccieth, Caernarvonshire.—At 2.55 on the afternoon of the 14th of August, 1956, the second coxswain reported that he had seen a sailing boat capsize about a mile and a half from Castle Point. The life-boat *Richard Silver Oliver* was launched at three o'clock. There was a choppy sea, with a moderate north-westerly breeze blowing and a flood tide. The life-boat found that the yacht's crew of two had been picked up by a rowing boat, but the men in the rowing boat were in an exhausted condition. They and the two men they had rescued were taken aboard the life-boat, which arrived back at her station at 3.45.—Rewards to the crew, £7; rewards to the helpers on shore, £7 18s.

YACHT TOWED TO CHICHESTER HARBOUR

Selsey, Sussex.—At 5.34 on the afternoon of the 14th of August, 1956, the

coastguard rang up to pass on a report that a yacht appeared to be in distress about one mile off shore between East Wittering and Bracklesham Bay. The life-boat *Canadian Pacific* was launched at 5.50. There was a slight sea, with a gentle west-north-westerly breeze blowing and a flood tide. The life-boat came up with the yacht *Dirk II* of Chichester, with a crew of six, two miles south of East Wittering. The yacht was towed to Chichester Harbour, and the life-boat then returned to her station, arriving at 10.20.—Property Salvage Case.

CHILDREN MISSING IN BOAT FOR THIRTY-THREE HOURS

Exmouth and Torbay, South Devon.—At 4.40 on the afternoon of the 15th of August, 1956, the Brixham coastguard rang up to say that the Devon County Constabulary had reported that two children who had gone out from Dawlish in a small boat had been missing since the day before. The Torbay life-boat *George Shee* put out at 5.10. There was a moderate sea, with a gentle south-westerly breeze blowing and an ebb tide. At 5.30 the Exmouth life-boat *Maria Noble* was launched to help the Torbay life-boat in her search. Both life-boats searched in co-operation with aircraft over a wide area. Finally the aircraft located the boat off Hopes Nose. The life-boats both made for the position, with the aircraft indicating the direction by green flares. The life-boats were in constant communication with each other. The Torbay life-boat came up with the dinghy and took off the two children, a fourteen-year-old boy and his nine-year-old sister. They had been afloat for thirty-three hours and were very tired and cold. They were wrapped in blankets and given hot drinks, and were landed at Exmouth where their anxious parents had waited for their return. The Exmouth life-boat arrived back at her station at eleven o'clock and the Torbay life-boat at 12.45 early on the 16th.—Rewards to the crews: Exmouth, £10 17s.; Torbay, £15 17s.; rewards to the helpers on shore: Exmouth, £13 2s.; Torbay, £1 4s.

MOTOR BOAT ESCORTED TO DOVER

Dover, Kent.—At 5.7 on the afternoon of the 15th of August, 1956, the Sandgate coastguard reported that a boat appeared to be in difficulties four miles from Dover. The life-boat *Southern Africa* was launched at 5.25. There was a rough sea, with a fresh south-westerly breeze blowing and a flood tide. The life-boat came up with the motor boat *Maufflower* with seven people on board, and found that her crew had managed to start her engine and clear it of water. The motor boat was escorted back to Dover, where the life-boat arrived at 6.30.—Rewards to the crew, etc., £5 5s.

BOAT TOWED TO MONTROSE

Montrose, Angus.—At 7.45 on the evening of the 15th of August, 1956, the coastguard rang up to say that a small boat which they had had under observation appeared to be in difficulties. The life-boat *The Good Hope* was launched at 7.55. There was a smooth sea, a light easterly breeze was blowing, and the tide was ebbing. One mile south-east of Scurdyness the life-boat came up with a former ship's boat from Rosyth with five naval ratings on board who were on a holiday cruise. The life-boat took the ratings on board and towed the boat to Montrose, arriving at 9.50.—Rewards to the crew, £7; rewards to the helpers on shore, £1 6s.

FISHING BOAT TOWED TO PORT ORIEL

Clogher Head, Co. Louth.—At 11.25 on the night of the 16th of August, 1956, the harbourmaster reported that distress signals had been observed out at sea. The life-boat *George and Caroline Ermen* was launched at 11.45. There was a moderate sea, with a moderate south-westerly gale blowing and an ebbing tide. The life-boat came up with the fishing boat *Shamrock*, with a crew of five, some four miles north-east of Port Oriel. Her engine had broken down and she was drifting out to sea. The life-boat managed to pass a line and towed the

vessel to Port Oriel, arriving back at her station at 2.55 early on the 17th.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £7 6s.

NAVAL SAILING CUTTER TOWED TO ABERDEEN

Aberdeen, Aberdeenshire.—At 11.49 on the night of the 16th of August, 1956, the coastguard reported that a small naval sailing cutter bound for Aberdeen was overdue, and asked if the life-boat would search. At 12.50 early on the 17th the life-boat *J.J.K.S.W.*, on temporary duty at the no. 1 station, put out. There was a calm sea, a light south-westerly breeze was blowing, and the tide was ebbing. The life-boat came up with the naval cutter two miles east of Aberdeen harbour. She had a crew of five and was becalmed. The life-boat took her in tow, arriving back at her station at 1.15.—Rewards to the crew, £7; rewards to the helpers on shore, etc., £1 2s.

FISHING VESSEL ESCORTED TO MARGATE

Margate, Kent. — At 2.36 on the afternoon of the 17th of August, 1956, the coastguard reported that a fishing vessel was aground on Margate sands. The life-boat *North Foreland (Civil Service No. 11)* was launched at 2.45. There was a rough sea, with a fresh south-west gale blowing, and an ebbing tide. The life-boat came up with the fishing boat *Dorothy* of London, with a crew of three, four miles north-west-by-north from Margate pier. The life-boat stood by until the vessel refloated, and then escorted her to Margate harbour, arriving back at her station at eleven o'clock.—Rewards to the crew, £17 9s.; rewards to the helpers on shore, £4 4s.

NORWEGIAN VESSEL ESCORTED TO FOWEY

Fowey, Cornwall.—At 9.25 on the evening of the 17th of August, 1956, the Polruan coastguard reported white flares two to three miles south-west-by-west of the coastguard station. At 9.40 the life-boat *Deney's Reitz* put out. There was a moderate sea and

a strong south-westerly breeze. It was low water. The life-boat found the Norwegian motor vessel *Frode* trying to attract the attention of the pilot in Par Bay. The coxswain advised the skipper to make for Fowey for the night owing to the bad weather, and the life-boat escorted the *Frode* to Fowey, arriving back at her station at 11.42.—Rewards to the crew, etc., £8 10s. 6d.

FISHING BOAT TOWED TO ST. MARY'S

St. Mary's, Scilly Islands.—At 10.10 on the night of the 17th of August, 1956, a message was received that the motor boat *Erin* was overdue from a fishing expedition. The life-boat *Guy and Clare Hunter* was launched at 10.20. There was a rough sea, with a strong southerly breeze blowing and an ebbing tide. A message was later received that the *Erin*, with a crew of five, had reached Tresco with engine trouble. The life-boat was redirected to Tresco and towed the vessel back to St. Mary's, arriving at 11.45.—Rewards to the crew, £7; rewards to the helpers on shore, £2 8s.

YACHT ESCORTED TO SHOREHAM

Shoreham Harbour, Sussex.—At 10.42 on the morning of the 18th of August, 1956, the coastguard rang up to say that the Worthing beach inspector had reported a small yacht apparently in trouble off Splash Point, Lancing. The life-boat *Rosa Woodd and Phyllis Lunn* was launched at 10.50. There was a rough sea, with a fresh south-west gale blowing and an ebbing tide. The life-boat came up with the yacht *Morning Star*, with a crew of two, some two miles off Lancing. The yacht did not require help and was escorted back to Shoreham, which was reached at noon.—Rewards to the crew, £7; rewards to the helpers on shore, £3 1s.

LIFE-BOAT TOWS IN YACHT AND LANDS CREW OF ANOTHER

Bembridge, Isle of Wight.—At 4.48 on the afternoon of the 18th of August, 1956, the Foreland coastguard rang up to say that the Cowes police had reported a yacht aground on the East

Brambles, which was being pounded severely. The life-boat *Jesse Lumb* was launched at 4.56. There was a very rough sea, a fresh south-westerly gale was blowing, and it was low water. The life-boat came up with the yacht *Moonbeam* of Greenwich, with a crew of seven, and succeeded in pulling her clear and towing her to Cowes. As she made for Bembridge she received a message to meet the S.S. *City of Dublin*, which was making for Portsmouth from Nab Tower and had on board the crew of three of the yacht *Marie Victoire*. The life-boat took the three people on board and landed them at Bembridge, which was reached at 12.46 early on the 19th. The owner of the yacht *Marie Victoire* made a donation to the funds of the Institution.—Rewards to the crew, £15 17s.; rewards to the helpers on shore, £3 5s.

LIFE-BOAT AND YACHT EACH TAKE OFF ONE MAN

Clacton-on-Sea, Essex.—At 12.5 on the afternoon of the 19th of August, 1956, the coastguard rang up to say that a boat had been reported apparently in distress off the Cliff Hotel, Holland-on-Sea. The life-boat *Sir Godfrey Baring* was launched at 12.20. There was a slight sea, with a light westerly breeze blowing, and an ebbing tide. The life-boat came up with a capsized yacht two miles from Clacton pier, took one man aboard and righted the yacht. The other member of the crew had been picked up by another yacht. The life-boat arrived back at her station at 2.30.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £4 19s.

SAILING BOAT TOWED TO PADSTOW

Padstow, Cornwall.—At 4.45 on the afternoon of the 19th of August, 1956, the Trevose Head coastguard rang up to say that the Camelford police had reported a small sailing boat in difficulties near Tintagel Point. The no. 1 life-boat *Joseph Hiram Chadwick* put out at 5.15. There was a slight sea, with a gentle west-north-west breeze blowing, and a flood tide. The life-

boat came up with the yacht *Isle of Rona*, with a crew of two, and found she was leaking slightly. The *Isle of Rona* was at first escorted, but as she was not making much headway, a line was passed and she was towed to Padstow. The life-boat arrived back at her station at 8.15. The yacht's crew made a donation to the funds of the Institution.—Rewards to the crew, £6; rewards to the helpers on shore, £1 4s.

RAFT TOWED IN AFTER CROSSING ATLANTIC

The Lizard and Falmouth, Cornwall.—At 2.25 on the afternoon of the 20th of August, 1956, the Lizard coastguard reported that the raft *L'Egaré II* needed the help of a life-boat about thirty miles south-west of Lizard Head, and that the steamer *Blydensdyk* would stand by until the life-boat arrived. At 2.42 the Lizard life-boat *Duke of York* was launched. There was a slight sea, a light variable breeze was blowing, and the tide was flooding. The life-boat reached the raft fourteen miles south-west of Lizard Head, and found that it had crossed the Atlantic with three men on board. They wanted a tow, and it was decided to land one of the men to enable him to arrange for a tug to meet the raft. The life-boat returned to her station at 7.15.

No suitable tug was available, and it was decided to launch the Lizard and Falmouth life-boats in an attempt to tow *L'Egaré II*. At 8.33 the Lizard life-boat was launched again on an ebbing tide. The Falmouth life-boat *Crawford and Constance Conybeare* was launched at ten o'clock. The Lizard life-boat reached the raft first fifteen miles south-south-east of Lizard and began to tow it. At 1.25 it was joined by the Falmouth life-boat. Little progress was made for the next three hours because of the strong currents. At 7.53 on the morning of the 21st of August the two life-boats and the raft reached Falmouth harbour, where the raft was berthed. After the Lizard crew had had some food and their life-boat had been refuelled, she returned to her station,

which she reached at 2.32. A monetary gift was made to both crews by the three men.—Rewards: Lizard, 1st service, rewards to the crew, £9 12s.; rewards to the helpers on shore, £11 4s.; 2nd service, rewards to the crew, £29 8s.; rewards to the helpers on shore, £17 14s.; Falmouth, rewards to the crew, £17 17s.; reward to the helper on shore, 12s.

YACHT TOWED TO WEYMOUTH

Weymouth, Dorset.—At 7.26 on the morning of the 21st of August, 1956, the Wyke Regis coastguard reported that a small yacht was waving a flag two miles south-west of Wyke lookout hut. The life-boat *William and Clara Ryland* was launched at 7.40. There was a calm sea, with a light westerly breeze blowing, and a flood tide. The life-boat came up with the *Mary Rose* of Brixham, with a crew of three, and found that her engine had failed. She towed her to Weymouth, which was reached at 11.10.—Rewards to the crew, £9 16s.

YACHT ESCORTED TO ABERAERON

New Quay, Cardiganshire.—At 8.19 on the evening of the 23rd of August, 1956, the coastguard reported that the yacht *Ronsay* was in difficulty between Abersoch and Aberaeron. The life-boat *St. Albans* was launched at 8.30. There was a very rough sea and a fresh to strong south-west breeze. The tide was flooding. The life-boat came up with the *Ronsay*, with a crew of three, off Aberaeron. Her engine had broken down, but she was making slow progress under sail. The life-boat escorted her into Aberaeron harbour and then returned to her station, arriving at 9.50.—Rewards to the crew, £6; rewards to the helpers on shore, £7 17s.

TWO TAKEN ON BOARD AFTER WADING ASHORE

Kilmore Quay, Co. Wexford.—At 8.20 on the evening of the 23rd of August, 1956, a telephone message was received that a fishing boat had been driven ashore on the Great Keragh, and that a man and a woman had waded in from her. At 8.30 the life-boat *Ann*

Isabella Pyemont was launched. The sea was rough, there was a moderate north-westerly breeze, and it was high water. The life-boat reached the position, and using her searchlight managed to locate the two people. They were taken on board the life-boat by use of their own boat, which had not been damaged, and the life-boat returned to Kilmore, arriving back at 11.15.—Rewards to the crew, £9 16s.; rewards to the helpers on shore, £9.

MAN RESCUED FROM YACHT

Yarmouth, Isle of Wight.—At 2.11 on the afternoon of the 24th of August, 1956, the Needles coastguard reported that a small yacht was in distress four miles south-south-west of St. Catherine's. The life-boat *S.G.E.* put out at 2.33. There was a rough sea and a strong south-west breeze. The tide was ebbing. The life-boat found the yacht *Harmony* with a crew of one. Her mast had broken away and she was waterlogged. The man was taken off the *Harmony*, and attempts were made to tow her, but the ropes parted. As the seas were increasing and because of the condition of the yacht, she was left adrift, and the life-boat returned to her station, arriving at 9.15. The Bembridge life-boat was launched later in the day to the same vessel, which ultimately sank.—Rewards to the crew, £14 5s.; reward to the helper on shore, 12s.

LIFE-BOAT STANDS BY POLISH FISHING VESSEL

Boulmer, Northumberland.—At 2.35 on the morning of the 24th of August, 1956, the coastguard reported that a vessel was ashore one mile east-south-east of Boulmer Haven. The life-boat *Clarissa Langdon* was launched at 2.55. There was a slight swell and light south-south-west airs. The tide was flooding. The life-boat reached the Polish fishing vessel *Gdynia*, but found that she had refloated with the rising tide. After standing by, the life-boat returned to her station, arriving at 3.55. Rewards to the crew, £6; rewards to the helpers on shore, £7 15s.

DREDGER HOPPER ESCORTED

New Brighton, Cheshire.—At 11.43 on the morning of the 24th of August, 1956, the Formby coastguard reported that a small vessel was in difficulties north of Formby float. The life-boat *Norman B. Corlett* put out at 12.1. There was a rough sea, a moderate west-south-west gale was blowing, and the tide was flooding. The life-boat came up with the dredger hopper *James 96* of London on Zebra Flats, but found she had rectified the trouble and was under way. The life-boat escorted the *James 96* as far as New Brighton and arrived back at her station at 3.45.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £1 10s.

**FISHING BOAT TOWED TO
HASTINGS**

Hastings, Sussex.—About 12.40 on the afternoon of the 24th of August, 1956, it was reported that a Hastings fishing boat *Warrior* was in difficulties off Fairlight. The coastguard confirmed the information, and the life-boat *M.T.C.* was launched at 12.46. There was a slight sea, a fresh westerly breeze was blowing, and the tide was flooding. The life-boat came up with the *Warrior*, with a crew of two, half a mile off Fairlight and found she had engine trouble. She towed her to Hastings and arrived back at her station at 1.35.—Rewards to the crew, £7; rewards to the helpers on shore, £19.

YACHT TOWED TO NEWHAVEN

Newhaven, Sussex.—At 9.40 on the morning of the 25th of August, 1956, the coastguard telephoned that a yacht was in difficulties in Seaford Bay. At 9.50 the life-boat *Cecil and Lilian Philpott* was launched in a moderate sea. There was a fresh south-westerly breeze, and the tide was flooding. The life-boat came up with the yacht *Kristy*, with a crew of seven. The yacht's sails had been torn, and she also had engine trouble. The life-boat towed her to Newhaven, arriving back at 10.45.—Rewards to the crew, £7; rewards to the helpers on shore, £3 13s.

**FISHING VESSEL TOWED TO
RAMSEY**

Ramsey, Isle of Man.—At 12.45 on the afternoon of the 25th of August, 1956, the coastguard reported that a motor fishing vessel anchored about three miles east-north-east of Ramsey harbour was burning red flares. At one o'clock the life-boat *Thomas Corbett* was launched in a smooth sea. There was a moderate westerly breeze, and it was high water. The life-boat found the fishing vessel *Dreadnought of Peel*, with a crew of six. Her engines had broken down, and the life-boat towed her to Ramsey harbour, which was reached at 2.40.—Rewards to the crew, £7; rewards to the helpers on shore, £11 10s.

**FISHING BOAT TOWED TO
HARWICH**

Walton and Frinton, Essex.—At 3.45 on the afternoon of the 25th of August, 1956, the coastguard telephoned that H.M.S. *Mull of Galloway* had seen a small vessel in need of help a mile and a half north of the Rough Towers. At 4.12 the life-boat *Edian Courtauld* put out. There was a rough sea, with a fresh south-westerly breeze and heavy rain squalls. The tide was ebbing. The life-boat was later given a corrected position, and she came up with the fishing vessel *Dawn*, of Harwich, off Orfordness about eight miles north-east of the original position. The *Dawn*, which had a crew of two, was first seen by a helicopter which was helping in the search. Her propellers had become entangled by their trawl, and in the conditions prevailing her crew had found it extremely difficult to free the net. They hoisted a blanket to the masthead to attract attention after they had burnt all their diesel oil fuel. The life-boat towed the *Dawn* to Harwich and arrived back at her station at 12.8 early on the 26th. The fishermen thanked the crew and made a donation to the Institution's funds.—Rewards to the crew, £18 1s.; rewards to the helpers on shore, £5 15s.

EXPECTANT MOTHER LANDED AT GREAT YARMOUTH

Great Yarmouth and Gorleston, Norfolk.—At 10.45 on the night of the 25th of August, 1956, the Lloyds agent at Great Yarmouth telephoned that the S.S. *Bravo* had an urgent maternity case on board and asked if the life-boat would put out to land her. The *Bravo* was expected in the Yarmouth Roads at 8.30 next morning. At 8.40 on the 26th of August the life-boat *Louise Stephens* was launched. The sea was smooth, there was a moderate west-south-westerly breeze blowing, and the tide was flooding. The life-boat came up with the *Bravo* five miles east of Yarmouth and took the expectant mother on board. The life-boat reached her station at 10.17, and the woman was taken to hospital for a Caesarian operation.—Rewards to the crew, £7; rewards to the helpers on shore, £3.

SEARCH FOR COXSWAIN IN FISHING BOAT

Holy Island, and North Sunderland, Northumberland.—At 10.40 on the night of the 26th of August, 1956, the coastguard reported that the fishing boat *Winner* of Holy Island, skippered by the life-boat coxswain, which had left at 5.30 that evening, was overdue, and anxiety was felt for her safety. At 11.17 the Holy Island life-boat *Gertrude* was launched with the second coxswain in command. There was a slight sea, a light southerly breeze was blowing, and the tide was ebbing. The life-boat searched in Berwick Bay, where it was thought the coxswain might have been fishing. At 12.35 early on the 27th the North Sunderland life-boat *Grace Darling* was also launched, with an ex-coxswain in command, to help in the search around the Farne Islands. The *Winner* was found by the North Sunderland life-boat one mile north of Megstone Island with her engine broken down. She was taken in tow to Holy Island. The *Gertrude* reached her station again at 1.45 and the *Grace Darling* at four o'clock.—Rewards: Holy Island, rewards to the crew, £10 3s.; rewards to the helpers on shore, £4 15s.; North

Sunderland, rewards to the crew, £9 18s.; rewards to the helpers on shore, £9 10s.

MAN FROM CAPSIZED YACHT LANDED

Margate, Kent.—At one o'clock on the afternoon of the 27th of August, 1956, the coastguard reported that a yacht with a capsized boat alongside was calling for help off Birchington. The life-boat *North Foreland* (*Civil Service No. 11*) was launched at 1.11 in a choppy sea. There was a moderate south-westerly breeze, and the tide was flooding. Heavy rain made visibility very poor at times. The life-boat made for the position and found the sailing yacht *Windflower*, of Portsmouth, which had taken on board a man from the capsized yacht *Brise*, of Birchington. The man was transferred to the life-boat, where he was wrapped in a blanket, and the yacht was taken in tow. The life-boat reached her station at 2.50, where the man was taken to a waiting ambulance.—Rewards to the crew, £7; rewards to the helpers on shore, £4 4s.

ESCORT FOR YACHT IN TOW OF ANOTHER

Ramsgate, Kent.—At 5.16 on the afternoon of the 27th of August, 1956, the Deal coastguard telephoned that a yacht with her engine broken down needed help seven miles north-west of the Sandettie lightvessel. At 5.28 the life-boat *Michael* and *Lily Davis* put out. The sea was rough, there was a moderate west-south-westerly breeze blowing, and the tide was ebbing. Three-quarters of an hour later the coastguard reported that the yacht *Normarie*, with a crew of two, had been taken in tow to Calais by a French trawler, and the life-boat was recalled. On her way back to her moorings the life-boat came across a yacht towing another yacht with engine trouble. She escorted them both to harbour, arriving there at 7.55.—Rewards to the crew, £8 8s.; reward to the helper on shore, 10s. 6d.

SICK SEAMAN TAKEN FROM NORWEGIAN TANKER

Eastbourne, Sussex.—At 7.42 on the morning of the 28th of August, 1956, the coastguard reported that the tanker *Marathon*, of Oslo, had a man on board suffering from stomach pains. At 8.4 the life-boat *Beryl Tollemache* was launched. The sea was rough, and there was a fresh south-south-westerly wind blowing, with rain squalls. The tide was ebbing. The life-boat reached the tanker three miles south of Beachy Head, and the sick man was taken on board. She returned to her station at 9.30, where the man was taken to hospital.—Rewards to the crew, £7; rewards to the helpers on shore, £15 16s.

JOINT SEARCH WITH HELICOPTER

Bembridge, Isle of Wight.—At 8.37 on the morning of the 28th of August, 1956, the Foreland coastguard telephoned that the Newport police had reported that a man had swum ashore at Woodside and that another man had been left clinging to a capsized dinghy a mile and a half from the shore. At 8.45 the life-boat *Jesse Lumb* was launched. There was a slight sea and a gentle westerly breeze. The tide was ebbing. At 9.53 information was received that two naval ratings had taken the dinghy from Ryde in an attempt to reach the mainland. After it had capsized in the early hours of the morning, a helicopter had carried out an extensive search but had found no trace either of the dinghy or of the man reported clinging to her. Later a message was received that the missing craft was a canoe and not a dinghy. The life-boat found a waterlogged canoe at the entrance to Wooton Creek, but there was nobody in it or clinging to it. After an extensive search in co-operation with a helicopter the life-boat returned with the canoe to her station, arriving there at 12.45.—Rewards to the crew, £9 16s.; rewards to the helpers on shore, £3 5s.

INJURED MAN TAKEN FROM STEAMER

Flamborough, Yorkshire.—At 8.5 on the evening of the 29th of August,

1956, the coastguard rang up to say a message had been received from the S.S. *Loch Ranza*, of Glasgow, asking that an injured man be taken ashore. At 10.20 the life-boat *Friendly Forester* was launched. There was a moderate sea and a fresh southerly breeze. The tide was ebbing. The life-boat found the *Loch Ranza* six miles east of Flamborough Head. The injured man was transferred to the life-boat, and she returned to her station, arriving back at 12.5.—Rewards to the crew, £6; rewards to the helpers on shore, £17 18s.

GIRL BATHER CARRIED OUT TO SEA

Skegness, Lincolnshire.—At 4.35 on the afternoon of the 29th of August, 1956, the coastguard telephoned that a bather was being washed out to sea off Winthorpe Avenue, north of Skegness pier. At five o'clock the life-boat *The Cuttle* was launched in a heavy ground swell. There was a light north-easterly breeze, and the tide was ebbing. The life-boat searched the area in company with a helicopter and found the body of a girl two hundred yards off shore. The life-boat returned to her station with the body of the girl on board, arriving at 6.35.—Rewards to the crew, £9 12s.; rewards to the helpers on shore, £5 1s.

DINGHY'S CREW OF TWO RESCUED

Dunbar, East Lothian.—At 6.25 on the evening of the 29th of August, 1956, the coastguard telephoned that a message had been received from the police that a sailing dinghy had capsized in Belhaven Bay. At 7.5 the life-boat *George and Sarah Strachan* put out. There was a heavy swell and a moderate easterly breeze. The tide was flooding. The life-boat found the dinghy, which had lost her sails and was waterlogged. Her crew of two were in a very distressed condition. They were taken on board the life-boat and given rum. The dinghy was taken in tow, and the life-boat reached her station at 7.40. The two men were taken to hospital and then made a gift to the crew.—Rewards to the crew, £6.

FISHING BOAT TOWED TO WHITBY

Whitby, Yorkshire.—At 9.50 on the night of the 30th of August, 1956, a message was received that the local fishing boat *Dorothy* was calling for help on her wireless. At 10.15 the no. 1 life-boat *Mary Ann Hepworth* was launched in a slight sea. There was a gentle northerly breeze, and it was high water. The life-boat found the *Dorothy* with her engine broken down some six to seven miles north of Whitby. She was taken in tow and brought to harbour, arriving there at 2.10.—Rewards to the crew, £9 16s.; rewards to the helpers on shore, £1 16s.

FISHING FLEET ESCORTED OVER HARBOUR BAR

Whitby, Yorkshire.—On the morning of the 31st of August, 1956, there was a heavy sea on the harbour bar. Local fishing boats and a fishing fleet from Scotland were at sea. Because of the conditions it was decided to launch the no. 1 life-boat, and at eight o'clock the life-boat *Mary Ann Hepworth* was launched with the second coxswain in command. There was a northerly breeze, and the tide was flooding. The fishing boats were escorted safely to harbour, and the life-boat returned to her station at noon.—Rewards to the crew, £8 8s.; 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:

Weymouth, Dorset.—August 1st.—Rewards, £9 4s.

Dover, Kent.—August 1st.—Rewards, £8 13s.

Walton and Frinton, Essex.—August 1st.—Rewards, £20 2s.

Shoreham Harbour, Sussex.—August 1st.—Rewards, £14 10s.

Dunmore East, Co. Waterford.—August 2nd.—Rewards, £6 13s.

Torbay, South Devon.—August 2nd.—Rewards, £7 4s.

Exmouth, South Devon.—August 3rd.—Rewards, £35 1s.

Buckie, Banffshire.—August 3rd.—Rewards, £7 12s.

Southend-on-Sea, Essex.—August 4th.—Rewards, £20 15s.

Holyhead, Anglesey.—August 4th.—Rewards, £10 18s.

Weymouth, Dorset.—August 5th.—Rewards, £6.

Padstow, Cornwall.—August 5th.—Rewards, £6 5s.

Pwllheli, Caernarvonshire.—August 6th.—Rewards, £13 18s.

Margate, Kent.—August 6th.—Rewards, £14.

Clacton-on-Sea, Essex.—August 6th.—Rewards, £13 7s.

Ramsgate, Kent.—August 6th.—Rewards, £7 10s.

New Brighton, Cheshire.—August 7th.—Rewards, £7 8s.

Skegness, Lincolnshire.—August 7th.—Rewards, £16 18s.

Plymouth, South Devon.—August 8th.—Rewards, £8.

St. Ives, Cornwall.—August 9th.—Rewards, £16 6s.

Hastings, Sussex.—August 9th.—Rewards, £36 16s.

Dungeness, Kent.—August 9th.—Rewards, £36 16s.

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

Arklow, Co. Wicklow.—August 10th.—Rewards, £10.

Cromarty, Cromartyshire.—August 10th.—Rewards, £12 13s.

Buckie, Banffshire.—August 10th.—Rewards, £16 17s.

Anstruther, Fifeshire.—August 11th.—Rewards, £20 12s.

Ramsgate, Kent.—August 11th.—Rewards, £8 10s. 6d.

Dun Laoghaire, Co. Dublin.—August 12th.—Rewards, £9 17s.

Runswick, Yorkshire.—August 12th.—Rewards, £17 9s.

St. David's, Pembrokeshire.—August 13th.—Rewards, £12 16s.

Dun Laoghaire, Dublin.—August 13th.—Rewards, £14 7s.

Clacton-on-Sea, Essex.—August 13th.—Rewards, £16 5s. (Launched twice.)

Montrose, Angus.—August 14th.—Rewards, £17 15s.

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

Exmouth, South Devon.—August 15th.—Rewards, £23 19s.

Criccieth, Caernarvonshire.—August 16th.—Rewards, £19 11s.

Fowey, Cornwall.—August 16th.—Rewards, £8 10s. 6d.

Caister, Norfolk.—August 16th.—Rewards, £19.

Hastings, Sussex.—August 18th.—Rewards, £35 6s.

Yarmouth, Isle of Wight. — August 18th.—Rewards, £7 12s.

Fishguard, Pembrokeshire. — August 18th.—Rewards, £11 8s.

Dover, Kent. — August 18th. — Rewards, £8 13s.

Dungeness, Kent — August 18th.—Rewards, £31 10s.

Aldeburgh No. 1, Suffolk. — August 18th.—Rewards, £58 18s. 6d.

Padstow No. 1, Cornwall. — August 19th.—Rewards, £7 4s.

St. Ives, Cornwall.—August 19th.—Rewards, £19 18s.

Selsey, Sussex.—August 19th.—Rewards, £11 17s.

Lowestoft, Suffolk.—August 19th.—Rewards, £8 12s.

Swanage, Dorset. — August 20th. — Rewards, £9 8s.

Yarmouth, Isle of Wight. — August 20th.—Rewards, £7 16s.

Valentia, Co. Kerry.—August 21st.—Rewards, £33 16s.

Newhaven, Sussex.—August 21st.—Rewards, £11 12s.

Exmouth, South Devon.—August 22nd.—Rewards, £31 11s.

Llandudno, Caernarvonshire.—August 22nd.—Rewards, £16 8s.

Plymouth, South Devon. — August 22nd.—Rewards, £9 16s.

Barra Island, Outer Hebrides. — August 22nd.—Rewards, £29 4s.

Barmouth, Merionethshire. — August 23rd.—Rewards, £10 18s.

Bembridge, Isle of Wight. — August 24th.—Rewards, £13 1s.

Filey, Yorkshire. — August 24th. — Rewards, £18 3s.

Valentia, Co. Kerry.—August 24th.—Rewards, £18 9s.

Scarborough, Yorkshire. — August 24th.—Rewards, £16 17s.

Exmouth, South Devon. — August 25th.—Rewards, £23 4s.

Padstow No. 1, Cornwall.—August 25th.—Rewards, £4 16s.

Stornoway, Outer Hebrides.—August 25th.—Rewards, £7.

Torbay, South Devon.—August 25th.—Rewards, £17 1s.

Southend-on-Sea, Essex. — August 25th.—Rewards, £21 13s.

New Brighton, Cheshire. — August 26th.—Rewards, £9 16s.

Yarmouth, Isle of Wight. — August 26th.—Rewards, £6 12s.

Holy Island, Northumberland. — August 26th.—Rewards, £14 18s.

Southend-on-Sea, Essex. — August 28th.—Rewards, £11 18s.

Montrose, Angus. — August 28th. — Rewards, £12 7s.

Seaham, Durham.—August 29th.—Rewards, £6 16s.

Falmouth, Cornwall.—August 29th.—Rewards, £9.

Padstow No. 2, Cornwall. — August 30th.—Rewards, £9.

Workington, Cumberland. — August 30th.—Rewards, £9 2s.

Weymouth, Dorset.—August 31st.—Rewards, £7.

SEPTEMBER

DURING September life-boats were launched on service 73 times and rescued 62 lives.

YACHT TOWED TO GUERNSEY

St. Peter Port, Guernsey.—On the morning of the 1st of September, 1956, the signal station sighted a yacht two miles south-east of St. Martin's Point signalling for help. At 6.53 the life-boat *Euphrosyne Kendal* put out in a very rough sea. There was a moderate north-easterly gale, and it was low water. The life-boat found the yacht *Wal*, of Portsmouth, with eight people on board in danger of being driven on the rocks. She passed a rope aboard and towed the yacht to St. Peter Port, arriving there at 9.15.—Rewards to the crew, £8 8s.; reward to the helper on shore, 14s.

SERVICES TO FISHING BOAT AND YACHT ON SAME DAY

Weymouth, Dorset.—At 10.45 on the morning of the 1st of September, 1956, the Wyke Regis coastguard telephoned that a small fishing boat had engine trouble a quarter of a mile west of Portland Bill. At 10.55 the life-boat *William and Clara Ryland* put out. The sea was very rough, there was a strong north-easterly gale blowing, and

the tide was ebbing. The life-boat came up with the fishing boat *June*, took her crew of two on board and began to tow her. A message was then received that a yacht nineteen miles south-by-east of Portland Bill appeared to have no one on board and was a danger to navigation. The coxswain decided to land the two men, who were exhausted, and beach the fishing boat at Chesil Cove before making for the yacht. The life-boat then began to search, and ten and a half miles from Portland she came up with the yacht *Capella*, of Portsmouth, with ten people on board. She took this yacht in tow and reached her station again at eight o'clock in the evening. It was later learned that the drifting yacht reported earlier had been taken in tow by a French trawler. The Swanage life-boat was also launched.—Rewards: 1st service, rewards to the crew, £9 18s.; 2nd service, Property Salvage Case.

SECOND RESCUE BY SOUTHEND LIFE-BOAT

Southend-on-Sea, Essex.—At 6.30 on the evening of the 1st of September, 1956, the coastguard telephoned that a flare had been seen off Grain Spit. At 6.45 the life-boat *Greater London II* (Civil Service No. 30) was launched. The sea was rough, there was a fresh north-easterly gale blowing, with rain squalls, and the tide was flooding. The life-boat found the motor barge *Maria*, of Rochester, with a crew of two. She was not making any headway because of the heavy seas, and the life-boat put a tow rope aboard. Keeping her head to the wind and the sea, the life-boat towed her to Sheerness harbour and on to Queenborough, where the barge was made safe. This was the second time the barge captain had been rescued by a Southend life-boat. The earlier rescue was from the barge *Claxfield* in 1934. The crew expressed their thanks to the life-boat crew.—Property Salvage Case.

DIFFICULT RESCUE FROM FRENCH TRAWLER

Lowestoft, Suffolk.—At 7.30 on the evening of the 1st of September, 1956,

the coastguard telephoned that a French trawler was burning flares a mile and a quarter south of Lowestoft harbour. The life-boat *Greater London* (Civil Service No. 3) on temporary duty at the station, was launched in a rough sea. There was a strong north-easterly wind, and the tide was ebbing. Five minutes before the life-boat was able to reach the position the trawler *Les Deux Jeaunes*, which had grounded on the Newcombe Sands, with a crew of nine, sank. By now it was almost dark, and the life-boat went to the leeward among the wreckage and saw the crew in the sea clinging to oars and floats. With great difficulty all nine men were taken on board the life-boat and landed at Lowestoft, where they were given hot baths, food and clothing. As soon as the life-boat returned, a further message was received that another French trawler, the *En Avant*, was also burning flares about a quarter of a mile east of the position of the sunken *Les Deux Jeaunes*. She put to sea again and found that the crew of the trawler *En Avant* had seen their compatriots in need of help but had not noticed that the life-boat had rescued them. After assurances had been given that the crew of *Les Deux Jeaunes* were all safe, the life-boat escorted the *En Avant* to harbour, arriving back at 8.55.—Rewards to the crew, £10 16s.; rewards to the helpers on shore, £1 4s.

INJURED MAN TAKEN FROM TRAWLER

Bridlington, Yorkshire.—At ten o'clock on the morning of the 2nd of September, 1956, a telephone message was received from Lloyds agent that the trawler *Flandre*, of Derwent, was entering the bay with an injured man on board who needed a doctor. As all the local craft were aground because of the low water, it was decided to launch the life-boat. At 10.40 the life-boat *Tillie Morrison, Sheffield II* was launched. The sea was rough, and there was a strong north-easterly breeze blowing. The life-boat came up with the *Flandre* and took the injured man off together with the mate of the vessel. She landed them

at Bridlington at 11.45, took the mate back and finally reached her station at 2.30.—Rewards to the crew, £9 18s.; rewards to the helpers on shore, £10 5s.

CABIN CRUISER TOWED TO MOORINGS

Beaumaris, Anglesey.—At 1.25 on the afternoon of the 2nd of September, 1956, the Penmon coastguard telephoned that a cabin cruiser was burning flares one mile west of Puffin Island. Her engine had stopped, and she was in danger of drifting on to the rocks. At 1.40 the life-boat *Field Marshal and Mrs. Smuts* was launched. The sea was rough, there was a strong north-easterly breeze, and the tide was ebbing. The life-boat came up with the cabin cruiser *Zephyr*, of Deganwy, with four people on board. The *Zephyr's* engine had now restarted, and with the life-boat escorting her she made for the Menai Straits. Her engine broke down again later, and the life-boat towed her to her moorings. The life-boat then returned to her station, arriving there at 3.30. The owner thanked the crew.—Rewards to the crew, £9 12s.; rewards to the helpers on shore, £2. 5s.

FISHING VESSEL TOWED TO ISLE OF MAN

Port St. Mary, Isle of Man.—Shortly after midnight on the 4th of September, 1956, the local harbourmaster reported that the motor fishing vessel *Edna*, with three men on board, was long overdue from a fishing trip between Langness and Chicken Rock. At 12.5 the life-boat *R. A. Colby Cubbin No. 2* put out in a calm sea. The tide was ebbing. After a short search the life-boat found the *Edna* off Langness and towed her into Castletown. The life-boat then returned to her moorings, arriving at 2.10. The crew of the fishing vessel made a gift to the life-boat crew.—Rewards to the crew, £8 8s.; reward to the helper on shore, 14s.

TWO YOUTHS TAKEN OFF DINGHY

Holyhead, Anglesey.—At 9.15 on the night of the 4th of September, 1956, the coastguard telephoned that a small

sailing boat was drifting off Rhoscolyn with two youths aboard. At 9.31 the life-boat *St. Cybi (Civil Service No. 9)* was launched. There was a moderate sea, a moderate south-westerly breeze was blowing, and the tide was flooding. The life-boat went to the position and at 12.30 found the dinghy *Teal*. The two youths were taken on board the life-boat, and the dinghy was towed into Holyhead harbour, which was reached at four o'clock.—Rewards to the crew, £14 5s.; rewards to the helpers on shore, £5 8s.

THREE LIFE-BOATS SEARCH FOR AIRCRAFT

Buckie, Whitehills, Banffshire; and Cromarty, Cromartyshire. — At one o'clock on the morning of the 5th of September, 1956, the Peterhead coastguard telephoned that a Seahawk aircraft was missing on a flight from Lossiemouth. The aircraft was believed to be within a radius of twenty miles from Buckie. At 1.20 the Buckie life-boat *Glencoe, Glasgow* was launched. There was a slight swell, a light south-easterly breeze was blowing, and the tide was flooding. The life-boat carried out an extensive search. At 2.15 the Whitehills life-boat the *St. Andrew (Civil Service No. 10)* was launched, and ten minutes later the Cromarty life-boat *Lilla Marras, Douglas and Will* also put out to help in the search, which was carried out all through the night. Only parts of the aircraft were found by the Cromarty life-boat, and at seven o'clock the life-boats were recalled. Buckie arrived back at 7.50, Whitehills at nine o'clock, and Cromarty at 11.30.—Rewards: Buckie, rewards to the crew, £14 5s.; reward to the helper on shore, 12s.; Whitehills, rewards to the crew, £15 17s.; rewards to the helpers on shore, £3 14s.; Cromarty, rewards to the crew, £19 1s.

FISHING BOAT TOWED TO MARGATE

Margate, Kent.—At 3.2 on the afternoon of the 5th of September, 1956, the coastguard reported that a fishing vessel was showing distress signals

about three miles north-east of Margate. At 3.12 the life-boat *North Foreland* (Civil Service No. 11) was launched in a moderate sea. A moderate southerly breeze was blowing, and the tide was ebbing. The life-boat made for the position and found the local fishing boat *Heart of Gold* with engine trouble. She passed a tow rope aboard and towed her to Margate harbour, arriving at 4.30.—Rewards to the crew, £7; rewards to the helpers on shore, £4 4s.

FISHING BOAT TOWED FROM ROCKY COVE

Torbay, South Devon.—At 6.15 on the evening of the 8th of September, 1956, a message was received from the Berry Head coastguard that a yacht had just entered Dartmouth and had reported that a motor boat had broken down with engine trouble east of the Mewstone Rock at the entrance to the River Dart. At 6.30 the life-boat *George Shee* put out in a heavy swell. There was a fresh east-south-easterly breeze, and the tide was ebbing. The life-boat found the fishing boat *Valerian*, with a crew of two, drifting towards Bedlap Cove. With great difficulty because of the rocky nature of the cove a tow rope was put aboard the fishing boat, and the life-boat towed her to Brixham, arriving at nine o'clock. The crew of the fishing boat made a gift to the crew of the life-boat.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £1 4s.

LIFE-BOAT AND HELICOPTER IN JOINT SEARCH

Shoreham Harbour, Sussex.—At 2.44 on the morning of the 9th of September, 1956, a message was received from the coastguard that the Brighton police had reported that a girl from a capsized sailing dinghy had been found coming ashore at Hove. She had reported that there was a man in the sea about two hundred yards out. At 3.15 the life-boat *Rosa Woodd and Phyllis Lunn* was launched. There was a slight sea, a gentle east-north-easterly breeze was blowing, and the

tide was ebbing. The life-boat made a search of the area and found the capsized sailing dinghy, but could find no trace of the missing man. She took the dinghy in tow and arrived back in the harbour at 9.5. A later report stated that the man had had a life-belt on, and as there still seemed, in view of this, some slight hope of finding him alive, the life-boat put to sea again. After a long but unsuccessful search in conjunction with a helicopter, the life-boat returned to her station, arriving at two o'clock. The body of the man was later washed ashore at Lancing.—Rewards to the crew, £20 13s.; rewards to the helpers on shore, £3 10s.

MOTOR BOAT TOWED TO RAMSGATE

Ramsgate, Kent.—At 3.1 on the afternoon of the 11th of September, 1956, a message was received from the East pier that a motor boat was in difficulties near the Quern buoy. At 3.5 the life-boat *Michael and Lily Davis* put out. The sea was moderate, there was a moderate westerly breeze blowing, and it was high water. The life-boat came up with the motor boat *Primrose*, with a crew of two, and towed her to the harbour, arriving at 3.40.—Rewards to the crew, £5; reward to the helper on shore, 12s. 6d.

BODY OF YOUNG GIRL FOUND IN SEA

Dungeness, Kent.—At 5.23 on the afternoon of the 12th of September, 1956, the Rye police reported that there was a young girl in the sea off Camber. At 5.35 the life-boat *Charles Cooper Henderson* was launched. The sea was choppy, there was a moderate westerly breeze blowing, and it was high water. The life-boat went to the position and found the body of the child in the sea. The body was taken aboard the life-boat and artificial respiration was applied, without success, until the life-boat reached Dungeness at 7.15.—Rewards to the crew, £9; rewards to the helpers on shore, £17 1s.

TWO WOMEN TAKEN OFF FISHING BOAT

New Quay, Cardiganshire.—On the morning of the 15th of September, 1956, a heavy storm came up from the south-east. The majority of the fishing boats which were at sea had returned to harbour, but it was reported that the fishing boat *Jane Mary Jane* was having engine trouble off New Quay Head and that anxiety was felt for two other boats, the *Camelia* and the *Ynys Lochtyn*. At 10.5 the life-boat *St. Albans* was launched. The sea was rough, there was a strong easterly gale blowing, and the tide was ebbing. The *Jane Mary Jane* made harbour safely, and the life-boat went to escort the *Camelia* and the *Ynys Lochtyn*. They had anchored under the lee of the land by Llenana Point waiting for the tide to make. The life-boat went alongside the *Ynys Lochtyn* and took off two women passengers. She returned with them to the shore at New Quay, which was reached at 11.20.—Rewards to the crew, £6; rewards to the helpers on shore, £7 19s.

MOTOR VESSEL TOWED TO ST. IVES

St. Ives, Cornwall.—On the 16th of September, 1956, the coastguard telephoned that a vessel was ashore at Western Carricks and that two of her crew had been brought ashore by a motor launch. At 12.40 in the afternoon, the life-boat *Edgar, George, Orlando and Eva Child* was launched in calm weather. One of the rescued men was taken aboard the life-boat to indicate the position where the vessel was ashore. Near Hore Point the life-boat came up with the motor vessel *Ancotts*, which had eight people on board and was leaking badly. The life-boat took her in tow and reached St. Ives harbour at four o'clock.—Property Salvage Case.

COXSWAIN TRANSFERRED BY MOTOR BOAT

Stromness, Orkneys.—At 8.55 on the evening of the 19th of September, 1956, a message was received that a man had heard on his wireless that the

motor vessel *Achieve* needed help as she was ashore in Hoy Sound. At 9.20 the life-boat *Archibald & Alexander M. Paterson* was launched. There was a heavy ground swell and a light south-easterly breeze. The tide was ebbing. The life-boat made for Hoy Sound in dense fog and found the *Achieve*, with a crew of seven, two hundred yards from Oxan, Graemsay. As the sea was too shallow for the life-boat to go alongside, a local motor boat put out and took the coxswain to the grounded vessel. She was lying on her beam ends in a dangerous position. The crew were transferred to the motor boat, ferried to the life-boat and then taken to Stromness. It was decided to return to the *Achieve* early next morning, and at 7.20 the crew were taken back to their vessel. A tow rope was put aboard, but an attempt to refloat the *Achieve* half an hour before high water failed, and the crew were again landed, this time at Graemsay, by means of the motor boat which was in the area by arrangement. The life-boat returned to her station, arriving at 11.30. A further attempt to refloat the *Achieve* on the next high tide was decided upon, and the life-boat put out once more at 9.22 in the evening. On arriving at the position, she picked up the tow, and with the help of a seine-net fishing boat commenced the operation. This again proved unsuccessful, and the life-boat returned to her station, arriving at eleven o'clock.—Rewards to the crew, £21 5s.; rewards to the helpers on shore, £4 12s.

TUG AND STEAM PUFFER ESCORTED

Campbeltown, Argyllshire.—At 12.15 on the morning of the 22nd of September, 1956, the Southend coastguard telephoned that a red rocket had been seen five miles south-east-by-east of the look-out. At 12.39 the life-boat *City of Glasgow II* put out. There was a slight sea, a gentle easterly breeze was blowing, and the tide was flooding. A wireless message was later received from the tug *Flying Typhoon* that the vessel in need of help was the steam puffer *Sealight*, of

Greenock, and that she had a bad list to port. The tug had taken off the *Sealight's* crew of five, and the message stated that she was going to attempt to beach her. The life-boat continued on her way, and at 1.50 the tug reported that the *Sealight* was now on her beam ends and that she was still trying to continue with the tow. The life-boat came up with the two vessels and escorted them to Campbeltown, which was reached at five o'clock.—Rewards to the crew, £11 4s.; reward to the helper on shore, 16s.

MOTOR BOAT TOWED OFF SANDBANK

Broughty Ferry, Angus.—At noon on the 23rd of September, 1956, the Dundee harbour police reported that a small sailing boat with two men on board was aground on Naughton sandbank to the west of Tay Bridge. At 12.35 the life-boat *Mona* was launched in a smooth sea. There was a light east-north-easterly breeze and the tide was flooding. Visibility was about a mile and a half. The life-boat came up with the motor boat and took her in tow. When approaching Dundee harbour the boat cast off the tow and proceeded under her own power. The life-boat then returned to her station, arriving at 2.20.—Rewards to the crew, £7; rewards to the helpers on shore, £2 9s.

DOCTOR TAKEN TO SWEDISH STEAMER

Lytham, Lancashire.—At 11.10 on the night of the 23rd of September, 1956, the Formby coastguard telephoned that the S.S. *Bonita*, of Stockholm, had a man on board who had drunk poison and needed immediate medical attention. At 11.45 the life-boat *Edward Z. Dresden*, on temporary duty at the station, put out with a doctor on board. The sea was calm, a light easterly breeze was blowing, and the tide was flooding. The life-boat came up with the *Bonita* off Nelson buoy, transferred the sick man and landed him at Lytham, where he was taken to hospital. The life-boat returned to her station, arriving at two o'clock on the morning of the

24th.—Rewards to the crew, £9 12s.; rewards to the helpers on shore, £3 10s.

SWEDISH MOTOR VESSEL REFLOATED

Teesmouth, Yorkshire.—At 9.20 on the morning of the 24th of September, 1956, South Gare coastguard telephoned that a vessel was aground near the look-out. She was not in any immediate danger. At 10.30 the life-boat *John and Lucy Cordingley* was launched. There was a slight swell, with a light easterly breeze and fog. The tide was ebbing. The life-boat found the motor vessel *Lecko*, of Sweden, with a crew of nine, aground on a reef near the end of the South Gare breakwater. The life-boat helped to refloat the *Lecko* and returned to her station, arriving at 6.15.—Property Salvage Case.

TWO LIFE-BOATS TOW BARGE YACHT

Clacton-on-Sea and Southend-on-Sea, Essex.—At 8.51 on the evening of the 27th of September, 1956, the Clacton coastguard telephoned that a vessel was in need of help off no. 11 Barrow buoy. At 9.10 the Clacton life-boat *Sir Godfrey Baring* was launched. The sea was very rough, there was a strong south-westerly breeze blowing, and the tide was ebbing. The life-boat came up with the auxiliary barge yacht *Winifred*, of Colchester, with five people on board, near the West Barrow beacon. At first the life-boat was unable to go alongside the yacht because of the low tide, but later she approached her and passed a tow rope aboard. The Southend-on-Sea life-boat *Greater London II (Civil Service No. 30)* had launched at 12.35 early on the 28th to the motor vessel *Shawford*, which was sinking three miles east of the Nore Tower. However, the *Shawford's* crew of three had been taken off by a collier, and the Southend life-boat, hearing on her radio telephone that the Clacton-on-Sea life-boat was on service to the *Winifred*, went to the position. The two life-boats towed the *Winifred*, but in the heavy seas she shipped a great deal of water. When the tow

had parted four times it was decided to abandon the attempt, and the yacht's crew were transferred to the Clacton-on-Sea life-boat, which arrived at Brightlingsea at 10.30. She was rehoused at 1.30 on the afternoon of the 29th. The Southend-on-Sea life-boat reached her station at 10.20 on the night of the 28th.—Rewards: Clacton, rewards to the crew, £36 13s.; rewards to the helpers on shore, £7 13s.; Southend, rewards to the crew, £19 1s.; rewards to the helpers on shore, £5 5s.

EXHAUSTED MEN RESCUED FROM DUTCH YACHT

Fowey, Cornwall.—At 4.30 on the morning of the 28th of September, 1956, the Polruan coastguard telephoned that a red flare had been seen half a mile west of Polperro. At 4.50 the life-boat *Deneys Reitz* put out. There was a moderate sea and a strong west-south-westerly breeze. The tide was ebbing. The life-boat found the yacht *Orcu*, of Scheveningen, close to the rocks with her crew of three exhausted. They were taken on board the life-boat and brought to Fowey. The life-boat then returned to the position and took the yacht in tow, arriving back at her station at 10.15.—Property Salvage Case.

YACHT TOWED THROUGH ROUGH SEA

Rhyl, Flintshire.—At 12.30 on the afternoon of the 30th of September, 1956, the coastguard reported that the yacht *Ann*, of Rhyl, was in difficulties with engine trouble one mile and a half north of Rhyl pier. At 12.50 the life-boat *Anthony Robert Marshall* was launched. There was a very rough sea, a strong south-south-westerly breeze was blowing, and the tide was ebbing. The life-boat reached the *Ann*, which had a crew of two, at 1.20. As the weather was too bad to bring her to Rhyl, the coxswain decided to tow her to Mostyn harbour, where they arrived at 3.40. The life-boat then returned to her station, which she reached at 7.30. One of the yachtsmen made a donation to the Institution's funds.—Rewards to the crew, £11 9s.; rewards to the helpers on shore, £7 13s.

TOW FOR WHALER AND THEN FOR YACHT

New Brighton, Cheshire.—At 5.45 on the afternoon of the 30th of September, 1956, the Formby coastguard reported that a Sea Cadet whaler, with three men on board, was on the rocks near Seaforth radio station. At six o'clock the life-boat *Norman B. Corlett* put out. The sea was rough, there was a strong west-south-westerly breeze blowing, and the tide was flooding. The life-boat went to the position and found the whaler stranded on a lee shore at the north-west corner of Gladstone dock river wall. There were four Sea Cadets on board. The life-boat passed a line to the whaler and towed her to New Brighton, arriving there at 6.55. As the life-boat crew were landing from this service a message was received from the Formby coastguard that a yacht was in difficulties abreast of C 21 buoy in the Crosby Channel. The *Norman B. Corlett* put to sea again and came up with the yacht *Gypsy*, with three people on board. Her engine had broken down, and she was drifting. The life-boat took her in tow, arriving back at her station at 8.30.—Rewards: 1st service, rewards to the crew, £6; rewards to the helpers on shore, £1 4s.; 2nd service, rewards to the crew, £7 6s.; rewards to the helpers on shore, £1 6s.

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

Angle, Pembrokeshire. — September 1st.—Crew and helpers desired no reward.

Swanage, Dorset.—September 1st.—Rewards, £15 19s.

Appledore, Devon.—September 1st.—Rewards, £10 1s.

Ramsgate, Kent.—September 2nd.—Rewards, £7 10s. 6d.

Shoreham Harbour, Sussex. — September 2nd.—Rewards, £10 6s.

Torbay, South Devon. — September 2nd.—Rewards, £13 17s.

Weymouth, Dorset.—September 3rd.—Rewards, £7.

Swanage, Dorset.—September 4th.—Rewards, £9 8s.

Rosslare Harbour, Co. Wexford. — September 5th. — Rewards, £1 12s. Partly paid permanent crew.

The Lizard, Cornwall. — September 5th. — Rewards, £20 16s.

St. Helier, Jersey. — September 6th. — Rewards, £7 12s.

Appledore, Devon. — September 6th. — Rewards, £9 8s.

St. Peter Port, Guernsey. — September 6th. — Rewards, £30 14s.

St. Helier, Jersey. — September 6th. — Rewards, £7 16s.

Selsey, Sussex. — September 9th. — Rewards, £20 3s.

Dungeness, Kent. — September 13th. — Rewards, £26 14s.

Moelfre, Anglesey. — September 14th. — Rewards, £8 8s.

Lowestoft, Suffolk. — September 14th. — Rewards, £10 16s.

Walton and Frinton, Essex. — September 15th. — Rewards, £16 15s.

Great Yarmouth and Gorleston, Norfolk. — September 16th. — Rewards, £15 10s.

Plymouth, South Devon. — September 18th. — Rewards, £9 12s.

Torbay, South Devon. — September 18th. — Rewards, £11.

Exmouth, South Devon. — September 18th. — Rewards, £21 18s.

Fishguard, Pembrokeshire. — September 19th. — Rewards, £12 16s.

Montrose, Angus. — September 20th. — Rewards, £12 3s.

Islay, Inner Hebrides. — September 20th. — Rewards, £7.

New Brighton, Cheshire. — September 22nd. — Rewards, £7 6s.

Newcastle, Co. Down. — September 22nd. — Rewards, £18 7s.

Hartlepool, Durham. — September 23rd. — Rewards, £10 4s.

Troon, Ayrshire. — September 24th. — Rewards, £8 8s.

Galway Bay, Co. Galway. — September 25th. — Rewards, £9.

Flamborough, and Bridlington, Yorkshire. — September 25th. — Rewards, Flamborough, £35 3s.; Bridlington, £17 12s.

Ramsgate, Kent. — September 26th. — Rewards, £7 13s.

Humber, Yorkshire. — September 27th. — Paid permanent crew.

Bembridge, Isle of Wight. — September 27th. — Rewards, £11 13s.

Plymouth, South Devon. — September 27th. — Rewards, £9.

Ramsgate, and Margate, Kent. — September 28th. — Rewards: Ramsgate, £9 1s. 6d., Margate, £14.

Bembridge, Isle of Wight. — September 28th. — Rewards, £11 13s.

Southend-on-Sea, Essex. — September 29th. — Rewards, £16.

Naming Ceremonies

THE debt which the Institution owes to members of the Royal Family for the constant help which they give to the Service was again strikingly illustrated during the past quarter.

In this period four new life-boats were named in the United Kingdom; at Douglas and Port St. Mary in the Isle of Man and at Thurso and Cromarty in Scotland. H.R.H. the Duchess of Kent, president of the Institution, named the two life-boats in the Isle of Man on the 25th of July; H.M. Queen Elizabeth the Queen Mother named the Thurso life-boat on the 18th of August; and H.R.H. the Duchess of Gloucester named the Cromarty boat on the 25th of August.

Similarly in the Irish Republic the

Institution is deeply indebted to the President and his family. One new life-boat was named in the Irish Republic during the past quarter. This was the Wicklow boat, which was named by Mrs. O'Kelly, the wife of the President, on the 14th of July.

WICKLOW

At the Wicklow naming ceremony Mr. W. J. Clarke, Chairman of the Wicklow Urban District Council, was in the chair. Lieut. Commander H. H. Harvey, District Inspector of Life-boats, described the new boat, which is the first of the 42-foot Watson boats to be stationed in Ireland. Captain the Hon. V. M. Wyndham-Quin, Deputy Chairman of the Committee

of Management, handed the life-boat over to the branch, Mr. J. T. O'Byrne, honorary secretary of the branch, accepting her.

The Very Reverend M. Blake, parish priest of Wicklow, blessed the life-boat and a vote of thanks was proposed by the Rev. Father Hans, chairman of the Wicklow branch, and seconded by the Rev. Canon H. St. C. Jennings, Rector of Wicklow and vice-chairman of the branch.

Mrs. O'Kelly then named the life-boat *J. W. Archer*. The boat was a gift from the late Mr. J. W. Archer of Bournemouth.

The St. Patrick's Pipe Band and Choir played and sang, and the concluding hymn was the old Irish hymn "Be Thou My Vision."

ISLE OF MAN

On the 25th of July, H.R.H. the Duchess of Kent flew to the Isle of Man, which she had not visited before. In the morning she inspected the life-boat at Port Erin, where the crew were presented to her. At her request the life-boat was launched.

From Port Erin Her Royal Highness went to Port St. Mary to name the new life-boat *R. A. Colby Cubbin No. 2*.

The Lieutenant-Governor of the Isle of Man, Sir Ambrose Dundas Flux Dundas, was in the chair. Commander S. W. F. Bennetts, Deputy Chief Inspector of Life-boats, described the new boat which is one of the 46-foot-9-inches Watson cabin type. Earl Howe, chairman of the Committee of Management, then handed the life-boat over to the Port St. Mary branch, Mr. J. R. Corrin, chairman of the branch, accepting her.

The Bishop of Sodor and Man dedicated the life-boat, assisted by the Rev. G. G. Gresswell, Vicar of Rushen, and the Rev. F. Ockenden, Superintendent Methodist Minister. A vote of thanks was proposed by Mrs. Ella M. Clucas, president of the Port St. Mary Ladies' Life-boat Guild. H.R.H. the Duchess of Kent then named the life-boat.

Music was played by the Rushen Silver Band under the direction of Mr. L. Coole, and the singing, which included the traditional Manx fishermen's evening hymn, was led by the Rushen Choral Society conducted by Mr. C. C. McFee.

After luncheon at Government House the Duchess of Kent went to St. George's Church at Douglas and laid a wreath on the tomb of Sir William Hillary, the founder of the Life-boat Institution. Members of the crew of the Peel life-boat stood at the tomb, and among those who were presented was Mrs. Preston-Hillary, the wife of a descendant of Sir William Hillary and herself honorary secretary of the Hastings Ladies' Life-boat Guild.

The naming ceremony of the new life-boat at Douglas, the life-boat station at which Sir William Hillary himself had served, followed. The Lieutenant-Governor of the Isle of Man was again in the chair and Commander Bennetts described the life-boat, which is also one of the 46-foot 9-inches Watson cabin type. Earl Howe handed the life-boat over to the Douglas branch, Sir William Percy Cowley, First Deemster and Clerk of the Rolls and president of the Douglas branch, accepting her.

The Bishop of Sodor and Man then dedicated the life-boat, assisted by the Rev. L. Emerson, Chairman of the Isle of Man district of the Methodist Church. A vote of thanks to the Duchess of Kent was proposed by the Mayor of Douglas, Councillor W. B. Kaneen, and seconded by Mr. A. E. Kitto, chairman of the Douglas branch.

The Duchess of Kent then named the life-boat *R. A. Colby Cubbin No. 1*. Both the Douglas and Port St. Mary boats have been provided out of a legacy from the late Mrs. E. M. M. Gordon Cubbin of Douglas.

The life-boat was then launched, and as she struck the water sirens and hooters from steamers in all parts of the harbour were sounded.

The music at this ceremony was played by the R.A.F. No. 1 Regional Band under the direction of Flight-

Lieutenant H. E. Wheeler. The singing was led by the Lhon Dhoo Choir conducted by Mr. F. D. Buxton.

Her Royal Highness returned by air the same day.

THURSO

H.M. Queen Elizabeth, the Queen Mother, named the new Thurso life-boat on the 18th of August. The Right Hon. Viscount Thurso of Ulbster, Lord Lieutenant of the County of Caithness and president of the branch, was in the chair and a guard of honour was formed by the youth organisations of Thurso under the command of Mr. Jack Budge.

After the singing of the traditional hymn "Eternal Father, strong to save" Sir Eric Seal, Chairman of the Civil Service Life-boat Fund, presented the life-boat to the Institution. The new life-boat is the thirty-first to be presented to the Institution by the Civil Service Life-boat Fund.

Earl Howe, Chairman of the Committee of Management, accepted the life-boat on behalf of the Institution, thanked the donors, and handed the life-boat over to the Thurso branch, Captain William Mackenzie, honorary secretary of the branch, accepting her. Commander T. G. Michelmore, Chief Inspector of Life-boats, then described the boat, which is the first of the new class of 47-foot Watson cabin boats to be built.

A vote of thanks to the Chairman and others was proposed by Lord Saltoun, a vice-president of the Institution and Chairman of the Scottish Life-boat Council. The Rev. D. C. Alexander, Minister of St. Peter's and St. Andrew's Church of Scotland, Thurso, then dedicated the life-boat.

H.M. Queen Elizabeth, the Queen Mother named the new life-boat *Dunnet Head* (Civil Service No. 31) and a vote of thanks to Her Majesty was proposed by Mr. John Sinclair, Provost of Thurso and chairman of the Thurso branch.

The singing was led by the Thurso Combined Church and School Choirs led by Mr. Lafferty, and the Thurso

Pipe Band (Pipe Major: Peter Macdonald), the Thurso Town Band (Bandmaster: Mr. R. Mackay) and the Thurso Salvation Army Band (Bandmaster: Captain Arthur Ruby) played.

Before the ceremony a bouquet was presented to Her Majesty by Miss Maureen Mackenzie, daughter of the honorary secretary of the branch. After she had named the life-boat Her Majesty went aloft in her.

CROMARTY

H.R.H. the Duchess of Gloucester named the new Cromarty life-boat *Lilla Marras, Douglas and Will* on the 25th of August. The boat was provided out of legacies left by the late Mrs. J. L. Marras of London; Mr. J. Douglas of Langbank, Renfrewshire; and Mr. W. Kennedy of Glenbar, Argyllshire.

Captain H. G. Innes, president of the Cromarty branch, was in the chair. Lord Saltoun, on behalf of the Institution, expressed thanks for the gifts and handed the life-boat over to the Cromarty branch, Colonel G. D. N. Ross, chairman of the branch, accepting her.

Commander T. G. Michelmore described the life-boat, which is one of the 46-foot 9-inches Watson cabin type. After a vote of thanks to Her Royal Highness proposed by General Sir Richard N. O'Connor, Lord Lieutenant of the County of Ross and Cromarty, the Rev. Gerald Jenkins, Minister of Cromarty Church of Scotland, assisted by Canon Edgar Dobson, Rector of the Episcopal Church, dedicated the life-boat.

After the singing led by the Cromarty Church of Scotland Choir of the hymn "O God, our help in ages past" the Duchess of Gloucester named the life-boat.

Music was played by the Pipe Band of the Seaforth Highlanders Depot (Pipe-Major: Donald McLeod) and the Military Band of the Queen's Own Cameron Highlanders (Bandmaster: C. M. Buck). The daughter of the coxswain, Miss Veronica Watson, presented a bouquet to the Duchess of Gloucester.

Obituary

THE Royal National Life-boat Institution records with regret the deaths of the following coxswains in the past year:

Richard Henry Hayes of Poole.
Owen Jones of Porthdinllaen.
Isaac Jarvis of Hope Cove.
Richard Lee of Douglas.
John B. McLean of Peterhead.

C. W. D. Oiller of Dungeness.
John Poland of Kirkcudbright.
Oliver Storm of Robin Hood's Bay.
Jack Thompson of Teesmouth.
Evan Wright of Pwllheli.

The obituary notice of Coxswain McLean, a winner of the gold medal, appeared in the June number of the journal.

Notice

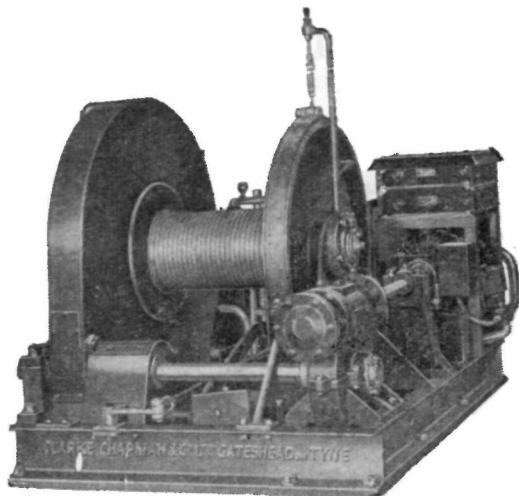
All contributions for the Institution should be sent either to the honorary secretary of the local branch or guild, or to Colonel A. D. Burnett Brown, O.B.E., M.C., T.D., M.A., the Secretary, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1.

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

The next number of THE LIFE-BOAT will be published in MARCH, 1957.

Because of shortage of space the column New Ways of Raising Money has had to be held over until the March number.

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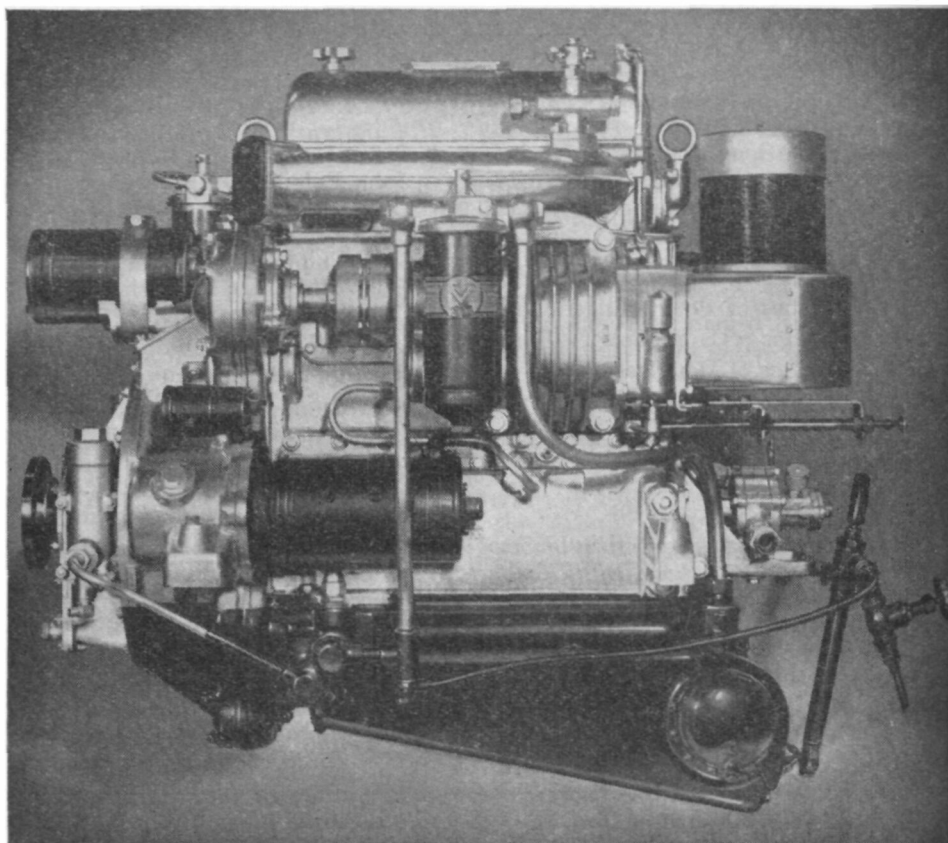
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