

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXIV

MARCH 1957

No. 379

## THE LIFE-BOAT FLEET

155 Motor Life-boats

1 Harbour Pulling Life-boat

## LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to 31st December, 1956 - - - 80,578

## Notes of the Quarter

THE year 1956 was one in which greater demands were made on life-boat crews all round our coasts than in any comparable year in the past. In fact there have been only two years in the whole history of the Institution in which life-boats were called out on service more often. One was 1940, the year of the Battle of Britain, when at one period life-boats, particularly on the south and east coasts, were out almost continuously searching for allied and enemy airmen; the other was 1941. The previous busiest year in time of peace was 1954, when there were 668 launches on service. Last year there were no fewer than 745—an astonishing increase. 533 lives were rescued by life-boats during the year and rewards were paid for the rescue of 75 lives by shore-boats.

The busiest months were August, with 146 launches, and July, with 129, and from June to November inclusive every month was busier than in the corresponding month of the year before.

### LOSS OF TWO MEMBERS OF CREWS

It is with deep regret that this journal has to record the loss of two members of life-boat crews during the fourth quarter of 1956. They were Ieuan Bateman, of St. David's, and

William Carder, of Exmouth. Ieuan Bateman was washed out of the St. David's life-boat in the course of an exceptionally exacting service, a full account of which appears on page 384. William Carder was washed out of the Exmouth life-boat when she was called out on the afternoon of Christmas Day. Until the last quarter there had been no loss of life among members of life-boat crews in spite of the great demands made on the Service and of the exceptionally bad weather which was experienced at almost all times of the year.

### LOSS OF A NEW LIFE-BOAT

Another most unfortunate loss of a different kind which the Institution has suffered was the destruction by fire on the 10th of December, 1956, of the life-boat and boathouse at Thurso. An account of this incident appears on page 388. The life-boat was the first of the new 47-foot class Watson boats, and she was named by H.M. Queen Elizabeth, the Queen Mother, no later than the 18th of August, 1956. She cost over £32,500 to build, the money being subscribed by the Civil Service Life-boat Fund. A new life-boathouse is being erected at Thurso at an estimated cost of £23,000.

The whole of this loss falls on the Institution, because it has been the Institution's practice for some years not to insure its life-boats and boat-houses against accidents of this nature. For the first quarter of a century after motor life-boats began to be built the Institution regularly took out insurance policies, as it was felt that the risk of fire was considerable in the early petrol boats. The whole question of insurance was closely examined by a committee in 1932, which came to the conclusion that excessive premiums were being paid and that the risk of damage or destruction by fire or other cause was actuarially less than the rates of premium implied. Experience over the past twenty-five years has shown the committee's conclusion to have been correct, for the premiums which would have had to be paid would greatly have exceeded in amount the losses suffered. Nevertheless, the loss of a new life-boat and boathouse is a sudden and considerable blow.

#### MORE V.H.F. SETS FITTED

The Institution has decided to install very high frequency radio-telephones into a further 50 life-boats to enable them to communicate directly with helicopters and other search and rescue aircraft. Eighteen of these life-boats are at Scottish stations, thirteen in Wales, seven on the mainland of England, three in Ireland and three in the Isle of Man. Six are reserve life-boats.

In the September number of *The Life-boat* it was announced that a first list of 50 life-boats in which V.H.F. sets would be installed had been selected. When the sets have been installed in the life-boats on the new list, all life-boats of 41 feet or more in length which are within range of normal helicopter coverage will have been equipped with V.H.F. radio telephones.

#### LIFE-BOAT SERVICE TELEVISED

On the afternoon of Sunday, 25th of November, 1956, a life-boat service was shown for the first time on television screens as it actually took place. The Dover life-boat *Southern Africa* took part during that week-end in two television programmes arranged by the B.B.C., one on the Saturday evening and one during children's hour on Sunday afternoon. She was at sea with the B.B.C. producer, Mr. Peter Webber, the commentator, Mr. Raymond Baxter, B.B.C. engineers and cameras on board, when a man in the motor boat *Silver Wings*, anchored near the eastern arm of Dover harbour, shouted to Coxswain John Walker that the local motor boat *Mayflower* needed help near the South Foreland light. There was a moderate sea, a moderate south-westerly breeze was blowing, and the tide was flooding. The life-boat made for the position and some five minutes later found the *Mayflower*, which had been taking part in an angling contest, very close to the shore at South Foreland. Her engines were working, but she was unable to make headway against the wind and tide. Watched by millions of viewers on their screens, the life-boat took her in tow to Dover, arriving at 4.45 p.m., a quarter of an hour before the children's programme was due to begin.

#### ROYAL SUPPORT

With the death of H.H. Princess Marie Louise the Life-boat Service has lost a most valued and respected supporter. The late Princess Marie Louise's work for the Service was mainly concentrated in the London area. She presided over the London district conference, was an active supporter of the Central London women's committee, and for a number of years was president of the bridge party organized by this committee. Her loss will be deeply felt.

### Portrait on the Cover

THE portrait on the cover is of Coxswain Lionel Scott of the Mumbles. At the age of twenty-nine Coxswain Scott is one of the youngest cox-

swains in the Service. He was appointed in 1955 and first joined the Mumbles crew in 1947. He has served as bowman and second coxswain.

## Silver Medal for Sheringham Coxswain

At 8.20 on the morning of the 31st of October, 1956, the Sheringham honorary secretary, Brigadier A. L. Kent Lemon, learnt from the Cromer coastguard that the S.S. *Wimbledon*, a ship of 1598 tons, had reported by radio that she was making water in her fore hold and needed help. Her position was given as thirteen miles north of Cromer light. The S.S. *Eleanor Brook* had reported that she was standing by the *Wimbledon*, and the S.S. *Sydenham*, sister ship of the *Wimbledon*, later sent a message, which was intercepted by the coastguard, that she too was going to stand by and that the *Wimbledon* was making for the shore at Blakeney.

The maroons were fired at 8.35. A fresh gale was blowing from the north-east and very heavy seas were breaking on the beach. The tide was half ebb. It was clear that it would not be easy to launch the life-boat *Foresters Centenary*, which is one of the 35-foot 6-inches Liverpool type launched by tractor. A number of the enrolled members of the crew were at the time away from Sheringham for beet picking. Nevertheless, a good launch was made from a new type of carriage at 9.3.

### Master Washed Overboard

Coxswain H. E. West set a course for the Blakeney bell buoy. The master of the *Wimbledon* had been washed overboard and her chief officer was now in command. He decided not to beach the ship immediately but to anchor in the lee of Blakeney overfalls. It was here that the life-boat found her at 10.15.

The *Wimbledon*, which was laden with coal for London, was very much down by the bow and heading north-east by east. The ebb tide was running strongly. The acting master still hoped to save the ship, but decided to transfer some of his crew and asked the life-boat to take them off.

Coxswain West believed that the *Wimbledon's* starboard side offered the best chance of a lee, and he therefore brought the life-boat alongside port

side to. Seas some fifteen feet in height were sweeping over the *Wimbledon's* foredeck, but eight men from her crew were successfully taken aboard the life-boat. Coxswain West decided to transfer these men to another ship which was standing by a mile and a half away, the *Blyth*, in order to make it easier to take on board the remaining members of the *Wimbledon's* crew if they too needed to be rescued.

### Landed by Helicopter

Meanwhile the *Eleanor Brook* had picked up the master of the *Wimbledon*, and a helicopter from the R.A.F. station at Horsham St. Faith's had landed a doctor aboard her. All attempts to resuscitate the master of the *Wimbledon* had failed and he was dead. The R.A.F. station therefore sent a message asking for the doctor and the dead body to be brought ashore. Coxswain West decided he must continue to stand by the *Wimbledon*, and at 10.55 he requested the coastguard to ask for the Wells life-boat to be launched, both to land the doctor and the dead body and to bring more petrol for the Sheringham life-boat.

The Wells life-boat *Cecil Paine* was launched at 11.30. At 1.4 she reached the *Eleanor Brook* and by 1.56 she had taken off the doctor and the dead body and transferred petrol to the Sheringham life-boat. She then returned to Wells.

At 1.55 the acting master of the *Wimbledon* decided to abandon ship and asked the Sheringham life-boat to take off the remainder of the crew. The whole of the fore part of the ship was now awash and seas were breaking over her bridge. Neither side offered anything of a lee and the coxswain once more decided to go port side to. Securing ropes were made fast and two survivors from the *Wimbledon* were taken on board the life-boat. Then the lines parted and the coxswain had to go ahead and come round again.

The life-boat secured alongside four times, and five more men were taken off, but still three men remained on board the *Wimbledon*. It was now clear that no ropes would hold the life-boat in position. There was a high confused sea; little of the *Wimbledon* remained above water; and to manoeuvre the boat both the coxswain and the mechanic, E. C. Craske, had to work in the closest and most exact unison. The mechanic was up to his arm-pits in water more than once and had to hold the radio-telephone microphone above his head to keep it dry.

At one moment a heavy sea carried the life-boat almost on to the *Wimbledon*. She slid clear, but some six feet of her fendering were damaged. Nevertheless, all the remaining three men on board the *Wimbledon* were taken off by 2.30.

#### Survivors Transferred

The life-boat transferred four of the survivors to the *Sydenham*. With the six remaining survivors the coxswain made for Wells, preferring to land the survivors there than to risk the bad beaching conditions at Shering-

ham. One of the survivors had hurt his head badly and others had minor injuries. The Wells life-boat put out to escort the Sheringham life-boat, and the two boats arrived at Wells at 3.30. Three-quarters of an hour earlier the *Wimbledon* had sunk. The Sheringham life-boat returned to her station on the 4th of November.

#### Silver Medal Awarded

For this service the Institution made the following awards:

To Coxswain H. E. West the silver medal for gallantry; to Motor Mechanic E. C. Craske the bronze medal for gallantry; to the other six members of the crew the thanks of the Institution inscribed on vellum: Acting Second Coxswain H. Bishop, Acting Bowman A. Scotter, Assistant Mechanic J. H. Bishop; members of the crew, D. Little, S. Little and R. West. A letter of thanks was sent to the head launcher Mr. D. Cooper.

Rewards: Sheringham, rewards to the crew, £28 5s.; rewards to the helpers on shore, £31 12s.; additional monetary rewards to the crew, £40; total rewards, £99 17s. Wells, rewards to the crew, £17 12s.; rewards to the helpers on the shore, £13 10s.

## Eight Men Rescued from French Trawler

At 3.49 on the afternoon of the 8th of November, 1956, the honorary secretary at St. David's, Dr. Joseph Soar, learnt from the coastguard that a vessel was being towed into Milford Haven and might need help. The Angle life-boat at the time was off service for repair.

At 4.17 the coastguard told Dr. Soar that the vessel had now made a distress call and that her position was six miles west of St. Ann's Head or some thirteen miles from St. David's. The maroons were fired at 4.30, and the St. David's life-boat *Swan-y-Mor* (*Civil Service No. 6*) was launched at five o'clock.

A moderate gale was blowing from the south-south-west, and there was a very rough sea which was aggravated by the tide. The sky was overcast,

there were fierce rain squalls, and visibility was poor. After clearing the turbulent waters of Ramsey Sound Coxswain D. J. Lewis set a course to pass one mile west of Skomer Island and two miles west of Skokholm Island light. After this he made directly for the vessel in distress, which was clearly marked by flares dropped from a Shackleton aircraft. The tide was now setting to the north-west.

#### In Tow of Trawler

At 7.30 the life-boat reached the vessel, which was the French trawler *Notre Dame de Fatima*. She had been in tow of another French trawler, the *Jean Jeanette*, but had now parted from her. The coxswain made a circuit to assess the problems and

noticed that the towing hawser was still over the bow of the *Notre Dame de Fatima* and was apparently acting as a sea anchor, as it was holding her head up to windward. The trawler was rolling heavily and sheering wildly so that there was no chance of finding a lee. The trawler's crew were shouting and clearly wanted to be taken off.

#### Attempt to Make Lee

The S.S. *Clan Campbell*, bound from Birkenhead to Milford Haven, was near the scene, and she closed the trawler in an attempt to make a lee for the life-boat, but the wind and sea prevented her from coming close enough to be of real use.

Coxswain Lewis brought the starboard bow of the life-boat close up to the port quarter of the trawler, the crew being ready to put out fenders. The sea was causing both the trawler and the life-boat to rise and fall some ten or twelve feet, but two of the trawler's crew managed to jump aboard the life-boat as she approached.

Coxswain Lewis brought the life-boat up on to the trawler's quarter a second time, and the six remaining men jumped into the life-boat, showing marked agility in doing so. The life-boat struck the side of the trawler but was damaged only slightly. No lines were used and the life-boat was controlled entirely by the helm and the engines.

By eight o'clock in the evening all eight members of the crew of the *Notre Dame de Fatima* had been taken on board the life-boat, and the coxswain set a course for Milford Haven. He decided it would be too dangerous to try to enter the small, unlit harbour of Solva, and it would clearly have been impossible to rehouse the life-boat at St. David's in the conditions prevailing.

#### Very Heavy Seas

The course the coxswain set was now an easterly one, and this brought the wind of gale force just abaft the starboard beam with the ebb tide on the starboard bow. As the life-boat was approaching St. Ann's Head shortly before nine o'clock she met

very heavy seas aggravated by the strong tide setting out of Milford Haven against the wind and converging on the main ebb tide out of the Bristol Channel. The life-boat was sheering wildly and labouring heavily when a large sea struck her on the starboard side. It filled her with water and made her roll heavily over to port, where for a moment she hung.

Before she could recover a second sea hit her, driving her over on to her beam ends. Water poured down the funnel, even making the noise of the exhaust almost inaudible. The after cockpit was filled completely, and those members of the crew and the survivors from the trawler who were on the port side were submerged.

The life-boat quickly righted herself, and Coxswain Lewis asked if all was well and was assured that it was. Nearly a quarter of an hour elapsed before it was discovered that one of the crew, Ieuan Bateman, was missing.

#### Coxswain's Decision

Coxswain Lewis was now faced with an extremely difficult decision. He knew that to return and search for the missing man in those conditions would mean hazarding the other members of his crew and the survivors in what would certainly have been a hopeless quest. He took the decision to make for Milford docks, a decision in which he was fully supported by the Committee of Management of the Institution after a close investigation of the service.

The life-boat reached Milford docks at ten o'clock, when the survivors and one member of the crew, Percy Williams, who had been injured, were landed. Steps were immediately taken to organise a search at daylight for the body of Ieuan Bateman. By the next morning the sea had moderated considerably, and a fast air-sea rescue launch, accompanied by aircraft of the Royal Navy and the Royal Air Force, carried out an extensive search of the area while coastguards searched the shore. The search was unsuccessful. The life-boat returned to St. David's, arriving at 11.17 on the 9th of November.

The following day the body of Ieuan Bateman with the life-jacket still attached was found on the western shore inside the entrance to Milford Haven.

#### Bronze Medal Awarded

For this service the bronze medal for gallantry was awarded to Coxswain D. J. Lewis.

Rewards to the crew, £16; rewards to the helpers on shore, £5 12s.; additional monetary rewards, £40; total rewards, £61 12s.

Ieuan Bateman was aged twenty-two. In recording a verdict of accidental death by drowning the South Pembrokeshire coroner, Mr. J. F. Johnson, stated:

"This young man lost his life in saving life. My sympathy is very genuine, and my admiration unbounded for the crew of the life-boat."

The funeral service took place at St. David's Congregational Church on the 14th of November, when a letter of sympathy from H.R.H. the Duchess of Kent, President of the Institution,

was read out. Captain Guy D. Fanshawe, a vice-president and member of the Committee of Management, represented the Institution. Lieut. Commander W. L. G. Dutton, Western District Inspector, and members of the Tenby, Fishguard, Angle and Mumbles crews were also present. Members of the St. David's crew bore the coffin. Tributes to the man who lost his life and to the rescue carried out by the crew were paid by the Lord Lieutenant of Pembrokeshire and the Chairman of the Fishguard Council.

#### Medals Within Two Years

For the rescue of thirty-five men from the tanker *World Concord* on the 27th of November, 1954, members of the St. David's life-boat crew were awarded one silver and two bronze medals. The last station to win medals for gallantry for services carried out within two years was Margate, Kent, to which a bronze and a silver medal were awarded for services in September 1951 and November 1952.

## Attempted Rescue by two Lytham Mechanics

At 8.15 on the evening of the 29th of July, 1956, the honorary secretary of the Lytham-St. Anne's station was told that a swimmer was in difficulties on the Southport side of the River Ribble. A fresh north-westerly gale was blowing, there was a rough sea, and the tide was ebbing.

Two of the members of the Lytham-St. Anne's life-boat crew, George Harrison, motor mechanic, and Keith Morris, reserve mechanic, immediately put out in an eight-foot dinghy, which was the only craft they could launch into the river with no delay, and began to row across the estuary. The dinghy was nearly a third of the way across the river when the swimmer succeeded in reaching the far bank. He ran off immediately. The wind was blowing too strongly for shouts to be heard recalling the dinghy, and because of the rise and fall of the seas the two men manning her could not

see that the swimmer had reached shore safely.

As the dinghy approached the far shore she capsized, throwing Morris out and trapping Harrison underneath. Morris managed to free Harrison, and together they succeeded in righting the dinghy and scrambling aboard. With Harrison pulling the oars and Morris baling out water, they reached the bank.

Meanwhile the owner of a 23-foot motor boat, Mr. George Topping, saw that the dinghy was in danger and put out in his boat. When he reached the bank he took the two mechanics aboard and towed the dinghy back to Lytham pier.

For this service the thanks of the Institution inscribed on vellum have been accorded to each of the two Lytham mechanics, George Harrison and Keith Morris.

## Loss of Member of Exmouth Crew

At 4.59 on the afternoon of Christmas Day, 1956, the coastguard informed the Exmouth honorary secretary, Mr. P. H. C. Butler, that a vessel was burning red flares four miles south-east of Orcombe Point. This is about three-and-a-half miles south-east of the fairway buoy in the river Exe. A south-easterly gale was blowing and there were high seas with continuous rain. It was less than an hour before low water. The river running into the sea had been swollen by heavy rain.

Maroons were fired at 5.4, and at 5.20 the Exmouth life-boat *Maria Noble*, one of the 35-foot 6-inches Liverpool type, was launched into the sheltered waters of the river.

The coxswain, Harold Bradford, took her down river at reduced speed, as none of the channel buoys is lit. As she approached Flatledge buoy she ran into heavy broken water caused by the bar, and the coxswain ordered full speed ahead in order that the life-boat could gain steerage way.

### On Beam Ends

As she approached Orcombe Ledge buoy the life-boat shipped a very heavy sea over her starboard bow. This laid her on her beam ends and caused her to sheer violently to port. At this time there were three men forward. One of them was the bowman, Bernard Bradford. The other two were E. C. Lane and William Carder.

When the boat had nearly cleared herself of the first sea but still had a list to port, William Carder shouted that he was going aft for shelter. As he did so the life-boat shipped a second heavy sea. It is believed that it was this sea which washed Carder overboard, although nobody saw him go.

After a few minutes the bowman, Bernard Bradford, went aft to see whether Carder was safe. By this time the life-boat was nearly clear of the bar, but she shipped three further heavy seas in quick succession over the starboard side. The first of these seas caused the aerial downlead plug

to come adrift. One of the members of the crew, Brian Rowsell, tried to plug in the lead when he was hit by the second sea. This knocked him against the mizzen mast and injured his head. Almost at the same time the second coxswain, Jack Phillips, was washed out of the life-boat over Rowsell, striking the mizzen mast and bending it as he went. At the same time it was learnt that Carder was missing. The time was now about 5.50.

### Search Must be Hopeless

With the sea that was running and in the general conditions prevailing Coxswain Bradford reached the conclusion that a search must be hopeless and that to turn the boat at that moment would be to invite certain disaster. He therefore decided to inform the shore by radio-telephone that two men were missing, and to make for the casualty. Because of the damage to the aerial it was some fifteen minutes before the message could be passed. As soon as it was received on shore Mr. Butler and the coastguard organised search parties.

Coxswain Bradford by this time was badly shaken and bruised and the second coxswain had been washed overboard. The mechanic, William Mann, took the wheel, and the life-boat made for the casualty. She was a Dutch motor vessel, the *Minerva*, of 336 tons, in ballast. She had anchored because of engine trouble and was in danger of dragging.

At 6.35 the Torbay life-boat *George Shee* was launched. She too went to the *Minerva* and relieved the Exmouth life-boat, which made for Brixham harbour, arriving at ten o'clock. The Torbay life-boat stood by the *Minerva* until she had repaired her engines and was under way. The life-boat then returned to her station, which she reached at 10.25.

### Half Swimming and Drifting

Jack Phillips meanwhile had managed, half swimming and half drifting,

to reach the shore to the eastward of Orcombe Point, where he was found by search parties and taken to hospital. He subsequently recovered. Shortly afterwards William Carder was found lying head down in the surf, and all efforts to revive him were unsuccessful. Brian Rowsell was treated in hospital for head injuries.

William Carder was unmarried, but the Institution is paying a pension to a member of his family. The funeral took place at Littleham Parish Church

on the 28th of December, 1956. Sir Arthur Reed, J.P., represented the Committee of Management of the Institution. A letter of commendation was sent to Motor Mechanic William Mann.

Rewards: Exmouth, rewards to the crew, £23; additional monetary rewards to the crew, £40; rewards to the helpers on shore, £15 14s.; total rewards, £78 14s.; Torbay, rewards to the crew, £12 5s.; rewards to the helpers on shore, £1 4s.

### Loss of Thurso Life-boat and Boathouse

ON the morning of Monday, the 10th of December, 1956, the Thurso life-boat, *Dunnet Head* (Civil Service No. 31) and the life-boathouse were totally destroyed by fire. The fire was first noticed shortly after seven o'clock in the morning, and on hearing the news the honorary secretary, Captain W. MacKenzie, who is also the harbour master, summoned the fire brigade. He and the motor mechanic went to the boathouse, but the volume of smoke and flames was such that they could do nothing. Both the Thurso and Wick fire brigades tried to bring the fire under control but without success.

Four senior officials of the Institution immediately went to Thurso and

carried out an investigation in conjunction with a fire expert and the fire master of the northern area. The destruction, however, was so complete that no evidence is available to show the cause of the outbreak. The boathouse itself was completely gutted and only the walls on the south-west side and at the shore end remained. All that was left of the boat was the stern frame, the iron keel and a mass of tangled metal where the engine room had been.

Orders have been placed for the construction of a new boathouse, and a life-boat from the reserve fleet, the *James Macfee*, a 45-foot 6-inches Watson boat, will be on duty at the station until a new boat has been built.

### Bella Mattison

by J. A. St. J. TALBOT

(Honorary Secretary, Cullercoats)

EVERYWHERE in north-east England, and far beyond, "Bella, the Life-boat Lady" is known. Mrs. Bella Mattison is the nationally known character who epitomises the wives of fishermen everywhere, and who is the last and greatest representative of a disappearing race.

"Bella," as she is known from the highest to the humblest in the land, was born in North Shields on the 1st of June seventy-seven years ago. She moved to the famous neighbouring

fishing village of Cullercoats when she married at the age of twenty, and became one of the celebrated fisherwives who "carried the creel." For long, long years, far back beyond the days of mechanical transport, the fisherwives of Cullercoats tramped many miles a day through all weathers, bearing the heavy creel on their backs, selling the harvest of the sea. The Cullercoats fisherwives costume consisting of many skirts, wonderfully tucked and worked and crowned by



beautiful silk shawls, aroused the admiration of artists. Bella, the last owner of this traditional dress, is much in demand to exhibit her costume which has also been borrowed for many displays and pageants. Sailors, far across the seas, remember "Bella the Life-boat Lady", and many are the wonderful shawls from foreign climes which have been sent to her Cullercoats home.

#### Last Survivor

Her work for the Cullercoats and Whitley Bay branch of the Life-boat Service started when she took out her first collecting box on the 4th of August, 1922. Twenty-six fisherwives were collecting then, but Bella is the last survivor. Her service, purely voluntary, has gone on unbroken since that August day. At the age of seventy-seven, her energy, and her pride in the service, burn as strongly as ever, and throughout the whole of the summer, from April to October, from morn till night, she is to be found with her little life-boat collecting box—on the promenade, the beaches, at flower shows and anywhere she feels a contribution can be obtained. Summer holiday makers seek her out; hotels and boarding houses ask her to call so that their guests may meet her and have the privilege of seeing the last of the traditional fisherwives and listen to her happy chuckle and her ever present humour. Regular holidaymakers feel that something is missing if Bella has not greeted them during their holiday by the sea. Wherever she goes, and whatever the cost, Bella never asks for one penny for expenses. Now approaching her eightieth year she still covers prodigious distances for the service which she loves.

While life-boats are her first love she has found time for many other causes. A signed tribute from the Duke of Gloucester hangs on her living room wall—a tribute to her war time work for the Red Cross and St. John organisations. For her services to the Tynemouth Infirmary she was made a Life Governor in 1932. She was presented to and thanked by the Dowager

Marchioness of Reading for her work for the W.V.S. The Duchess of Northumberland thanked her for her work for the Cancer Campaign. The Missions to Seamen have honoured her.

#### Part of Grace Darling

Many years ago Bella took the part of Grace Darling in a pageant at the Albert Hall. When B.B.C.'s "Down Your Way" visited Whitley Bay, Bella figured prominently in Mr. Richard Dimbleby's programme. "Picture Post" wrote of her when featuring the life-boats of the north-east coast.

Long ago the Institution recognised the sterling work of this lovable old lady when she was awarded the gold brooch in 1942—the third gold brooch to come to Cullercoats. The culmination of Bella's life was the visit of Her Majesty the Queen and the Duke of Edinburgh to the north-east coast in October 1954, when Bella received an invitation from the Lord Lieutenant of Northumberland to be a guest at the Plaza ballroom, Tynemouth, when Her Majesty received the various dignitaries. The invitation card, and the official card of admittance, beautifully mounted in twin silver frames, hold the place of honour in Bella's home.

Throughout her long career of devotion to the life-boat cause Bella has now collected, single-handed, the amazing sum of over £4,000. Every week throughout the summer, she regularly fills (and fills so completely that not another coin can be put in) five or six collecting boxes. When most ladies of seventy-seven years want only to take life quietly, Bella goes on from strength to strength, devoting every possible minute to the work to which she has dedicated her life.

In years to come, "Bella the Life-boat Lady" from the little village of Cullercoats may, for her own work, become just as much a legend and a name to be remembered as the character she portrayed so many years ago—Grace Darling.

## New Ways of Raising Money

To celebrate the centenary of the establishment of the Walmer Life-boat station the Goodwin Sands and Downs branch of the Ladies' Life-boat Guild launched, at the suggestion of the branch secretary, Mrs. Cavell, a special campaign to raise £1 for every year of the station's existence. Special efforts included a choral concert, a variety concert, the production of a play and a Punch and Judy show staged by two little girls. In the end more than £142 were raised.

\* \* \*

Mr. A. S. Hicks, honorary secretary of the Port of Plymouth branch, recently gave his hundredth lecture on behalf of the Institution. To carry out his lecture programme he has travelled some 900 miles, and in the course of his lectures more than £300 have been collected. His lectures are illustrated by slides made from photographs which he has taken himself.

\* \* \*

Miss T. Haylett, honorary secretary of the Caister Ladies' Life-boat Guild, arranged for visitors to Caister life-boathouse to place ship halfpennies in such a way that they formed the figures 1764. This represented at the time the number of lives rescued by Caister life-boats.

\* \* \*

A sideshow called "Find the Wreck" was a feature of a garden fete organised by the Stanmore branch. A canvas sheet was painted to represent the sea, and on it visitors pinned emblems, such as are sold on flag days, which they bought. The position of the wreck was marked on the inside of the canvas and the visitor who placed the pin nearest to the spot won a prize.

\* \* \*

Mr. C. A. Griffin, a member of the committee of the Scunthorpe branch, has been selling sketches on behalf of branch funds.

\* \* \*

Miss Marian Tonge gave a hair styling demonstration on behalf of the funds of the Blackpool branch of the Institution.

\* \* \*

Shortly before the flag day in Ath-

lone the honorary secretary, Mrs. H. J. Rice, wrote a letter which was published in the *Athlone Independent* calling attention to the Institution's needs.

About the same time a colourful story about life-boats written by her husband, Colonel H. J. Rice, was published in the paper.

\* \* \*

Mr. H. Griffiths, landlord of the Wellington Hotel at Dover and former master of the tug *Rumania*, calls upon all customers who break glasses to make a contribution in a collecting box on the bar.

\* \* \*

Mr. John Liddell, of Messrs Hedley Pattinson Ltd., Chemists, of Whitley Bay, is frequently asked by mothers to weigh their babies. He makes no charge for this service but has a life-boat collecting box near the scales.

\* \* \*

Mr. Don Buchanan, who has a photographic business in Whitley Bay, makes no charge for minor camera repairs, but suggests that a contribution should be put into the life-boat collecting box.

\* \* \*

Mr. A. D. Ferguson of Lochgair Hotel, *Lochgilthead, Ardrishaig*, has raised considerable sums of money for the Institution by a tower of pennies erected in the cocktail bar of his hotel.

\* \* \*

Mrs. Kern of Finchley has an album recording the history of the Cromer life-boat station in photographs and press cuttings. This is left in the Cromer no. 2 boathouse during the summer, and those who look at it are asked to make a contribution to the Cromer branch funds.

\* \* \*

Mr. Palmer, the proprietor of the Railway Hotel, Pitsea, organized a mock football match in which the average age of the players was 47. All players were in fancy dress. The match raised £6 10s. 0d. for the Institution.

\* \* \*

The Avon Sailing Club at Tewkesbury confiscates garments left in the changing rooms on Sundays during the season and auctions them, the proceeds going to the Institution's funds.

## Services of the Life-boats in October, November and December, 1956

### Lives Rescued 72

#### OCTOBER

DURING October life-boats were launched on service 56 times and rescued 37 lives.

#### TWO YACHTS ESCORTED TO MEVAGISSEY

Fowey, Cornwall.—At two o'clock on the afternoon of the 1st of October, 1956, the Polruan coastguard telephoned that a yacht was ashore at Black Head west of Charlestown. At 2.20 the life-boat *Deneys Reitz* put out. The sea was smooth, there was a moderate southerly breeze, and the tide was flooding. The life-boat reached the position and found that the fishing vessel *Two Brothers* had taken the yacht *Corrie* in tow. The life-boat escorted both vessels into Mevagissey harbour and then returned to her station, arriving at 4.45.—Rewards to the crew, £10 12s. 6d.

#### FISHING BOAT'S CREW TAKEN OFF

St. Peter Port, Guernsey.—At 7.19 on the evening of the 1st of October, 1956, a telephone message was received that a fishing boat had been seen burning flares west of Point Le Moye. At 7.37 the life-boat *Euphrosyne Kendal* put out. There was a moderate sea, a moderate south-westerly breeze was blowing, and the tide was ebbing. The life-boat found the fishing boat *Godrevy* with a crew of two drifting rapidly ashore. The fishing boat's crew were taken aboard the life-boat and given hot soup. The fishing boat was then towed to St. Peter Port, arriving at 10.40.—Rewards to the crew, £12 5s.; reward to the helper on shore, 15s.

#### DOCTOR TAKEN TO FLEETWOOD TRAWLER

Ramsey, Isle of Man.—At 5.45 on the afternoon of the 2nd of October, 1956, the coastguard telephoned that the trawler *Boston Valiant*, outward bound from Fleetwood to the fishing grounds,

had asked for a doctor to meet her in Ramsey Bay as the cook had suspected appendicitis. As no local boats were able to leave the harbour because of the state of the tide, the life-boat *Thomas Corbett* was launched with a doctor on board at 6.15. The sea was calm, there was a light westerly breeze, and it was low water. The doctor was put aboard the trawler. He examined the cook and was then brought ashore, together with the skipper of the *Boston Valiant*, arriving at 7.20.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £9 12s.

#### SICK MAN BROUGHT FROM LIBERIAN VESSEL

Eastbourne, Sussex.—At 7.50 on the morning of the 3rd of October, 1956, the coastguard telephoned that the Liberian motor vessel *Capeton Kostis* had a very sick man on board and asked if the life-boat would land him. At 8.15 the life-boat *Beryl Tollemache* was launched. There was a slight swell, a moderate south-westerly breeze was blowing, and the tide was flooding. The life-boat came up with the *Capeton Kostis* seven and a half miles south of Eastbourne. The sick man was transferred to the life-boat and landed at Eastbourne at ten o'clock, where he was taken to hospital. The owners made a gift to the funds of the Institution.—Rewards to the crew, £10; rewards to the helpers on shore, £8 11s.

#### INJURED MAN TAKEN FROM IRISH LIGHTVESSEL

Kilmore Quay, Co. Wexford.—At 4.50 on the afternoon of the 3rd of October, 1956, the office of the Irish Lights in Dublin telephoned that there was an injured man on the Coningbeg light-vessel and asked if the life-boat would bring him ashore. At five o'clock the life-boat *Ann Isabella Pyemont* was launched. The sea was choppy, there

was a strong west-north-westerly breeze, and it was high water. The injured man was transferred to the life-boat and brought ashore, arriving at Kilmore at 7.55.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £8 16s. Refunded to the Institution by the Commissioners of Irish Lights.

#### TOW TAKEN OVER FROM STEAMER

**Seaham Harbour, Co. Durham.**—At 11.20 on the night of the 4th of October, 1956, the coastguard telephoned that the fishing boat *Moira*, with a crew of two, was overdue from a fishing trip east-south-east of Seaham. At 11.55 the life-boat *Annie Ronald and Isabella Forrest*, on temporary duty at the station, was launched. There was a heavy swell, a fresh north-westerly breeze was blowing, and the tide was flooding. The life-boat went to the position but could find no trace of the fishing boat. Later a message was received by radio telephone that the S.S. *Brent Knoll* had taken the fishing boat in tow. The life-boat went to the position, took over the tow and returned to Seaham with the *Moira*, arriving at 4.15.—Rewards to the crew, £12 5s.; rewards to the helpers on shore, £1 16s.

#### FISHING VESSEL HELD IN FAIRWAY BY HELPERS ON SHORE

**Whitby, Yorkshire.**—At 11.41 on the morning of the 5th of October, 1956, the coastguard telephoned that the fishing vessel *Galilee* with a crew of five had gone aground near the east pier and was in danger of being carried on to the Scour rocks. Because of the exceptionally low tide it was not possible to launch the no. 1 life-boat at once. In the meantime it was decided to try to shoot a line to the *Galilee* by Schermuly pistol from another fishing vessel. This was done, and when other lines had been got aboard, the fishing boat was towed into the fairway by helpers on shore and held there until the life-boat arrived. The no. 1 life-boat *Mary Ann Hepworth* was launched at 12.15 in a moderate sea, with a moderate north-westerly breeze blowing. She took over the

tow ropes and brought the *Galilee* to safety. The life-boat also escorted three other fishing boats to harbour and arrived back at her station at 2.15.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £23 4s.

#### FISHING BASKET USED AS SIGNAL

**Clacton-on-Sea, Essex.**—At 9.46 on the morning of the 6th of October, 1956, the coastguard telephoned that a boat anchored three miles south-east of Clacton pier was showing distress signals. At 10.5 the life-boat *Sir Godfrey Baring* was launched. There was a rough sea, a moderate north-westerly breeze was blowing, and the tide was flooding. The life-boat came up with the fishing vessel *Melona*, of Colchester, with a crew of two. Her engine had broken down, and the crew had hoisted a fishing basket to the masthead to attract attention. The life-boat towed the boat to Brightlingsea, arriving there at 3.40. Both men expressed their thanks.—Rewards to the crew, £16 5s.; rewards to the helpers on shore, £5 2s.

#### TWO RESCUED FROM CAPSIZED DINGHY

**Barrow, Lancashire.**—At 2.20 on the afternoon of the 6th of October, 1956, a resident of Roa Island reported that a sixteen-foot dinghy had capsized in Walney Channel. At 2.30 the life-boat *Herbert Leigh* was launched. The sea was choppy, there was a moderate north-westerly breeze blowing, and the tide was ebbing. The life-boat found the dinghy and her crew of two, who were up to their shoulders in the sea off Piel Island and were attempting to right their boat. They were taken aboard the life-boat and given rum and dry clothes. With the dinghy in tow, the life-boat brought them to Roa Island, arriving there at 3.20.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £2 8s.

#### FISHING BOAT TOWED TO YARMOUTH

**Caister-on-Sea, Norfolk.**—At 12.10 on the afternoon of the 12th of October, 1956, a small fishing boat was seen from the boathouse to be firing distress

signals about one mile and a quarter north-east of the life-boat station. Five minutes later the life-boat *Jose Neville* was launched. There was a slight swell, a gentle west-south-westerly breeze was blowing, and the tide was flooding. The life-boat found the fishing boat *Golden Gift*, of Yarmouth, with her engine broken down. She had a crew of three. The life-boat took the *Golden Gift* in tow to Yarmouth harbour and arrived back at her station at three o'clock.—Rewards to the crew, £12; rewards to the helpers on shore, £6 2s.

#### DINGHY TOWED TO PADSTOW

Padstow, Cornwall.—At 8.20 on the evening of the 19th of October, 1956, the Trevoze Head coastguard telephoned that shouts for help had been heard off Trebetherick Point. At 8.55 the no. 2 life-boat *Bassett Green* was launched. There was a slight sea, a strong south-westerly breeze was blowing, and the tide was ebbing. The life-boat found the dinghy *Betty*, of Padstow, with a young man on board, drifting out to sea. He had broken an oar. A member of the life-boat's crew was put aboard the dinghy, which was half full of water, to help with the baling, and the life-boat towed the *Betty* to Padstow quay. She then returned to her station, arriving at 10.20.—Rewards to the crew, £9 15s.; rewards to the helpers on shore, £4 17s. 6d.

#### STEAMER ESCORTED TO FISHGUARD

Fishguard, Pembrokeshire.—At 5.10 on the afternoon of the 20th of October, 1956, the coastguard telephoned that the S.S. *E. Hayward*, of Liverpool, was in difficulty fifteen miles south-west of Strumble Head. At 5.45 the life-boat *White Star* was launched. There was a rough sea, a moderate westerly gale was blowing, and it was high water. The life-boat made for the position and found the steamer with ten people on board three miles west of Strumble Head. She was making water in her engine room. The life-boat escorted her to Fishguard harbour, arriving there at 9.45.

The owners thanked the crew and made a donation to the Institution's funds.—Rewards to crew, £9; rewards to helpers on shore, £2 16s.

#### YACHT AND CABIN CRUISER TAKEN IN TOW

Falmouth, Cornwall.—At 2.45 on the afternoon of the 21st of October, 1956, the St. Anthony coastguard telephoned that the yacht *Wanderer*, which was towing a cabin cruiser, appeared to be in difficulties off St. Anthony Head. At 3.15 the life-boat *Craeford and Constance Conybeare* put out. There was a gentle south-westerly breeze and a smooth sea, and the tide was flooding. When she arrived at the position the life-boat found that the cabin cruiser had struck the rocks and was sinking. The *Wanderer* had her propeller fouled. The life-boat took both boats in tow, but as the cruiser was sinking fast she was beached at St. Mawes, and the *Wanderer*, with two people on board, was towed to Falmouth. The life-boat then returned to her station, arriving at 5.30.—Rewards to the crew, £10 10s.; reward to the helper on shore, 12s.

#### CABIN CRUISER TOWED TO SHOREHAM

Shoreham Harbour, Sussex.—At 5.36 on the afternoon of the 25th of October, 1956, the coastguard telephoned that the cabin cruiser *Chrisian*, with one man on board, needed help about twelve miles north-west by west of Beachy Head. The S.S. *Stockforth*, which was in the area, was trying to help her. The life-boat *Rosa Woodd and Phyllis Lunn* was launched at six o'clock in a rough sea. There was a fresh west-north-westerly breeze blowing, and the tide was ebbing. The life-boat made for the position and found that the *Stockforth*, which had the *Chrisian* in tow, had been forced to release her. The life-boat took the man off the cabin cruiser, and the coxswain put two members of his crew on board her and towed her to Shoreham Harbour, arriving there at 8.5.—Property Salvage Case.

#### MOTOR BOAT TOWED TO RAMSGATE

**Ramsgate, Kent.**—At six o'clock on the evening of the 25th of October, 1956, a message was received from the east pier that red flares had been seen two miles east of Ramsgate and that the local motor boat *Skipjack*, with a crew of three, was overdue. At 6.10 the life-boat *Michael and Lily Davis* put out in a slight sea. There was a light west-north-westerly breeze, and the tide was ebbing. The life-boat came up with the motor boat and found that her engine had broken down. She took her in tow to Ramsgate, arriving at 6.32.—Rewards to the crew, £5; rewards to the helpers on shore, 12s. 6d.

#### YACHT TOWED TO SALCOMBE

**Salcombe, Devon.**—At 1.50 early on the morning of the 27th of October, 1956, the Hope Cove coastguard telephoned that the yacht *Orenda*, which was between one and two miles west of Prawle Point, had signalled that two men on board were suffering from exposure. At two o'clock the life-boat *Samuel and Marie Parkhouse* put out to bring the men ashore. There was a smooth sea and a light northerly breeze, and the tide was ebbing. The life-boat found the yacht, and at the request of her crew the life-boat towed her to Salcombe arriving at 4.40. The sick men were transferred to a waiting ambulance.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £1 4s.

#### FISHING BOAT ADVISED NOT TO ENTER HARBOUR

**Eyemouth, Berwickshire.**—At 9.55 on the morning of the 29th of October, 1956, a Burnmouth fisherman telephoned the honorary secretary that a small fishing vessel *Rose Valley*, of Burnmouth, was making for Eyemouth harbour. There was a very rough sea, a northerly gale was blowing, and the tide was flooding. As it would have been extremely dangerous for the *Rose Valley* to enter the harbour it was decided to launch the life-boat at 10.15. The life-boat reached the fishing vessel one mile east of Eye-

mouth, and the coxswain advised the skipper to return to Burnmouth. He did so with the life-boat escorting the *Rose Valley*, and they reached Burnmouth at 11.45. Because of the very rough sea on the harbour bar the life-boat remained at Burnmouth until the weather abated.—Rewards to crew, £8 12s. 6d.; rewards to helpers on shore, £5 5s.

#### FISHING BOAT ESCORTED IN NORTHERLY GALE

**Scarborough, Yorkshire.**—At noon on the 29th of October, 1956, a message was received that the motor keel boat *Lead Us*, of Whitby, was approaching Whitby harbour in very bad weather. Later a message was received that because of the weather the *Lead Us* was making for Scarborough. At 2.25 the life-boat *Annie Ronald and Isabella Forrest* was launched. There was a very rough sea, a northerly gale was blowing, and the tide was ebbing. The life-boat came up with the *Lead Us* and escorted her safely to harbour, arriving at 3.30.—Rewards to the crew, £6 5s.; rewards to the helpers on shore, £8 14s.

#### TWO MEN RESCUED FROM YACHT

**Walton and Frinton, Essex.**—At 2.20 on the afternoon of the 29th of October, 1956, the coastguard telephoned that a message had been received that a small yacht appeared to be in need of help about a mile and a half east of Holland sluice. At three o'clock the life-boat *Edian Courtauld* put out. There was a very rough sea, a fresh northerly gale was blowing, and the tide was flooding. The life-boat reached the position and found that the yacht *Storm*, of Ipswich, with a crew of two, had her sails badly torn. The life-boat went alongside the yacht and transferred the two men. A line was then put aboard, and the yacht was towed towards Harwich harbour. Before they reached Walton pier a further message was received from the Felixstowe coastguard that a boat with two men on board was being blown out to sea about one mile south-east of Felixstowe Point. The life-boat had by this time arrived at the

pierhead, but high winds and seas prevented her crew from being able to land the two rescued men from the yacht. They made the yacht fast to the life-boat moorings, and the life-boat went in search of the boat. Later it was reported that the boat and the men had managed to land safely at Felixstowe beach. The life-boat returned to Walton, took the *Storm* in tow and completed the passage to Harwich. She then returned to her station, arriving back at 9.30. The owner of the *Storm* made a donation to the funds of the Institution.—Rewards to the crew, £20 15s.; rewards to the helpers on shore, £5 14s.

#### RESCUED TWO MEN, A BIRD AND A DOG

Southend-on-Sea, Essex.—At 11.1 on the night of the 29th of October, 1956, the coastguard reported that flares had been seen in the area of Shellness. At 11.35 the life-boat *Greater London II* (Civil Service No. 30) was launched. There was a very rough sea, a fresh north-westerly gale was blowing, and the tide was ebbing. The life-boat came up with the sailing barge *Colonia*, with a crew of two, near the Pollard Spit buoy. The barge had had most of her sails blown away and was making water. The two men, a budgerigar and a dog were transferred to the life-boat, which returned to her station, arriving at three o'clock. The barge eventually sank.—Rewards to the crew, £16 5s.; rewards to the helpers on shore, £4 16s.

#### INJURED MAN TAKEN TO MAINLAND

Galway Bay, Co. Galway. — At six o'clock on the evening of the 30th of October, 1956, the local doctor telephoned the honorary secretary to ask him if the life-boat would take an injured person to the mainland. As the tide would have been unsuitable for the life-boat to land the man at Rossaveal on the mainland earlier, it was decided to assemble the crew at eleven o'clock. The life-boat *Mabel Marion Thompson* put out at 11.15. The weather was calm, and the tide was flooding. The life-boat arrived at Rossaveal and landed the injured man.

She then returned to her station, arriving back at 12.30.—Rewards to the crew, £12 5s.; reward to the helper on shore, 12s. Refunded to the Institution by the Galway County Council.

#### INJURED MAN TAKEN FROM STEAMER

Great Yarmouth and Gorleston, Norfolk.—At 10.44 on the morning of the 31st of October, 1956, the coastguard telephoned that the S.S. *Southern Broom* was making for Yarmouth with a badly injured man aboard. He asked if the life-boat would meet the steamer and bring the man ashore. At 1.30 the life-boat *Louise Stephens* was launched, with a doctor on board. The sea was rough, there was a fresh north-easterly gale, and the tide was flooding. The life-boat met the *Southern Broom* one mile north of the harbour and with great difficulty in the very bad weather the injured man was transferred to the life-boat. The life-boat arrived back at her station at 2.15.—Rewards to the crew, £13 5s.; rewards to the helpers on shore, £4 5s.

#### SILVER MEDAL FOR SHERINGHAM

On the 31st of October, 1956, the Sheringham, Norfolk, life-boat rescued eighteen survivors from the S.S. *Wimbledon*. For this service the silver medal for gallantry was awarded to Coxswain H. E. West and the bronze medal to Motor Mechanic E. C. Craske. The Wells, Norfolk, life-boat was also called out. For a full account of this service see page 383.

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

Dungeness, Kent.—October 3rd.—Rewards, £21 8s.

Arranmore, Co. Donegal. — October 4th.—Rewards, £7 14s.

Valentia, Co. Kerry.—October 5th.—Rewards, £31 9s.

Fraserburgh, Aberdeenshire.—October 5th.—Rewards, £15 16s.

Torbay, Devon.—October 6th.—Rewards, £9 19s.

Buckie, Banffshire.—October 7th.—Rewards, £13 2s.

Weymouth, Dorset.—October 7th.—  
Rewards, £20 5s.  
Southend-on-Sea, Essex. — October  
8th.—Rewards, £12.  
Hartlepool, Co. Durham. — October  
10th.—Rewards, £12 6s.  
Campbeltown, Argyllshire.—October  
10th.—Rewards, £21. 13s.  
Iifracombe, Devon.—October 11th.—  
Rewards, £23 5s.  
Iifracombe, Devon.—October 11th.—  
Rewards, £9 10s.  
Iifracombe, Devon.—October 11th.—  
Rewards, £21 7s.  
Caister-on-Sea, Norfolk. — October  
12th.—Rewards, £16 1s.  
North Sunderland, Northumberland.  
—October 16th.—Rewards, £22 13s.  
Holy Island, Northumberland.—Octo-  
ber 16th.—Rewards, £17 5s.  
Weymouth, Dorset.—October 16th.—  
Rewards, £11 2s.  
Workington, Cumberland. — October  
16th.—Rewards, £11 4s.  
Falmouth, Cornwall.—October 17th.  
—Rewards, £11 2s.  
Valentia, Co. Kerry.—October, 17th.  
—Rewards, £29 8s.  
Torbay, Devon.—October 20th.—Re-  
wards, £7 9s.  
New Brighton, Cheshire. — October  
22nd.—Rewards, £10 1s.  
Margate, Kent.—October 23rd.—Re-  
wards, £12 19s.  
Selsey, Sussex.—October 23rd.—Re-  
wards, £13 11s.  
St. Peter Port, Guernsey.—October  
25th.—Rewards, £8 2s.  
Fraserburgh, Aberdeenshire.—October  
25th.—Rewards, £13 16s.  
St. Peter Port, Guernsey.—October  
26th.—Rewards, £27 7s.  
Salcombe, Devon.—October 26th.—  
Rewards, £11 14s.  
Margate, Kent.—October 27th.—Re-  
wards, £32 6s.  
Rhyl, Flintshire.—October 28th.—Re-  
wards, £16 6s.  
Weymouth, Dorset.—October 29th.—  
Rewards, £38 17s.  
Workington, Cumberland. — October  
30th.—Rewards, £13.

#### NOVEMBER

DURING November life-boats were  
launched on service 42 times and  
rescued 13 lives.

#### FISHING BOAT ESCORTED IN NORTHERLY GALE

Whitby, Yorkshire. — In the early  
hours of the 2nd of November, 1956,  
the motor fishing vessel *Lead Us*, of  
Whitby, put out to go to the fishing  
grounds. By midday the weather had  
deteriorated, and as the fishing boat  
was due to return to harbour it was  
decided to launch the life-boat. At  
one o'clock the no. 1 life-boat *Mary  
Ann Hepworth* was launched. The  
sea was very rough, there was a moder-  
ate northerly gale blowing, and the tide  
was flooding. The life-boat met the  
*Lead Us* and escorted her across the  
harbour bar. She then returned to  
her station, arriving back at 1.45.—  
Rewards to the crew, £9 15s.; rewards  
to the helpers on shore, £1 16s.

#### INJURED MAN TAKEN FROM HULL TRAWLER

Bridlington, Yorkshire.—On the morn-  
ing of the 3rd of November, 1956, the  
owners of the steam trawler *Novelli*,  
of Hull, asked if the life-boat would  
take off an injured man. It was low  
water, and as no other boat was  
afloat, the life-boat *Tillie Morrison*,  
*Sheffield II* was launched at 10.15 with  
a doctor on board. There was a rough  
sea, and a moderate northerly gale was  
blowing. The life-boat came up with  
the trawler off Bridlington, and the  
injured man was taken on board. He  
was landed at the pier, and the life-  
boat returned to her station, arriving  
at 11.50.—Rewards to the crew,  
£8 15s.; rewards to the helpers on  
shore, £5 12s.

#### TWO FISHING BOATS ESCORTED

Whitby, Yorkshire.—On the morning  
of the 3rd of November, 1956, the  
motor fishing vessels *Lead Us* and  
*Provider A* had put out to the fishing  
grounds. By the time they were due  
to return to harbour the weather had  
deteriorated considerably, and it was  
decided to launch the life-boat. At  
12.22 the no. 1 life-boat *Mary Ann  
Hepworth* was launched. There was a  
very heavy sea, a fresh north-north-  
westerly breeze was blowing, and the  
tide was flooding. The life-boat made  
for the harbour bar and stood by until



the *Lead Us* and *Provider A* had reached harbour safely. She then returned to her station, arriving at 1.55.—Rewards to the crew, £11; rewards to the helpers on shore, £1 16s.

#### DOCTOR TAKEN TO GREEK STEAMER

Penlee, Cornwall.—At 9.30 on the morning of the 6th of November, 1956, a doctor telephoned to say that the Greek S.S. *Pontoporos*, which was south-west of the Scilly Isles, had a seriously injured man on board who required a doctor urgently. He asked if the life-boat would take him out. At 9.50 the life-boat *W and S* was launched. There was a slight sea and a light easterly breeze. The tide was ebbing. The life-boat made for Penzance, where she took on board the doctor and ambulance men. The steamer was by this time seven miles south-west of the Bishop's Rock lighthouse. The life-boat coxswain asked the *Pontoporos* to meet the life-boat five miles south of Wolf Rock lighthouse. The doctor and ambulance men were put on board and the life-boat accompanied the *Pontoporos* to Penzance, where the injured man was landed. She then returned to her station, arriving at 2.20.—Rewards to the crew, £14 5s.; rewards to the helpers on shore, £5 8s.

#### THREE MEN RESCUED FROM SINKING DINGHY

Falmouth, Cornwall.—At 6.45 on the evening of the 8th of November, 1956, the inspector of police at Truro telephoned to say that three men were in a small dinghy at King Harry Ferry in the River Fal. The dinghy was rapidly filling with water, the men were clutching a navigational buoy, and the weather was very bad. At seven o'clock the life-boat *Crawford and Constance Conybeare* put out. There was a very rough sea, a strong southerly gale was blowing, and the tide was flooding. Twenty minutes later the inspector of police telephoned from a house on the bank of the river to say that the three men were gradually becoming exhausted. The life-boat reached the men at 7.45 and her

crew lifted them aboard the life-boat. The men were members of the crew of the motor vessel *Charlton Star*, which was lying at anchor in the River Fal, and the life-boat transferred them to her. She then returned to her station, arriving at nine o'clock. The men had apparently been trying to board the *Charlton Star* from the shore, when they had got into difficulties.—Rewards to the crew, £10 10s.; reward to the helper on shore, 12s.

#### LOSS OF MEMBER OF ST. DAVID'S CREW

On the 8th of November, 1956, the St. David's life-boat was launched to help the French trawler *Notre Dame de Fatima*, which was in distress three miles south-west of Skokholm light. The life-boat rescued the trawler's crew of eight, for which service the coxswain, David Lewis, was awarded the bronze medal for gallantry. A member of the crew, Ieuan Bateman, lost his life. A full account of this service appears on page 384.

#### NORWEGIAN VESSEL ESCORTED TO ABERDEEN

Aberdeen.—At 11.50 on the morning of the 9th of November, 1956, the coastguard telephoned that the motor vessel *Solskin*, of Oslo, needed help sixty miles east of Tod Head. At 12.44 the no. 1 life-boat *Hilton Briggs* put out. There was a heavy swell and a strong south-easterly breeze. The tide was flooding. The life-boat reached the *Solskin* and found that she was leaking badly and had a list to port of twenty degrees. The master of the vessel asked for the life-boat to escort her to Aberdeen. As they made for Aberdeen the weather improved, and the motor vessel's pumps were able to deal with the leak. They arrived at Aberdeen at nine o'clock.—Rewards to the crew, etc., £25 11s.; rewards to the helper on shore, 12s.

#### MOELFRE LIFE-BOAT RESCUES A COW

Moelfre, Anglesey.—At eleven o'clock on the morning of the 10th of November, 1956, a message was received that a cow had fallen down a cliffside about

half a mile north of Bull Bay. Efforts to rescue it had been made by the fire brigade but had failed, and the Royal Air Force station at Valley had been asked if a helicopter could help. The helicopter had no suitable gear to lift the cow, and at the request of an inspector of the R.S.P.C.A. the life-boat *Watkin Williams* put out at 11.10. There was a slight sea, a fresh south-westerly breeze was blowing, and the tide was ebbing. The life-boat took the cow in tow to Bull Bay harbour, arriving there at 2.35. The owner of the cow thanked the life-boat crew.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £3 15s.

#### MAN BROUGHT FROM IRISH LIGHTVESSEL

Wicklow, Co. Wicklow.—At 3.30 on the afternoon of the 10th of November, Irish Lights, Wexford, asking if the 1956, a request was received from the life-boat would bring ashore a man from the Codling Bank lightvessel whose mother was seriously ill. No other vessel was available, and at 3.55 the life-boat *J. W. Archer* was launched. There was a heavy swell and a moderate southerly breeze. The tide was ebbing. The life-boat reached the lightvessel, took the man on board and brought him ashore. She arrived back at her station at 6.50.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £3 4s. Refunded to the Institution by The Commissioners of Irish Lights.

#### EIGHT COBLES ESCORTED TO HARBOUR

Filey, Yorkshire.—At 7.15 on the morning of the 14th of November, 1956, when the weather was deteriorating, the coastguard rang up and asked for the life-boat to escort eight local fishing cobles to harbour. The life-boat *Isa and Penryn Milsted* was launched at 7.32. There was a rough sea, a fresh north-easterly gale was blowing, and the tide was flooding. The life-boat escorted the cobles to harbour and then returned to her station, arriving at 12.34.—Rewards to the crew, £14; rewards to the helpers on shore, £8 9s.

#### COBLES ESCORTED IN NORTHERLY GALE

Flamborough, Yorkshire.—At 6.45 on the morning of the 14th of November, 1956, the coxswain received a message from a local fisherman that two fishing cobles were at sea with the weather becoming worse. At 7.35 the life-boat *Friendly Forester* was launched. There was a rough sea, a northerly gale was blowing, and the tide was flooding. The life-boat found the two fishing cobles, *Silver Line* and *Britannia*, with a crew of three in each boat, one mile north-east of the north landing. She escorted them to harbour and arrived back at her station at 9.20.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £13 2s.

#### TWO COBLES ESCORTED TO SCARBOROUGH

Scarborough, Yorkshire.—At 1.20 on the afternoon of the 14th of November, 1956, the life-boat *Annie Ronald and Isabella Forrest* was launched to escort the motor fishing cobles *Betty* and *Rosemary* to harbour in very bad weather. There was a moderate sea, a moderate northerly gale was blowing, and it was low water. The two cobles were found off Scarborough and escorted safely to harbour.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £6 17s.

#### ESCORT THROUGH HEAVY SEAS ON HARBOUR BAR

Whitby, Yorkshire.—At 2.20 on the afternoon of the 14th of November, 1956, the skipper of the fishing boat *Provider A* reported that there were heavy seas on the harbour bar and that his own vessel had had great difficulty in reaching the harbour. It was decided to launch the life-boat to escort some smaller fishing boats which were returning. The no. 1 life-boat *Mary Ann Hepworth* was launched at 2.25. The sea was rough, there was a moderate northerly gale blowing, and the tide was ebbing. The life-boat stood by the harbour bar until the three fishing vessels *Success*, *Lead Us* and *Pilot Me* were safely across the bar. She then returned to



*By courtesy of*

*[Doran Bros.*

**WHITBY LIFE-BOAT TOWS IN FISHING BOAT**

(see page 392)



*By courtesy of*

*[Sussex Photo Agency*

**SHOREHAM LIFE-BOAT LANDS SURVIVOR FROM CABIN CRUISER**

(see page 393)



*By courtesy of]*

*[Eastern Daily Press*

**SHERINGHAM LIFE-BOAT LANDS SURVIVORS FROM S.S. WIMBLEDON**

(see page 383)



By courtesy of]

[Eastern Daily Press

**SHERINGHAM LIFE-BOAT AFTER SERVICE TO S.S. WIMBLEDON**

(see page 383)

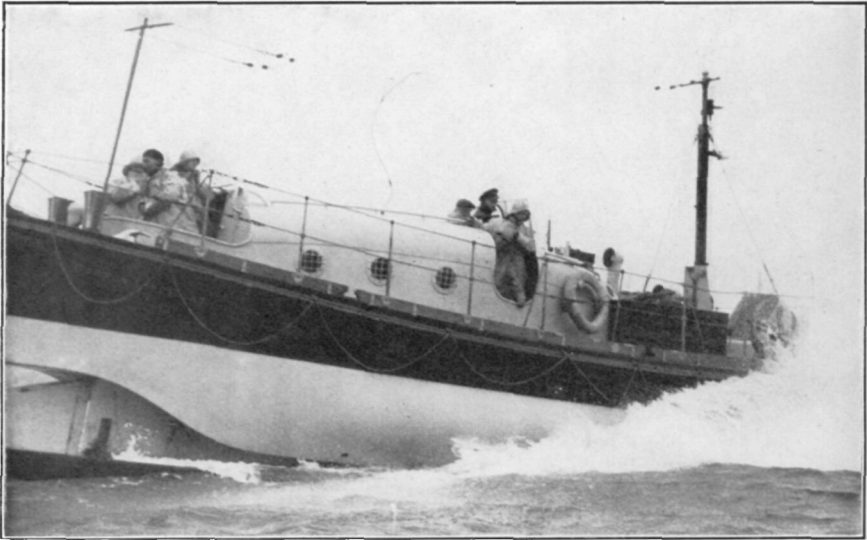


By courtesy of]

[Eastlourne Herald Chronicle

**EASTBOURNE LIFE-BOAT LANDS SICK MAN FROM LIBERIAN STEAMER**

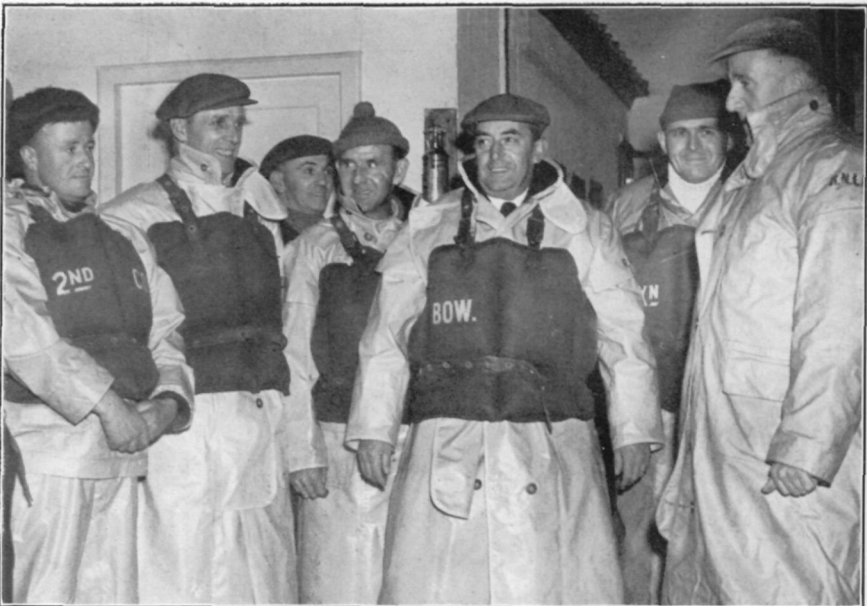
(see page 391)



*By courtesy of]*

*[North-Western Evening Mail*

**BARROW LIFE-BOAT LAUNCHED ON SERVICE**



*By courtesy of]*

*[Shields Evening News*

**TYNEMOUTH LIFE-BOAT CREW**



*By courtesy of*

*[Sunderland Echo*

**SUNDERLAND MECHANIC TESTS RADIO-TELEPHONE**

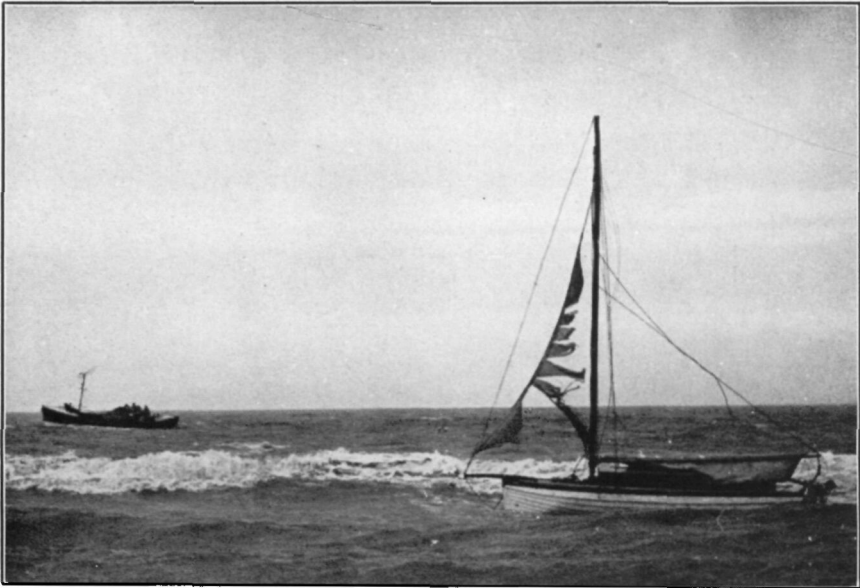


*By courtesy of*

*[Eastern Daily Press*

**FIRST LIFE-BOAT TO BE FITTED WITH V.H.F. RADIO TELEPHONE**

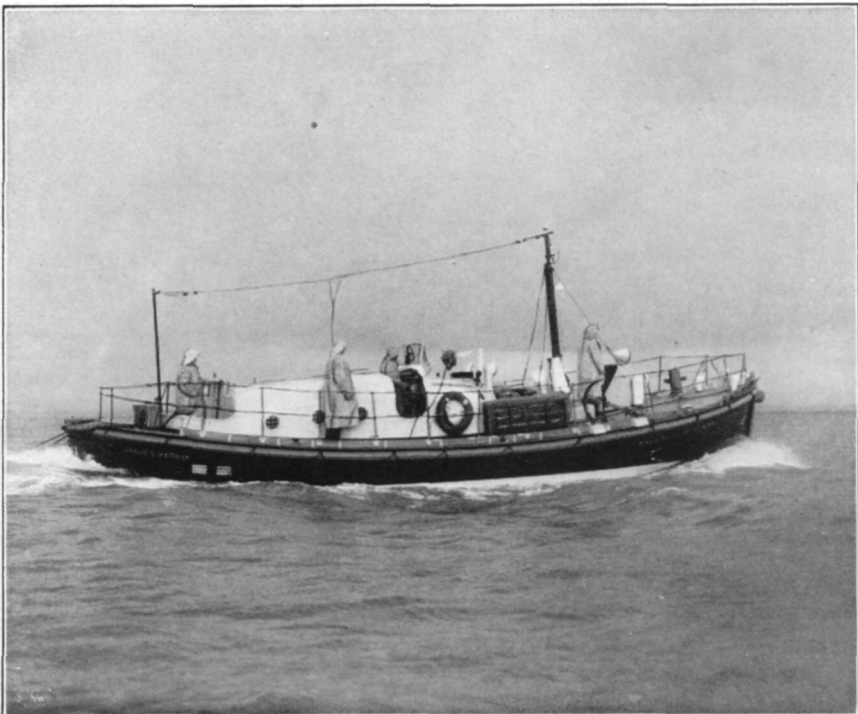
The Cromer mechanic tests it



*By courtesy of]*

*[Jim Parry*

**RHYL LIFE-BOAT AND AUXILIARY SLOOP ANN**



**THE NEW ANGLE LIFE-BOAT**

This boat was exhibited at the National Boat Show in London, in January 1957





*By courtesy of]*

*[B. W. Allen*

**ALDEBURGH LIFE-BOAT LANDS AN INJURED MAN**

(see page 410)



*By courtesy of]*

*[B.B.C*

**LIFE-BOAT SERVICE TELEVISED**

Coxswain John Walker, Mr. Raymond Baxter, and Mr. Peter Webber on board the Dover life-boat  
(see page 382)



*By courtesy of]*

*[Evening Chronicle, Newcastle*

**BELLA MATTISON**

(see page 388)

her station, arriving at 3.45.—Rewards to the crew, £9 15s.; rewards to the helpers on shore, £1 16s.

#### LIFE-BOAT OUT TWICE TO VESSEL ON ROCKS

**Helvick Head, Co. Waterford.**—At 8.45 on the evening of the 17th of November, 1956, the lighthouse keeper at Ballinacourty telephoned that a vessel was ashore on the rocks to the east of the lighthouse and that flares had been seen. At nine o'clock the life-boat *H. F. Bailey* put out. There was a smooth sea, a light northerly breeze was blowing, and it was almost low water. The life-boat found the motor vessel *Rini*, of Cardiff, with a crew of seven, high and dry on the rocks a hundred yards north-east of the lighthouse. It was decided after consultation with the vessel's mate that the life-boat should return to Helvick Head and then put out again at the next high tide. She reached her station at 11.30 and left again three quarters of an hour later. At the captain's request she stood by the *Rini* until the vessel had refloated on the rising tide, and when it was found that the *Rini* had suffered no damage the life-boat returned to her station, arriving at 4.15.—Rewards to the crew, £20 5s.; rewards to the helpers on shore, £2 10s.

#### TOW FOR MOTOR VESSEL

**Workington, Cumberland.**—At nine o'clock on the morning of the 20th of November, 1956, a message was received from the master of the Norwegian vessel *Varangberg* that he had taken the motor vessel *Kind Knight*, with a crew of four, in tow off Lytham and was towing her to Workington. The *Kind Knight* had broken down with engine trouble four miles south-east of Mull of Galway. The Norwegian master asked for the life-boat to meet his vessel off Workington and take over the tow. The life-boat *Manchester and Salford XXIX* put out at 9.5. There was a strong south-easterly breeze and a smooth sea. The tide was flooding. The life-boat took over the tow from the *Varangberg* and arrived back at her moorings at 10.30.—Rewards to the crew, £8 15s.

#### COBLES ESCORTED ACROSS HARBOUR BAR

**Scarborough, Yorkshire.**—On the morning of the 22nd of November, 1956, the fishing cobles *Rosemary*, *Hilda* and *Premier* had put to sea. Shortly before ten o'clock the weather worsened, and as the fishing cobles were due back at the harbour it was decided to launch the life-boat *Annie Ronald and Isabella Forrest* at ten. There was a heavy swell across the harbour bar, a fresh south-easterly breeze was blowing, and the tide was ebbing. As each coble returned she was escorted safely across the bar and into the harbour. The life-boat remained afloat until 4.30 in the afternoon, by which time the weather had moderated. She then returned to her station and was rehoused by 5.20.—Rewards to the crew, £12 5s.; rewards to the helpers on shore, £7 13s.

#### BODY OF AMERICAN AIRMAN FOUND

**Walton and Frinton, Essex.**—At 5.35 on the evening of the 23rd of November, 1956, the Deal coastguard reported that an aircraft of the United States Air Force had crashed into the sea near the Cork lightvessel and asked for the life-boat to be launched to search for the pilot. At 5.55 the life-boat *Edian Courtauld* put out. There was a heavy swell and a moderate north-north-easterly breeze. The tide was ebbing. The coxswain was asked to search an area approximately three miles east of the lightvessel. Aircraft and a sea rescue launch were also searching. At 9.10 the life-boat picked up a message from the S.S. *Ringwood*, whose position was half a mile west of Rough buoy, saying she had just passed on her port beam a yellow dinghy but had lost sight of it. The life-boat made for the position at once, and both she and the *Ringwood* saw the dinghy again some fifty yards on the port beams. The life-boat picked up the airman and the dinghy, which was almost filled with water. The airman was huddled up with his head bent forward, and when he was aboard the life-boat it was found that he was dead. The coxswain asked for a doctor and ambu-

lance to be waiting on his return to Felixstowe, which was reached at 10.40. The body of the airman was handed over to a doctor, and the life-boat returned to her station, arriving at 1.8.—Rewards to the crew, £23; rewards to the helpers on shore, £5 5s.

#### SICK MAN TAKEN OFF SWEDISH VESSEL IN GALE

**Stornoway, Outer Hebrides.**—On the morning of the 24th of November, 1956, a message was received from the Swedish motor vessel *Kristina Thorden* that she had a very sick man on board. She asked the life-boat to meet her at the Butt of Lewis to take him ashore. Because of the state of the weather it was suggested that the vessel should make for Stornoway, where a boat could meet her off the Arnish light, but the *Kristina Thorden* had no charts to guide her further than Tiumpan Head. At 5.50 therefore the life-boat *James and Margaret Boyd* put out with a doctor on board. There was a rough sea, a fresh west-south-westerly gale was blowing, and it was low water. The life-boat met the *Kristina Thorden* at Tiumpan Head, but because of the heavy swell it was impossible to transfer the patient. Escorted by the life-boat, the Swedish vessel made for the lee of Arnish light, where the sick man was taken on board the life-boat. He was brought ashore to a waiting ambulance, and the life-boat returned to her moorings, arriving at 10.10.—Rewards to the crew, £14 5s.

#### LIFE-BOAT STANDS BY TWO GERMAN TRAWLERS

**Dover, Kent.**—At 1.58 early on the morning of the 25th of November, 1956, the Sandgate coastguard telephoned that a vessel was burning flares one mile east-north-east of the Varne lightvessel. At 2.20 the life-boat *Greater London (Civil Service No. 3)*, on temporary duty at the station, put out. There was a rough sea, a strong north-westerly breeze was blowing, and the tide was flooding. The life-boat found the German drifter *Tiu*, with her engines broken down, in tow of the German trawler *Kiel*. She stood by the vessels until they

were off Dover and then returned to her moorings, arriving at 5.10.—Rewards to the crew, £9.

#### LIFE-BOAT SERVICE TELEVISED

On the afternoon of the 25th of November the Dover, Kent, life-boat, while taking part in a television programme, took in tow the local motor boat *Mayflower*. Details of the service are given on page 382.—Rewards to the crew, £8 15s.

#### SAND BOAT ESCORTED DOWN RIVER

**Broughty Ferry, Angus.**—At 2.5 on the afternoon of the 26th of November, 1956, a director of the Tay Sand Co., Ltd., telephoned to say that two sand boats were dredging above the Tay Bridge and were now heavily laden. A severe westerly gale was blowing, and he feared that they might be swamped or driven ashore. He therefore asked if the life-boat would launch to stand by them and escort them to a more sheltered position. At 2.43 the life-boat *Mona* was launched. There was a rough sea, and it was low water. The life-boat spoke the two sand boats *Wisbech* and *Lintie* and also came up with a third sand boat named *Kinfauns*. She stood by them until the gale had moderated, when the *Kinfauns* and the *Lintie* proceeded up river to shelter. The *Wisbech*, which was not so heavily laden, went down river to Dundee harbour escorted by the life-boat. When the *Wisbech* had reached Dundee harbour the life-boat returned to her station, arriving at 8.15. The company expressed thanks.—Rewards to the crew, £16 5s.; rewards to the helpers on shore, £2 13s.

#### ESCORT FOR STEAMER IN GALE

**Aberdeen.**—At 2.29 on the afternoon of the 26th of November, 1956, the coastguard reported that the Norwegian steamer *Strindheim*, laden with timber, was due to arrive off Aberdeen about eight o'clock in the evening and would want help either to dock or to beach the ship, as she had six feet of water in her main hold and was listing ten degrees to port. Her position was

then forty miles east of Aberdeen. At 4.54 a further message was received from the *Strindheim* that she was making very little headway in a gale. She asked for a tug or some other craft to meet her as soon as possible as her situation was becoming serious. Because of the very heavy and confused seas it was decided to send the life-boat, and at 5.45 the no. 1 life-boat *Hilton Briggs* put out in a strong north-westerly gale and a flooding tide. She came up with the steamer and escorted her to Aberdeen, arriving at 6.45 the next morning.—Rewards to the crew, £34 5s.; reward to the helper on shore, 16s.

#### LIFE-BOAT STANDS BY LONDON TANKER

**New Brighton, Cheshire.**—At 5.10 on the afternoon of the 29th of November, 1956, the Formby coastguard telephoned to say the tanker *Burma Emerald*, of London, was aground on the revetment wall near the Formby buoy. At 5.20 the life-boat *Norman B. Corlett* put out. There was a rough sea, a fresh north-north-westerly breeze was blowing, and the tide was flooding. The life-boat reached the position at 7.5, and the master of the *Burma Emerald*, which had fifty people on board, asked the coxswain to stand by. The tanker refloated on the rising tide, and the life-boat returned to her moorings, arriving at 9.15.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £1 10s.

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

**Swanage, Dorset.**—November 1st.—Rewards, £21 11s.

**Aberdeen.**—November 3rd.—Rewards, £13 16s. 3d.

**Dungeness, Kent.**—November 7th.—Rewards, £23 3s.

#### HONORARY SECRETARY DROWNED FROM LAUNCH

**Dun Laoghaire, Co. Dublin.**—At 12.10 early on the morning of the 8th of November, 1956, a telephone message

was received from the Dublin harbour office that a motor launch with three men on board needed help two hundred yards south of Poolbeg lighthouse. At 1.5 the life-boat *Dunleary II* put out. There was a very rough sea, a fresh to moderate southerly gale was blowing, and the tide was flooding. The life-boat went to the position, and with the help of the searchlight found the launch very close to the rocks. The coxswain took the life-boat to between ten and twenty yards of the launch, but could not bring her closer because of the rocks. An attempt to float a breeches buoy on a line to the launch failed, and it was decided to use the Schermuly pistol. By this time it was necessary for the life-boat to make a turn to approach a second time, and while she was turning the launch was smashed against the Poolbeg lighthouse wall. A search was carried out for survivors over the area of a triangle formed by Poolbeg lighthouse wall, the no. 2 buoy and the North Bull lighthouse, but the life-boat found only a life-jacket. The search was abandoned at 3.45, and the life-boat returned to her moorings, arriving at 4.15. It was decided to carry out a further search in daylight. Two and a half hours later the life-boat put out again, and after searching for two hours and finding nothing returned to her moorings at 8.40. One of the men drowned was the harbour master of Dun Laoghaire, Captain R. S. Kearon, O.B.E., who had shortly before been appointed honorary secretary of the life-boat station.—Rewards, £25 11s.

**Peterhead, Aberdeenshire.**—November 8th.—Rewards, £14 18s.

**Clovelly, Devon.**—November 10th.—Rewards, £22 4s.

**Troon, Ayrshire.**—November 11th.—Rewards, £7 10s.

**Ramsgate, Kent.**—November 16th.—Rewards, £8 3s.

**Valentia, Co. Kerry.**—November 16th.—Rewards, £11 4s.

**Margate, Kent.**—November 17th.—Rewards, £18 9s.

**Dungeness, Kent.**—November 18th.—Rewards, £32 18s.

**Peterhead, Aberdeenshire.**—November 20th.—Rewards, £11 8s.

**Stornoway, Outer Hebrides.**—November 22nd.—Rewards, £8 15s.

**Barrow, Lancashire.**—November 24th.—Rewards, £13.

**Walmer, Kent.**—November 25th.—Rewards, £25 11s.

**Skegness, Lincolnshire.**—November 26th.—Rewards, £25.

**Bembridge, Isle of Wight.**—November 27th.—Rewards, £13 15s.

**Bembridge, Isle of Wight.**—November 29th.—Rewards, £17 10s.

#### DECEMBER

DURING December life-boats were launched on service 52 times and rescued 22 lives.

#### HOLES IN FISHING BOAT PLUGGED WITH SACKING

**Holy Island and North Sunderland, Northumberland.**—At nine o'clock on the morning of the 3rd of December, 1956, the Seahouses coastguard telephoned that the fishing coble *Marguerite*, of North Sunderland, was ashore and holed near the landing stage of the Longstone lighthouse. She had a crew of three. As it was low water at North Sunderland it was decided to launch the Holy Island life-boat *Gertrude* at 9.35. There was a fresh south-westerly breeze and a rough sea. The tide was flooding. Twenty minutes later the North Sunderland life-boat was also launched. Both life-boats came up with the *Marguerite*, which had been engaged in landing mail and stores at Longstone lighthouse. After her holes had been plugged with sacking she was towed to North Sunderland by the North Sunderland life-boat escorted by the Holy Island life-boat, arriving there at 11.10. The Holy Island life-boat reached her station again at 11.55.—Rewards: Holy Island, rewards to the crew, £12 5s.; rewards to the helpers on shore, £4 5s.; North Sunderland, rewards to the crew, £7 10s.; rewards to the helpers on shore, £4 17s.

#### KETCH TOWED TO SWANAGE

**Swanage, Dorset.**—At 9.36 on the morning of the 3rd of December, 1956, the coastguard telephoned that

a ketch was showing distress signals one mile west of St. Alban's Head. At 9.48 the life-boat *R.L.P.* was launched. There was a slight swell, a gentle north-westerly breeze was blowing, and it was high water. The life-boat came up with the ketch *Miss Brittany*, which had three people on board and was short of fuel, and took her in tow to Swanage. She then returned to her station, arriving at 11.30.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £2 8s.

#### INJURED MAN TAKEN FROM LIGHTVESSEL

**Aldeburgh, Suffolk.**—At 5.50 on the evening of the 4th of December, 1956, Trinity House, Harwich, asked if the life-boat would go to the Shipwash lightvessel with a doctor to attend to a member of the crew needing urgent medical attention. At 6.2 the no. 1 life-boat *Abdy Beauclerk* was launched. There was a moderate sea, a gentle westerly breeze was blowing, and the tide was flooding. The life-boat went alongside the lightvessel and took the injured man on board. She then returned to her station, arriving at 9.9.—Rewards to the crew, £15 15s.; rewards to the helpers on shore, £28 15s. 6d. Refunded to the Institution by Trinity House.

#### MAN TAKEN FROM LIGHT-HOUSE BY HELICOPTER

**St. David's, Pembrokeshire.**—At 10.40 on the night of the 7th of December, 1956, the coastguard telephoned to say the Trinity House Superintendent at Holyhead had asked if the life-boat could bring a sick man ashore from South Bishop lighthouse. At 11.15 the life-boat *Sven-y-Mor* (*Civil Service No. 6*) was launched with a doctor on board. There was a rough sea, a moderate south-south-westerly breeze was blowing, and the tide was ebbing. As the life-boat approached the lighthouse a heavy swell made her rise and fall some fifteen feet, but eventually she was able to come close enough to the landing steps for the second coxswain and the doctor to land.

The conditions were too bad to allow the sick man to be taken aboard. The doctor treated him in the lighthouse, and then he and the second coxswain returned to the life-boat, which reached her station again at 2.15. Later that morning a message was received that the man was no better, and as it seemed unlikely that he could be taken aboard the life-boat because of the weather, it was decided to send a helicopter. The helicopter took off with the doctor and by means of the scoop net the sick man was lifted into it. He was then landed in a field near St. David's, and arrangements were made for him to be taken to hospital. Trinity House expressed their thanks to the Institution.—Rewards to the crew, £10 10s.; rewards to the helpers on shore, £3. Refunded to the Institution by Trinity House.

#### TAKEN OFF MOTOR VESSEL IN GALE

Penlee, Cornwall.—At nine o'clock on the morning of the 9th of December, 1956, a message was received from a doctor that a vessel, which was making for Mounts Bay with an injured man on board, had asked for the life-boat to bring him ashore. It was agreed that the life-boat should meet the vessel, which was the M.V. *Harborough*, five miles south of Penzance. At noon the life-boat *W. and S.* was launched. There was a rough sea and a strong south-westerly gale. The tide was ebbing. Because of the bad weather the *Harborough* was brought further into the bay than had originally been planned, and the injured man was transferred to the life-boat and landed at Newlyn. The life-boat then returned to her station, arriving at 5.30. The owners made a gift to the crew.—Rewards to the crew, £18; rewards to the helpers on shore, £7 14s. 6d.

#### FOUR SILLOTH FIREMEN LOST FROM BOAT

Workington, Cumberland.—At 7.40 on the evening of the 10th of December, 1956, a message was received from the Walney coastguard that a small

boat, with four Silloth firemen on board, had put out at five o'clock from Grune Point to search for a man in danger on Skinburness Marsh. The boat had not been seen since. The tide at this time had just begun to flood, and it would have been impossible to make for Skinburness until one hour before high water. Meanwhile the Silloth pilot was asked to come to Workington and go with the life-boat to search. At 11.30 the life-boat *Manchester and Salford XXIX* put out. There was a rough sea and a moderate west-south-westerly gale. The life-boat reached Silloth, where she had to wait again for the tide to make. She left there at 4.40 and began to search Morcambe Bay. On the way she grounded four or five times. She found the upturned boat, but there was no sign of her crew. The life-boat towed the boat back to Workington, arriving there at 8.15 in the evening. The four firemen lost their lives.—Rewards to the crew, £55 5s.

#### FISHING BOATS ESCORTED TO GOURDON

Gourdon, Kincardineshire.—By ten o'clock on the morning of the 12th of December, 1956, a strong southerly gale had sprung up. The sea was very rough, and as the local fishing fleet was at sea it was decided to launch the life-boat. At 10.20 the life-boat *The Edith Clouston-Thue* was launched. The tide was ebbing. The life-boat escorted four fishing boats safely to harbour. Two others took shelter in Stonehaven harbour. The life-boat then returned to her station, arriving at four o'clock.—Rewards to the crew, £14; rewards to the helpers on shore, £8 6s.

#### DREDGER ESCORTED UP MERSEY CHANNEL

New Brighton, Cheshire.—At 1.15 on the afternoon of the 12th of December, 1956, the Formby coastguard telephoned that the dredger *Delta* had engine trouble and was in danger of drifting on to the revetment wall a mile and a half north of Q.6 buoy in the Mersey Channel. At 1.35 the life-boat *Norman B. Corlett* put out.

There was a moderate sea, a strong west-south-westerly breeze was blowing, and the tide was flooding. The *Delta* had in the meantime restarted her engines, and when the life-boat met her near C.6 buoy she was proceeding up the channel. The life-boat escorted her to New Brighton and returned to her moorings at 3.10.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £1 6s.

#### LIFE-BOAT BRINGS CREW ASHORE TO BUY FOOD

**Rosslare Harbour, Co. Wexford.**—At 11.30 on the morning of the 13th of December, 1956, the harbour master received a message from the motor vessel *Centurity* of London, which had anchored in the harbour because of bad weather, that her crew were short of food. At noon the life-boat *Douglas Hyde* put out, as there was no other suitable boat available. There was a rough sea, a strong west-south-westerly gale was blowing, and it was high water. The life-boat brought three of the crew of the *Centurity* ashore to purchase supplies and then returned them to their vessel. She arrived back at her moorings at 3.30. Partly paid permanent crew.—Rewards to the crew, £7; reward to the helper on shore, 15s.

#### AMBULANCE MEN TAKEN OUT IN GALE

**St. Peter Port, Guernsey.**—At 7.20 on the morning of the 14th of December, 1956, the St. John Ambulance Area Commissioner reported that an urgent call had been received from a doctor at Sark informing him of a maternity case requiring immediate surgical attention. As a severe gale was blowing the Area Commissioner thought it was not advisable to use the ambulance launch, and at 8.3 the life-boat *Euphrosyne Kendal* put out with four members of the St. John Ambulance Brigade on board. There was a very rough sea, a moderate south-south-westerly gale was blowing and the tide was ebbing. The woman was brought to St. Peter Port, which was reached at 10.10.—Rewards to the crew, £10 10s.; reward to the helper on shore, 14s.

#### LINE PASSED FROM TUG TO MOTOR VESSEL

**Walmer, Kent.**—At 1.15 on the afternoon of the 14th of December, 1956, the Deal coastguard telephoned that the motor vessel *Swallow* needed help in the Downs. At 1.30 the life-boat *Charles Dibdin* (Civil Service No. 2) was launched. There was a rough sea, a strong south-westerly gale was blowing, and it was low water. On reaching the position the life-boat found that the *Swallow's* engine had broken down, and at the request of her master three members of the life-boat crew went aboard. After standing by for a while the life-boat passed a towing line from the tug *Lady Brassey* to the *Swallow*, and after the tow was safely under way returned to her station, arriving at 6.30. Property Salvage Case.

#### MOTOR VESSEL TOWED TO SHEERNESS

**Southend-on-Sea, Essex.**—At 5.15 on the evening of the 14th of December, 1956, a message was received from the coastguard that flares had been seen near the no. 1 Sea Reach buoy. At 5.40 the life-boat *Greater London II* (Civil Service No. 30) was launched. There was a rough sea, a fresh south-westerly gale was blowing, and the tide was flooding. While on her way the life-boat learnt from the North Foreland radio station that the motor vessel *Raycrest*, of London, with a crew of three, was ashore one mile east-north-east of the no. 1 Sea Reach buoy. She came up with the *Raycrest* and found the Dutch vessel *Admiral Courbet* standing by. As the master of the *Raycrest* did not wish to leave his vessel, the coxswain put two of his crew aboard with a tow rope and the vessel was brought to Sheerness, where she anchored. The life-boat then returned to her station, arriving at 9.5. Property Salvage Case.

#### LIFE-BOAT STANDS BY FISHING VESSEL

**Eyemouth, Berwickshire.**—At 12.5 on the afternoon of the 15th of December 1956, a message was received that the motor fishing vessel *Rose Valley*



of Burnmouth was three miles east of Burnmouth with a broken fuel pipe and needed help. The life-boat *Clara and Emily Barwell*, which had just returned from a routine exercise, put out immediately with the District Inspector on board. There was a rough sea, a strong north-north-westerly breeze was blowing, and it was high water. The life-boat found that the *Rose Valley*, with a crew of three, had contacted another Burnmouth fishing boat and asked her to tow her back to harbour. The life-boat stood by until the other fishing boat arrived, and when both vessels were on their way she returned to her station, arriving at 1.15.—Rewards to the crew, £6 5s.; rewards to the helpers on shore, £4 15s.

#### THIRTEEN RESCUED FROM STEAM TRAWLER

Peterhead, Aberdeenshire.—At 4.50 on the afternoon of the 15th of December, 1956, the coastguard telephoned that the steam trawler *Northman* of Aberdeen was aground off the Peterhead north breakwater. Ten minutes later the life-boat *Julia Park Barry* of Glasgow was launched. There was a calm sea, a light south-westerly breeze was blowing, and the tide was ebbing. The life-boat came up with the *Northman* and found that she was on the rocks near the entrance to the harbour. Her crew of thirteen were rescued, and the life-boat returned to her station, arriving back at 6.15.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £2.

#### FRENCH TRAWLERS ESCORTED TO NEWHAVEN

Newhaven, Sussex.—At 8.34 on the evening of the 17th of December, 1956, the coastguard telephoned that a trawler had fired a red flare two miles south-south-east of Newhaven. At 8.45 the life-boat *Cecil and Lilian Philpott* was launched. There was a moderate sea and a moderate south-westerly breeze. The tide was flooding. On reaching the position the life-boat found the French trawler *Durandel*, whose engines had broken down, in tow of another French

trawler. She escorted them to Newhaven, arriving at 9.20.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £3 12s.

#### SICK MAN BROUGHT FROM IRISH LIGHTHOUSE

Galway Bay, Co. Galway.—At 1.30 on the afternoon of the 19th of December, 1956, a telephone message was received from the Irish Lights Office asking if the life-boat would land a sick man from Slyne Head lighthouse. At 2.15 the life-boat *Mabel Marion Thompson* put out. There was a heavy swell, a light south-westerly breeze was blowing, and the tide was flooding. The sick man was transferred to the life-boat and landed at Rossaveal, where a doctor was waiting. The life-boat then returned to her moorings, arriving at 5.15 the next morning.—Rewards to the crew, £34 5s.; rewards to the helpers on shore, £1 6s.

#### LOSS OF MEMBER OF EXMOUTH CREW

On the 25th of December, 1956, the Exmouth and Torbay life-boats put out to the Dutch motor vessel *Minerva*. In the course of the service William Carder, a member of the Exmouth crew, was washed overboard and lost his life. For a full account of this service see page 387.

#### LIFE-BOAT PUTS OUT FOUR TIMES TO TANKER

Kirkcudbright.—At nine o'clock on the morning of the 28th of December, 1956, a local resident informed the life-boat station that the tanker *B.P. Marketer* was in trouble in very bad weather in Dhoon Bay. At 9.52 the life-boat *J. B. Couper* of Glasgow was launched. There was a very rough sea, a whole south-easterly gale was blowing, and the tide was ebbing. The life-boat went to the position and stood by the tanker until she was aground. When the master told the coxswain that he would not need the life-boat any longer she returned to her station, arriving at noon. She remained at moorings, and at 7.20

in the evening she put out at the request of the tanker's master to stand by during high water as the weather was still bad. The tanker remained aground and the life-boat returned to her moorings at 11.25. The next morning she put out again at 8.15. A tug had now reached the tanker, and both the tug and the life-boat tried to refloat her. They failed, and the life-boat returned once more to her moorings. Later that evening the life-boat put out for the fourth time to stand by and pass towing lines between the vessels. The tanker eventually refloats, and the life-boat reached her station at 4.59. The Shell-Mex and British Petroleum companies expressed their appreciation and made a contribution to the funds of the Institution and a gift to the crew.—Rewards to the crew, £46 10s.; rewards to the helpers on shore, £12 2s.

#### RESCUE FROM SWEDISH MOTOR VESSEL

Lerwick, Shetlands.—At 11.24 on the morning of the 28th of December, 1956, the coastguard telephoned to say the motor vessel *Samba*, of Gothenburg, which had been drifting with engine trouble 122 miles south-east of Lerwick since the afternoon of the 26th of December, was now approaching the Shetland coast. Several trawlers were standing by but were unable to take her in tow. At 11.50 the life-boat *Lady Jane and Martha Ryland* put out. There were very high seas, a whole south-east gale was blowing, and the tide was ebbing. The position of the *Samba* at 12.56 was thirteen miles south-by-east of Bard Head, and she was drifting north-west at four knots. The life-boat made for the position indicated, which was later amended to two miles south-east of Bard Head. She came up with the *Samba* off Mousa and rescued five of her crew of eleven, the other six men having been taken off previously by a Dutch tug. The life-boat then returned to her station, arriving at 5.30. The *Samba* became a total wreck.—Rewards to the crew, £18 5s. The owners made a contribution to the funds of the Institution.

#### INJURED MAN TAKEN OFF TRAWLER

Peterhead, Aberdeenshire.—At 12.30 on the afternoon of the 30th of December, 1956, the harbour master reported that the trawler *Equerry*, of Grimsby, which was in Peterhead Bay on her way to the fishing grounds, had an injured man on board. At 12.50 the life-boat *Julia Park Barry of Glasgow* put out. There was a rough sea, a south-easterly gale was blowing, and it was high water. The life-boat came up with the *Equerry*, and the injured man was transferred. The life-boat arrived back at her station at five o'clock.—Rewards to the crew, £5; rewards to the helpers on shore, £2 8s.

#### DUTCH VESSEL ON FIRE IN GALE

Weymouth, Dorset.—At 3.15 on the afternoon of the 30th of December, 1956, the Wyke Regis coastguard telephoned that the Dutch vessel *Pegasus*, of Groningen, was on fire 25 miles south-west of Portland Bill and that her deck cargo was exploding. At 3.30 the life-boat *William and Clara Ryland* put out. There was a very rough sea, a strong south-westerly gale was blowing, and there were heavy rain squalls. The tide was flooding. The life-boat came up with the *Pegasus*, which had a crew of eight, eight miles south-west of Portland Bill. A Shackleton aircraft had dropped flares to indicate to the coxswain the position of the vessel, and contact was kept with the aircraft by use of the life-boat's V.H.F. radio-telephone. The life-boat escorted the *Pegasus* to calmer waters off Portland harbour, where the *Pegasus* anchored. The life-boat returned to her moorings at 8.20. The master of the Dutch vessel thanked the crew.—Rewards to the crew, £14 5s.; reward to the helper on shore, 12s.

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

Humber, Yorkshire.—December 1st.—Paid permanent crew.

Fleetwood, Lancashire.—December 1st.—Rewards, £18.

Barrow, Lancashire.—December 1st.—Rewards, £13 1s.

Dover, Kent.—December 5th.—Rewards, £8.

Dun Laoghaire, Co. Dublin.—December 5th.—Rewards, £10 11s.

Arranmore, Co. Donegal.—December 6th.—Rewards, £16 1s.

Bembridge, Isle of Wight.—December 10th.—Rewards, £25 10s.

Anstruther, Fifeshire. — December 13th.—Rewards, £29 14s.

Peterhead, Aberdeenshire.—December 14th.—Rewards, £16 18s.

Selsey, Sussex.—December 15th.—Rewards, £16 12s.

Selsey, Sussex.—December 18th.—Rewards, £19 3s.

St. Ives, Cornwall.—December 21st.—Rewards, £15 7s.

Hastings, Sussex.—December 22nd.—Rewards, £35 11s.

North Sunderland, Northumberland.—December 23rd.—Rewards, £18 19s.

Boulmer, Northumberland.—December 23rd.—Rewards, £24 16s.

Holy Island, Northumberland. — December 23rd.—Rewards, £16 10s.

Troon, Ayrshire.—December 24th.—Rewards, £14 5s.

New Brighton, Cheshire.—December 26th.—Rewards, £10 1s.

Longhope, Orkneys.—December 26th.—Rewards, £24 16s.

Skegness, Lincolnshire. — December 27th.—Rewards, £18 5s.

Peterhead, Aberdeenshire. — December 29th.—Rewards, £22 18s.

Aberdeen, Aberdeenshire.—December 29th.—Rewards, £18 17s.

Newburgh, Aberdeenshire.—December 29th.—Rewards, £23 2s.

Scarborough, Yorkshire.—December 29th.—Rewards, £19 15s.

Selsey, Sussex.—December 30th.—Rewards, £27 9s.

Islay, Hebrides.—December 30th.—Rewards, £31 19s.

## New Members of Committee of Management

MR. PHILLIP COLVILLE M.B.E., Mr. E. M. Cooper-Key, M.P., Mr. Roger Leigh-Wood and Commander A. J. O'Brien Twohig, have been co-opted members of the Committee of Management of the Royal National Life-boat Institution.

Mr. Colville, who lives in London, is a son of a former deputy chairman of the Committee of Management, the late the Honourable George Colville. He is a stockbroker and a member of the Royal Yacht Squadron. In the last war he served in the Grenadier Guards.

Mr. Cooper-Key, who lives at Battle, Sussex, has been M.P. for Hastings

since 1945. He is a director of Associated Newspapers Ltd. In the last war he served in the Irish Guards.

Mr. Leigh-Wood, who lives at Alton, Hampshire, is a banker. He served in the R.N.V.R. in the last war, and is a member of the Royal Yacht Squadron, the Cruising Association and the Bembridge Sailing Club.

Commander O'Brien Twohig is harbour master of the port of Dublin, a member of the Institute of Transport, an Associate of the Institute of Naval Architects and a Younger Brother of Trinity House. He has been honorary treasurer of the Dublin branch of the Institution since 1951.

## New Year Honours

THE list of honours bestowed on those associated with the Life-boat Service in the New Year Honours for 1957 was:—

### C.B.E.

Alderman T. J. Patterson, chairman of the Carrickfergus branch,

### O.B.E.

Lady Bird, an honorary life governor of the Institution.

### M.B.E.

Mr. David McKibbin, J.P., honorary secretary, Donaghadee station branch.

## Services of the Life-boats of the Institution during 1956

		Time of Launching.		Persons rescued from shipwreck.
1956.				
Jan.	2.	1.20 a.m.	M.V. <i>Citrine</i> , of Glasgow. Coverack life-boat - - - - -	6
	2.	1.25 a.m.	M.V. <i>Citrine</i> , of Glasgow. The Lizard life-boat - - - - -	3
	2.	2.15 a.m.	M.B. <i>Edna</i> , of Plymouth. Plymouth life-boat saved boat and -	5
	2.	4.15 a.m.	Coaster <i>Kyle Castle</i> , of Liverpool. Dun Laoghaire life-boat escorted vessel.	
	7.	5.35 p.m.	Two men marooned on wreck. Stronsay life-boat - - - - -	2
	8.	6.50 a.m.	Fishing boat <i>Pilot II</i> , of Scarborough. Scarborough life-boat escorted vessel.	
	8.	1.21 p.m.	M.V. <i>Stevonia</i> , of Goole. Humber life-boat stood by vessel.	
	10.	10.45 a.m.	Fishing boat <i>Tranquillity</i> , of Peterhead. Workington life-boat saved boat and - - - - -	3
	12.	2.45 p.m.	Galway Bay life-boat took an injured man to mainland, thereby saving his life - - - - -	1
	13.	10.25 a.m.	Aith life-boat took a medical party and stores to Foula.	
	15.	10.0 p.m.	Fishing boat <i>St. Mary</i> , of Cork. Ballycotton life-boat saved boat and - - - - -	2
	18.	10.40 p.m.	Two fishing cobsles of Scarborough. Scarborough life-boat escorted boats.	
	18.	10.54 a.m.	Six fishing boats, of Whitby. Whitby no. 1 life-boat escorted boats.	
	20.	6.35 a.m.	Fishing boat <i>Amethyst</i> , of Buckie. Stornoway life-boat - - -	5
	20.	10.30 a.m.	Tanker <i>British Empress</i> , of London. Lowestoft life-boat landed an injured man.	
	21.	12.40 p.m.	Fishing boat <i>Briarbank</i> , of Buckie. Buckie life-boat escorted boat.	
	25.	10.30 a.m.	Motor boat <i>Champion</i> , of Ramsgate. Ramsgate life-boat saved boat and - - - - -	2
	26.	10.10 a.m.	Fishing boat <i>Gloamin N</i> , of Bridlington. Bridlington life-boat escorted boat.	
	27.	5.55 p.m.	Fishing boat <i>Silver Shadow</i> . Newhaven life-boat saved boat and	2
	30.	1.50 a.m.	Trawlers <i>York City</i> , of Grimsby, and <i>Junella</i> , of Hull. Aberdeen no. 1 life-boat gave help.	
	30.	2.20 p.m.	Four fishing cobsles. Scarborough life-boat escorted cobsles.	
Feb.	1.	2.45 a.m.	Trawler <i>Deeside</i> , of Milford Haven. Dunmore East life-boat stood by vessel.	
	2.	5.52 p.m.	Fishing boat <i>Kindly Light</i> , of North Sunderland. North Sunderland life-boat escorted boat.	
	2.	9.14 p.m.	M.V. <i>Arrowhead</i> , of Guernsey. Exmouth life-boat - - - - -	7
	3.	5.45 a.m.	Freighter <i>Dovre fjell</i> , of Oslo. Wick life-boat stood by vessel.	
	3.	5.15 a.m.	Freighter <i>Dovre fjell</i> , of Oslo. Longhope life-boat stood by vessel.	
	3.	9.0 a.m.	Arranmore life-boat took a sick priest to the mainland, thereby saving his life - - - - -	1
	9.	7.5 a.m.	S.S. <i>Mormacoak</i> , of New York. Aberdeen no. 1 took out a doctor and pilot.	
	10.	5.10 a.m.	Fishing boat <i>Marylly</i> , of France. Kilmore life-boat stood by vessel.	
	10.	5.29 a.m.	M.V. <i>Conlea</i> , of London. St. Peter Port life-boat landed a body.	
	10.	10.35 a.m.	Fishing boat <i>Marylly</i> , of France. Kilmore life-boat stood by vessel.	
	11.	11.2 a.m.	M.V. <i>Tonny</i> , of Holland. Eyemouth life-boat assisted to save vessel and - - - - -	2
	11.	9.38 p.m.	M.V. <i>Tonny</i> , of Holland. Berwick-on-Tweed life-boat assisted to save vessel and - - - - -	4
	15.	5.15 a.m.	Galway Bay life-boat took a sick woman to Rossaveal saving her life - - - - -	1
	16.	1.50 p.m.	Hopper <i>Mersey No. 24</i> , of Liverpool. New Brighton life-boat -	5
	19.	7.57 a.m.	S.S. <i>Corchester</i> , of London. Cromer no. 1 life-boat landed a body.	
	26.	8.25 a.m.	<i>Dinghy</i> . Shoreham Harbour life-boat saved boat.	
	27.	9.15 p.m.	Three fishing boats. Girvan life-boat escorted vessels.	
	29.	9.30 p.m.	M.V. <i>Greenhaven</i> , of Newcastle. Arranmore life-boat stood by vessel.	
Mar.	1.	10.0 p.m.	M.V. <i>Crete Avon</i> , of London. Penlee life-boat gave help.	
	2.	1.20 p.m.	Tug <i>Cruiser</i> , of Glasgow. The Lizard life-boat gave help.	
	3.	12 noon	Tanker <i>Tank Queen</i> , of Oslo. Southend-on-Sea life-boat landed a sick man, thereby saving his life - - - - -	1
	4.	9.35 a.m.	Scarweather lightvessel. Mumbles life-boat landed a body.	
	6.	7.15 p.m.	S.S. <i>Monita</i> , of Stockholm. Lytham-St. Anne's life-boat landed a sick man.	

		Time of Launching.		Persons rescued from shipwreck.
1956.				
Mar.	7.	7.15 p.m.	Galway Bay life-boat took a doctor to maternity case at Inishere.	
"	9.	8.33 p.m.	Motor boat <i>Nyria</i> , of Ramsgate. Ramsgate life-boat saved boat and	1
"	10.	3.30 p.m.	Lobster boat, of Rush. Howth life-boat stood by boat.	
"	10.	4.23 p.m.	Fishing boat <i>Amber Queen</i> . Stromness life-boat saved boat and	3
"	10.	5.28 p.m.	M.V. <i>Ariensoldus G.</i> , of Rotterdam. Torbay life-boat gave help.	
"	13.	9.0 p.m.	M.V. <i>Lochinvar</i> , of Glasgow. Campbeltown life-boat escorted vessel.	
"	14.	7.15 a.m.	Trawler <i>Vert Prairial</i> , of Dieppe. Penlee life-boat landed two bodies.	
"	16.	7.53 a.m.	M.V. <i>Eminent</i> , of Amsterdam. Fowey life-boat stood by vessel and landed a sick man.	
"	22.	11.50 a.m.	St. Gowan lightvessel. Tenby life-boat landed a sick man, thereby saving his life	1
"	22.	4.0 p.m.	Fishing boat <i>Harvester</i> , of Wells. Wells life-boat saved boat and	2
"	25.	3.15 p.m.	Motor boat <i>Olga</i> , of Whitehaven. Workington life-boat saved boat and	2
"	27.	3.30 p.m.	Fishing boat <i>Famous</i> , of Arbroath. Arbroath life-boat gave help.	
"	28.	9.10 a.m.	Fishing boat <i>Virgin</i> , of Castlebay. Barra Island life-boat saved boat and	5
"	29.	3.30 p.m.	Trawler <i>Rennyhill</i> , of Aberdeen. Aberdeen no. 1 life-boat gave help.	
April	2.	10.40 a.m.	Cross Sand lightvessel. Caister life-boat landed an injured man, thereby saving his life	1
"	4.	3.30 p.m.	Auxiliary schooner <i>Windermere</i> , of Dublin. Mumbles life-boat stood by vessel.	
"	4.	8.35 p.m.	Fishing boat <i>Jenny</i> , of Chester. Hoylake life-boat saved boat and	2
"	4.	11.20 p.m.	Yacht <i>Erisca</i> , of Emsworth. Yarmouth (L.O.W.) life-boat gave help.	
"	5.	10.55 a.m.	Six fishing cobsles, of Newbiggin. Newbiggin life-boat escorted boats.	
"	9.	6.35 p.m.	M.V. <i>Whitsun</i> , of Groningen. Arranmore life-boat gave help.	
"	11.	3.30 a.m.	Lighter <i>Leeds Saturn</i> . Lowestoft life-boat gave help.	
"	14.	1.55 p.m.	Yacht <i>Sandling</i> , of Norwich. Clacton-on-Sea life-boat gave help.	
"	17.	1.15 p.m.	Fishing boat <i>Courage</i> , of Scarborough. Scarborough life-boat escorted boat.	
"	17.	1.25 p.m.	Tanker <i>General San Martin</i> , of Buenos Aires. Fleetwood life-boat landed an injured man, thereby saving his life	1
"	20.	9.40 p.m.	Motor yacht <i>Loke</i> , of Lerwick. Lerwick life-boat saved yacht and	10
"	26.	9.10 p.m.	Yacht <i>Finetta</i> , of Southampton. Eastbourne life-boat saved yacht and landed one.	
"	28.	12.30 p.m.	M.V. <i>Borneo</i> , of Groningen. Dungeness life-boat stood by vessel.	
"	29.	7.12 a.m.	Fishing boat <i>Zyava</i> , of Fleetwood. Kirkcudbright life-boat gave help.	
"	29.	3.0 p.m.	Fishing vessel <i>Hopeful</i> , of Thurso. Wick life-boat saved boat and	4
"	30.	12.15 a.m.	Sailing dinghy. Poole life-boat saved dinghy and landed two.	
May	3.	4.35 a.m.	M.V. <i>Hassel</i> , of Bergen. Dungeness life-boat stood by vessel.	
"	3.	4.50 a.m.	M.V. <i>Hassel</i> , of Bergen. Dover life-boat stood by vessel.	
"	3.	2.35 p.m.	Fishing boat <i>Notre Dame des Victoires</i> , of Lorient. Fenit life-boat saved dinghy and landed a body.	
"	3.	4.50 p.m.	M.V. <i>Hassel</i> , of Bergen. Dover life-boat stood by vessel.	
"	3.	6.0 p.m.	Motor boat <i>Jane</i> . Ilfracombe life-boat gave help.	
"	4.	11.30 a.m.	Fishing boat <i>Notre Dame des Victoires</i> , of Lorient. Fenit life-boat landed a body.	
"	4.	6.10 p.m.	Tanker <i>San Casto</i> , of London. Portpatrick life-boat landed a body.	
"	8.	8.15 a.m.	Tanker <i>Georgia</i> , of Panama. Ramsgate life-boat stood by vessel.	
"	9.	8.10 a.m.	M.V. <i>Julin</i> , of Hamburg. Eastbourne life-boat stood by vessel.	
"	11.	7.35 p.m.	Sick woman on Ailsa Craig. Girvan life-boat took two doctors and a nurse to Ailsa Craig.	
"	11.	11.20 p.m.	Clovelly life-boat fetched a man from Lundy Island to see his wife in hospital at Barnstaple.	
"	12.	1.40 p.m.	Motor fishing vessels <i>Leidulf</i> and <i>Astor</i> , of Norway. Stronsay life-boat	14
"	12.	4.0 p.m.	Dinghy <i>Avoca</i> . Falmouth life-boat saved boat and	2
"	13.	10.0 p.m.	Yacht <i>Progress</i> . Fleetwood life-boat escorted yacht.	
"	14.	10.30 a.m.	Trawler <i>Imperia</i> , of Grimsby. Stronsay life-boat escorted vessel.	
"	14.	5.0 p.m.	Motor boat. Troon life-boat gave help.	
"	18.	5.1 p.m.	Sailing dinghy <i>Lady Elizabeth</i> , of Birchington. Margate life-boat saved dinghy.	
"	20.	6.15 p.m.	Fishing vessel <i>Summer Rose</i> , of Kippford. Kirkcudbright life-boat saved boat.	

		Time of Launching.		Persons rescued from shipwreck.
1956.				
May	21.	9.12 p.m.	Motor boat <i>Stephanie Jan</i> , of Bristol. Weston-super-Mare life-boat gave help.	
"	21.	11.30 p.m.	Dinghy, of Whitehaven. Workington life-boat gave help.	
"	23.	12.15 a.m.	M.V. <i>Lapwing</i> , of Workington. Workington life-boat gave help.	
"	23.	4.45 p.m.	Fishing boat <i>Carberry Lass</i> , of Skibbereen. Baltimore life-boat saved boat and - - - - -	6
"	25.	8.20 a.m.	Motor tanker <i>C.653</i> , of London. Clacton-on-Sea life-boat stood by vessel.	
"	27.	5.45 a.m.	St. David's life-boat landed the body of a boy who had fallen over cliffs.	
"	27.	8.50 a.m.	Fishing boat. Hastings life-boat saved boat and - - - - -	3
"	27.	3.2 p.m.	Fishing vessel <i>H.H.100</i> , of Harwich, and schooner <i>Lora</i> , of East Mersea. Clacton-on-Sea life-boat escorted vessel and saved boat and - - - - -	4
"	27.	6.35 p.m.	Yacht. Porthdinllaen life-boat gave help.	
"	27.	9.15 p.m.	S.S. <i>Crestville</i> , of Liverpool. Port St. Mary life-boat gave help.	
"	28.	10.30 a.m.	Yacht <i>Wire</i> , of Glasgow. Wells life-boat saved boat and - - -	1
"	30.	8.5 a.m.	Fishing vessel <i>Tranquillity</i> , of Peterhead. Fleetwood life-boat gave help.	
"	30.	8.30 p.m.	S.S. <i>Ballyclare</i> , of Belfast. Campbeltown life-boat gave help.	
"	31.	12.10 a.m.	M.V. <i>Prins Bernhard</i> , of Groningen. Dover life-boat stood by vessel.	
"	31.	1.45 p.m.	S.S. <i>Centauras</i> , of Liberia. Ramsgate life-boat stood by vessel.	
June	1.	2.0 a.m.	Trawler <i>Havkvern</i> , of Norway. Humber life-boat landed an injured man.	
"	1.	9.25 p.m.	Motor launch <i>Seal</i> . Donaghadee life-boat saved boat and - - -	4
"	2.	3.15 a.m.	Yacht <i>Cistus</i> . Fleetwood life-boat landed one and - - - - -	1
"	2.	7.35 a.m.	Yacht <i>Gentle Annie</i> , of West Kirby. Hoylake life-boat saved yacht and - - - - -	2
"	3.	12.15 p.m.	Trawler <i>Guillaume Anne Marie</i> , of France. Valentia life-boat saved boat and - - - - -	12
"	3.	5.16 p.m.	Sailing dinghy. Clacton-on-Sea life-boat saved dinghy.	
"	3.	10.27 p.m.	Sailing boat <i>Ramcara</i> , of London. Falmouth life-boat stood by boat.	
"	5.	12 noon	Yacht <i>Cestrian Maid</i> , of Liverpool. Beaumaris life-boat saved boat and - - - - -	2
"	5.	12.55 p.m.	St. Gowan lightvessel. Tenby life-boat landed a man thereby saving his life - - - - -	1
"	5.	1.50 p.m.	Tanker <i>Pass of Balmaha</i> , of London. Douglas life-boat landed a sick man.	
"	5.	3.50 p.m.	Sick person on Graemsay. Stromness life-boat took a doctor to Graemsay.	
"	5.	6.0 p.m.	Motor fishing boat <i>Golden Eagle</i> , of Wick. Whitehills life-boat gave help.	
"	6.	12.12 a.m.	Fishing boat <i>Carraig Down</i> , of Dublin. Valentia life-boat assisted to rescue - - - - -	1
"	7.	10.50 a.m.	Motor fishing vessel <i>Falcon</i> , of Buckie. Thurso life-boat saved boat and - - - - -	4
"	7.	1.21 p.m.	Steam lighter <i>Cuban</i> , of Glasgow. Campbeltown life-boat escorted vessel.	
"	7.	7.30 p.m.	Motor boat. Helvick Head life-boat saved boat and - - - - -	2
"	8.	5.20 a.m.	Fishing coble <i>Enterprise</i> , of Whitby. Whitby no. 1 life-boat escorted boat.	
"	8.	7.40 a.m.	Four fishing vessels. Scarborough life-boat escorted vessels.	
"	8.	11.32 p.m.	Motor yacht <i>Barracuda</i> . Hoylake life-boat landed - - - - -	2
"	10.	2.15 p.m.	Fishing boat <i>Tern</i> , of Carnsore. Rosslare Harbour life-boat saved boat and - - - - -	2
"	10.	3.48 p.m.	Yacht <i>Lassiette</i> , of Bridlington. Bridlington life-boat gave help.	
"	10.	10.10 p.m.	Motor launch. Courtmacsherry Harbour life-boat saved boat and	6
"	12.	6.0 a.m.	Motor boat <i>Eva Mary</i> , of Lowestoft. Lowestoft life-boat saved boat and - - - - -	1
"	15.	2.0 p.m.	Lobster boat <i>Carraig Airz</i> , of Arran. Galway Bay life-boat gave help.	
"	16.	2.30 a.m.	Trawler <i>Merchant Vanguard</i> . Dunmore East life-boat - - -	9
"	16.	6.30 a.m.	Trawler <i>Merchant Vanguard</i> . Dunmore East life-boat gave help.	
"	16.	10.15 a.m.	Trawler <i>Merchant Vanguard</i> . Dunmore East life-boat gave help.	
"	16.	3.23 p.m.	Motor cruiser <i>Fair Maiden</i> , of Newhaven. Eastbourne life-boat saved yacht and - - - - -	3
"	16.	5.30 p.m.	Rowing boat. Swanage life-boat - - - - -	1
"	16.	9.40 p.m.	Yacht <i>Julia</i> . Rosslare Harbour life-boat saved yacht.	
"	16.	9.45 p.m.	Yacht <i>Pandora</i> , of Ghent. Dover life-boat stood by.	

1956.	Time of Launching.		Persons rescued from shipwreck.	
June	17.	10.0 a.m.	Yacht <i>Moana</i> . Plymouth life-boat gave help.	
"	17.	5.30 p.m.	Rubber dinghy. Tenby life-boat saved dinghy and - - - -	2
"	17.	8.45 p.m.	Yacht <i>West Wind</i> . Dover life-boat landed four.	
"	23.	12.25 p.m.	Fishing boat <i>Invictor</i> , of Folkestone. Dungeness life-boat gave help.	
"	23.	7.20 p.m.	Yacht <i>Patrona</i> . Ramsgate life-boat saved boat and - - - -	2
"	26.	2.22 p.m.	Motor boat <i>Red Robin</i> , of Sandown. Bembridge life-boat gave help.	
July	1.	6.25 p.m.	Yacht <i>Mamounia</i> , of Calais. Dover life-boat saved boat and - - - -	2
"	1.	7.03 p.m.	Fishing boat <i>Drig</i> . Walmer life-boat saved boat and - - - -	3
"	4.	8.53 p.m.	Yacht <i>Nona</i> , of Southampton. Campbeltown life-boat - - - -	8
"	5.	8.0 a.m.	S.S. <i>Carmen</i> , of Costa Rica. Workington life-boat gave help.	
"	5.	10.5 a.m.	Fishing vessel <i>Sarah Ann</i> , of Holy Island. Holy Island life-boat saved boat and - - - -	4
"	5.	6.0 p.m.	S.S. <i>Carmen</i> , of Costa Rica. Workington life-boat landed sixteen.	
"	6.	8.30 a.m.	S.S. <i>Carmen</i> , of Costa Rica. Workington life-boat stood by vessel.	
"	7.	10.30 a.m.	S.S. <i>Carmen</i> , of Costa Rica. Workington life-boat stood by vessel.	
"	8.	2.15 a.m.	Motor launch <i>Mitchell</i> , of Fishguard. Fishguard life-boat landed one.	
"	8.	8.30 a.m.	S.S. <i>Carmen</i> , of Costa Rica. Workington life-boat stood by vessel.	
"	8.	1.10 p.m.	S.S. <i>Dione</i> , of Caen, France. Dover life-boat stood by vessel.	
"	8.	7.15 p.m.	S.S. <i>Yuccroft</i> , of Glasgow. Penlee life-boat - - - -	10
"	8.	10.15 p.m.	Motor vessel <i>No. 1864</i> , of Portsmouth. Eastbourne life-boat gave help.	
"	8.	10.15 p.m.	Yacht <i>Charis</i> . Courtmacsherry life-boat saved boat and - - - -	2
"	9.	9.30 a.m.	S.S. <i>Carmen</i> , of Costa Rica. Workington life-boat gave help.	
"	9.	11.59 p.m.	Yacht <i>Spray</i> . Beaumaris life-boat gave help.	
"	10.	12.0 noon	S.S. <i>Carmen</i> , of Costa Rica. Workington life-boat stood by vessel.	
"	11.	12.0 midnight	S.S. <i>Carmen</i> , of Costa Rica. Workington life-boat stood by vessel.	
"	12.	1.0 a.m.	S.S. <i>Carmen</i> , of Costa Rica. Workington life-boat stood by vessel.	
"	12.	11.15 a.m.	Fishing boat <i>Salver-er-Bed</i> , of France. Islay life-boat escorted boat.	
"	12.	7.55 p.m.	Fishing boat <i>Blossom</i> , of Wick. Amble life-boat gave help.	
"	12.	8.10 p.m.	Yachts <i>Frou Frou</i> and <i>Stormalong</i> . Walmer life-boat stood by yachts.	
"	15.	8.10 p.m.	Skiff <i>Tregenna Castle</i> . St. Ives life-boat landed one.	
"	16.	4.0 p.m.	Motor launch <i>A322</i> of the Royal Navy. Mallaig life-boat gave help.	
"	16.	5.10 p.m.	Motor yacht <i>Ranger</i> . Mallaig life-boat saved boat and - - - -	5
"	16.	7.55 p.m.	Fishing vessels <i>Halycon</i> and <i>El Alamein</i> , of Wick. Stromness life-boat saved boat and - - - -	4
"	17.	8.30 a.m.	M.V. <i>Douglas</i> , of Norway. Donaghadee life-boat stood by and landed four.	
"	20.	1.18 a.m.	Fishing vessel <i>Flirt</i> , of Whitstable. Margate life-boat escorted vessel.	
"	20.	7.0 a.m.	Yacht <i>Midnight</i> . Weymouth life-boat gave help.	
"	21.	10.15 p.m.	Tanker <i>Dona Mytro</i> , of Panama. Valentia life-boat landed a sick man, thereby saving his life - - - -	1
"	23.	10.24 a.m.	M.V. <i>Adaptity</i> , of London. Plymouth life-boat escorted vessel.	
"	23.	7.50 p.m.	Sailing yacht <i>Widgeon II</i> , of Hamble. Margate life-boat gave help.	
"	24.	11.30 p.m.	Sea cadet whaler. Portrush life-boat saved boat and - - - -	3
"	25.	12.13 p.m.	Fishing vessel <i>Press On</i> . Aith life-boat escorted boat.	
"	25.	11.42 p.m.	Great Yarmouth and Gorleston life-boat landed a sick man from Corton lightvessel, thereby saving his life - - - -	1
"	26.	1.0 p.m.	Rubber dinghy. Hartlepool life-boat saved dinghy.	
"	26.	2.50 p.m.	Longhope life-boat landed a man stranded on island.	
"	27.	8.16 p.m.	M.V. <i>Sunny Seas</i> , of Bradwell. Clacton life-boat gave help.	
"	28.	5.31 a.m.	Yacht <i>Marieke</i> , of Shoreham. Shoreham Harbour life-boat gave help.	
"	28.	11.10 a.m.	Yacht <i>La Bonne Santé</i> , of Greenwich. Margate life-boat saved yacht and - - - -	1
"	28.	6.15 p.m.	Raft. Southend-on-Sea life-boat saved raft.	
"	28.	10.54 p.m.	Yacht <i>Knola</i> , of Southampton. St. Peter Port life-boat - - - -	4
"	29.	12.15 a.m.	Yacht <i>Fairwood</i> . Fowey life-boat gave help.	
"	29.	2.40 a.m.	Yacht <i>Vagabond</i> , of Peterborough. Skegness life-boat saved yacht and - - - -	2
"	29.	3.20 a.m.	Yacht <i>Giselle</i> . Hartlepool life-boat saved vessel and gave help.	
"	29.	4.45 a.m.	Motor cruiser <i>Leader</i> . Moelfre life-boat saved boat and - - - -	3
"	29.	7.45 a.m.	Yacht <i>Shearwater</i> , of Cardiff. Falmouth life-boat landed six.	
"	29.	8.15 a.m.	Yacht <i>Igonda</i> , of Portsmouth. Plymouth life-boat saved boat and	4
"	29.	10.25 a.m.	Three fishing boats, of Fishguard. Aberystwyth life-boat gave help, escorted vessel and - - - -	2

		Time of Launching.		Persons rescued from shipwreck.
1956.				
July	29.	10.20 a.m.	S.S. <i>Aliki</i> and yacht <i>Nave</i> . Yarmouth (I. of W.) life-boat	3
"	29.	10.25 a.m.	Three fishing boats, of Fishguard. Aberystwyth life-boat gave help, escorted vessel and	2
"	29.	10.50 a.m.	Yacht <i>Straight Flush</i> . Dover life-boat saved yacht and	4
"	29.	11.05 a.m.	Yacht <i>Gypsy</i> , of Lytham. Beaumaris life-boat	1
"	29.	11.25 a.m.	Yacht <i>Sabrina</i> , of Newquay. Newquay life-boat saved boat and	1
"	29.	11.45 a.m.	Yacht <i>Nellie</i> . Rosslare Harbour life-boat saved yacht and	1
"	29.	12.0 noon	Yacht <i>Elleana</i> . Wells life-boat saved yacht and	5
"	29.	12.10 p.m.	Yachts <i>Maaslust</i> , <i>Coima</i> and <i>Bloodhound</i> . Selsey life-boat	18
"	29.	12.22 p.m.	Yacht <i>Gardenia</i> . Bembridge life-boat	2
"	29.	12.20 p.m.	Fishing vessel <i>Westmark</i> , of Milford Haven. Barmouth life-boat	2
"	29.	12.30 p.m.	Yacht <i>Omega</i> . Swanage life-boat	4
"	29.	12.52 p.m.	Yacht <i>Falcon</i> , of Falmouth. Bembridge life-boat saved yacht and	4
"	29.	12.55 p.m.	S.S. <i>Teeswood</i> , of Middlesbrough. Dungeness life-boat landed a body and	9
"	29.	1.10 p.m.	S.S. <i>Teeswood</i> , of Middlesbrough, and a small boat. Margate life-boat escorted boats and landed six.	
"	29.	1.15 p.m.	Yachts <i>Tawi</i> , <i>Sonia</i> and <i>Madame Pompadour</i> . Dover life-boat	10
"	29.	2.51 p.m.	Yachts <i>Crusader</i> , <i>Portia</i> and <i>Matthew Walker</i> . Hoylake life-boat	7
"	29.	3.00 p.m.	Fishing vessel <i>Rosalie</i> , of Barrow. Barrow life-boat saved boat and	6
"	29.	3.10 p.m.	Yacht <i>Ocean Breaker</i> . Southend-on-Sea life-boat saved yacht and	6
"	29.	3.45 p.m.	Yachts <i>Troglodyte</i> and <i>Dulce Belle</i> . New Brighton life-boat saved a yacht and	5
"	29.	5.00 p.m.	Fishing vessel <i>Sea Urchin</i> , of Barrow. Barrow life-boat gave help.	
"	29.	7.40 p.m.	Yacht <i>Crevette</i> . Dover life-boat saved yacht.	
"	29.	8.46 p.m.	Yacht <i>Colin Archer</i> . Bembridge life-boat saved yacht and	4
"	30.	1.50 a.m.	Royal Naval minesweeper. Portpatrick life-boat stood by.	
"	30.	6.30 a.m.	Yacht <i>Bloodhound</i> . Selsey life-boat saved yacht.	
"	30.	4.25 p.m.	Yacht. Moelfre life-boat saved yacht and	2
"	30.	8.35 p.m.	Yacht <i>Westo II</i> . Sennen Cove life-boat saved yacht.	
"	31.	2.14 a.m.	Yacht <i>Osiris</i> , of Beaumaris. Fleetwood life-boat landed two.	
"	31.	11.0 p.m.	Motor cruiser <i>Syrinx</i> , of London. Shorcham life-boat gave help.	
Aug.	1.	11.25 a.m.	Motor yacht <i>Drofti</i> . Clacton life-boat	4
"	1.	12.35 p.m.	Yacht <i>Aquilla</i> . Dover life-boat saved boat and	2
"	1.	1.35 p.m.	Yacht <i>Marzealine</i> , of Le Havre. Weymouth life-boat saved yacht and	4
"	1.	4.25 p.m.	Dinghy. Torbay life-boat landed one.	
"	1.	7.0 p.m.	Cabin cruiser <i>Merry Widow</i> . New Brighton life-boat gave help.	
"	2.	6.28 p.m.	Dinghy. Torbay life-boat saved boat and	5
"	4.	8.30 p.m.	Motor cruiser <i>Queen Catherine</i> , of Southampton. Eastbourne life-boat saved boat and landed three.	
"	5.	8 30 a.m.	St. David's life-boat landed a sick man from Smalls lighthouse, thereby saving his life	1
"	5.	4.48 p.m.	Yachts <i>Water Beetle</i> , of Chatham, and <i>Wairakei II</i> , of Rochester. Margate life-boat stood by yachts.	
"	5.	5.12 p.m.	Dinghy <i>Janet</i> . Holyhead life-boat saved dinghy and	2
"	8.	7.4 p.m.	Man cut off by tide. Exmouth life-boat	1
"	8.	7.40 p.m.	Yacht <i>Moonflower</i> . Pwllheli life-boat escorted yacht.	
"	8.	11.50 p.m.	Motor fishing vessel <i>Coral</i> , of St. Mary's. St. Mary's life-boat gave help.	
"	10.	11.39 a.m.	Yacht <i>Ambeda</i> , of Hull. Cromer life-boat saved boat and	7
"	10.	3.20 p.m.	M.V. <i>Pan</i> , of Norway. Wick life-boat gave help.	
"	11.	8.05 a.m.	Yacht <i>Athena</i> . Yarmouth life-boat	2
"	11.	9.24 a.m.	Yacht <i>Melanie</i> . Swanage life-boat	6
"	11.	10.40 a.m.	Yacht <i>Boy Jack</i> . Torbay life-boat landed four.	
"	11.	4.23 p.m.	Yacht <i>Polar Star</i> , of Scarborough. Margate life-boat saved yacht and landed three.	
"	11.	2.20 p.m.	Yacht <i>Snark</i> , of Antwerp. Eastbourne life-boat saved yacht and	5
"	11.	3.20 p.m.	Yacht <i>Moville</i> . Portrush life-boat saved yacht.	
"	12.	11.15 a.m.	Dinghy <i>Lorna Doone</i> . Mumbles life-boat saved boat and	1
"	12.	5.45 p.m.	Yacht <i>Shaheen</i> , of Dover. Dover life-boat escorted yacht.	
"	13.	6.20 a.m.	Two fishing vessels, of Aberdeen. Arbroath life-boat escorted boats.	
"	13.	11.45 a.m.	Yacht <i>Black and Tan</i> . Moelfre life-boat saved yacht and	2
"	13.	12.0 noon	Motor fishing vessel <i>Emulate II</i> . Gourdon life-boat escorted boat.	
"	13.	12.0 noon	Yacht <i>Armen</i> , of France. Dover life-boat gave help and landed six.	
"	13.	3.0 p.m.	Sailing boat. Criccieth life-boat landed four.	
"	13.	3.15 p.m.	Fishing vessel <i>Twin Brothers</i> , of Dunbar. Dunbar life-boat escorted boat.	



		Time of		Persons
1956.		Launching.		rescued from
				shipwreck.
Aug.	14.	5.50 p.m.	Yacht <i>Dirk II</i> , of Chichester. Selsey life-boat saved yacht and	6
"	15.	5.10 p.m.	Boy and girl in dinghy. Torbay life-boat saved boat and - - -	2
"	15.	5.25 p.m.	Motor boat <i>Mayflower</i> . Dover life-boat escorted boat.	
"	15.	7.55 p.m.	Small boat. Montrose life-boat gave help.	
"	16.	12.50 a.m.	Naval cutter. Aberdeen life-boat gave help and landed five.	
"	16.	11.45 p.m.	Fishing boat <i>Shamrock</i> , of Port Oriell. Clogher Head life-boat saved boat and - - - - -	5
"	17.	2.45 p.m.	Fishing boat <i>Dorothy</i> , of Leigh. Margate life-boat escorted boat.	
"	17.	9.40 p.m.	M.V. <i>Frode</i> , of Norway. Fowey life-boat escorted vessel.	
"	17.	10.20 p.m.	Motor boat <i>Erin</i> , of St. Mary's. St. Mary's life-boat gave help.	
"	18.	10.50 a.m.	Yacht <i>Morning Star</i> , of Burnham. Shoreham life-boat escorted boat.	
"	18.	4.56 p.m.	Yacht <i>Marie Victoire</i> . Bembridge life-boat landed three.	
"	18.	4.56 p.m.	Yacht <i>Moonbeam</i> , of Greenock. Bembridge life-boat saved yacht and - - - - -	7
"	19.	12.20 p.m.	Yacht. Clacton life-boat saved yacht and - - - - -	1
"	19.	5.15 p.m.	Yacht <i>Ile of Rona</i> . Padstow no. 1 life-boat gave help.	
"	20.	2.42 p.m.	Raft <i>L'Egaré II</i> . Lizard life-boat landed one.	
"	20.	8.33 p.m.	Raft <i>L'Egaré II</i> . Lizard life-boat gave help.	
"	20.	10.0 p.m.	Raft <i>L'Egaré II</i> . Falmouth life-boat gave help.	
"	21.	7.40 a.m.	Yacht <i>Mary Rose</i> , of Brixham. Weymouth life-boat gave help.	
"	23.	8.30 p.m.	Fishing boat. Kilmore life-boat saved boat and - - - - -	2
"	23.	8.30 p.m.	Yacht <i>Ronsay</i> , of Aberaeron. New Quay life-boat escorted yacht.	
"	24.	2.33 a.m.	Yacht <i>Harmony</i> . Yarmouth (I.O.W.) life-boat - - - - -	1
"	24.	12.1 p.m.	Hopper barge <i>James 96</i> , of London. New Brighton life-boat escorted vessel.	
"	24.	12.46 p.m.	Fishing boat <i>Warrior</i> . Hastings life-boat saved boat and - - -	2
"	25.	9.50 a.m.	Yacht <i>Kristy</i> . Newhaven life-boat gave help.	
"	25.	1.0 p.m.	Fishing boat <i>Dreadnought</i> , of Pecl. Ramsey life-boat gave help.	
"	25.	4.12 p.m.	Fishing boat <i>Dawn</i> , of Harwich. Walton and Frinton life-boat saved boat and - - - - -	2
"	26.	2.55 a.m.	Fishing vessel No. 235, of Poland. Boulmer life-boat stood by vessel.	
"	26	8.40 a.m.	S.S. <i>Bravo</i> . Great Yarmouth and Gorleston life-boat landed a sick woman.	
"	27.	12.35 a.m.	Fishing boat <i>Winner</i> , of Holy Island. North Sunderland life-boat gave help.	
"	27.	1.11 p.m.	Yacht <i>Brise</i> , of Birchington. Margate life-boat saved boat and landed one.	
"	27.	5.28 p.m.	Yacht <i>Normarie</i> . Ramsgate life-boat escorted yacht.	
"	28.	8.4 a.m.	Tanker <i>Marathon</i> , of Oslo. Eastbourne life-boat landed a sick man.	
"	28.	8.45 a.m.	Canoe. Bembridge life-boat saved boat.	
"	29.	5.0 p.m.	Bather. Skegness life-boat landed a body.	
"	29.	7.5 p.m.	Yacht. Dunbar life-boat saved boat and - - - - -	2
"	29.	10.20 p.m.	S.S. <i>Loch Ranza</i> , of Glasgow. Flamborough life-boat landed an injured man, thereby saving his life - - - - -	1
"	30.	10.15 p.m.	Fishing boat <i>Dorothy</i> , of Grimsby. Whitby no. 1 life-boat gave help.	
"	31.	8.0 a.m.	Fishing fleet of Whitby and a Scottish fishing fleet. Whitby no. 1 life-boat escorted boats.	
Sept.	1.	6.53 a.m.	Yacht <i>Wal</i> , of Portsmouth. St. Peter Port life-boat saved boat and	8
"	1.	10.55 a.m.	Fishing boat <i>June</i> . Weymouth life-boat saved boat and - - -	2
"	1.	1.0 p.m.	Yacht <i>Capella</i> , of Portsmouth. Weymouth life-boat saved boat and - - - - -	10
"	1.	6.45 p.m.	Barge <i>Maria</i> , of Rochester. Southend-on-Sea life-boat saved boat and - - - - -	2
"	1.	7.45 p.m.	Trawler <i>Les Deux Jeannes</i> , of France. Lowestoft life-boat - - -	9
"	1.	7.45 p.m.	Trawler <i>En Avant</i> , of France. Lowestoft life-boat escorted boat.	
"	2.	10.40 a.m.	Trawler <i>Flandre</i> , of Grimsby. Bridlington life-boat landed an injured man.	
"	2.	1.40 p.m.	Yacht <i>Zephyr</i> . Beaumaris life-boat gave help.	
"	4.	12.5 a.m.	Fishing boat <i>Edna</i> . Port St. Mary life-boat saved boat and - -	3
"	4.	9.31 p.m.	Yacht <i>Teal</i> . Holyhead life-boat saved boat and - - - - -	2
"	5.	2.25 a.m.	Aircraft. Cromarty life-boat found wreckage.	
"	5.	3.12 p.m.	Fishing boat <i>Heart of Gold</i> , of Margate. Margate life-boat gave help.	
"	8.	6.30 p.m.	Fishing boat <i>Valerian</i> . Terbay life-boat saved boat and - - -	2
"	9.	3.15 a.m.	Sailing boat. Shoreham life-boat saved boat.	
"	11.	3.5 p.m.	Motor boat <i>Primrose</i> . Ramsgate life-boat gave help.	
"	12.	5.35 p.m.	Child bather. Dungeness life-boat landed a body.	

	Time of Launching.		Persons rescued from shipwreck.
1956.			
Sept. 15.	10.5 a.m.	Fishing fleet of New Quay. New Quay life-boat escorted boats and landed two.	
„ 16.	12.40 p.m.	M.V. <i>Ancotts</i> . St. Ives life-boat saved boat and	8
„ 19.	9.20 p.m.	Fishing boat <i>Achieve</i> . Stromness life-boat gave help.	
„ 20.	9.22 p.m.	Fishing boat <i>Achieve</i> . Stromness life-boat gave help.	
„ 22.	12.39 a.m.	Steam puffer <i>Sealight</i> , of Greenock. Campbeltown life-boat gave help.	
„ 23.	12.35 p.m.	Yacht. Broughty Ferry life-boat gave help.	
„ 23.	11.45 p.m.	S.S. <i>Bonith</i> . Lytham-St. Anne's life-boat landed a sick man, thereby saving his life	1
„ 24.	10.30 a.m.	M.V. <i>Lecko</i> , of Sweden. Teesmouth life-boat gave help.	
„ 27.	4.58 p.m.	Sailing dinghy <i>Winifred</i> . Clacton-on-Sea life-boat	5
„ 28.	12.35 a.m.	Yacht <i>Winifred</i> . Southend-on-Sea life-boat gave help.	
„ 28.	4.50 a.m.	Yacht <i>Orca</i> , of Holland. Fowey life-boat	3
„ 28.	7.0 a.m.	Yacht <i>Orca</i> , of Holland. Fowey life-boat saved yacht.	
„ 30.	12.50 p.m.	Yacht <i>Ann</i> . Rhyl life-boat saved boat and	2
„ 30.	6.0 p.m.	Naval whaler. New Brighton life-boat saved boat and	4
„ 30.	7.10 p.m.	Yacht <i>Gypsy</i> . New Brighton life-boat saved boat and	3
Oct. 1.	2.40 p.m.	Yacht <i>Corrie</i> . Fowey life-boat escorted yacht.	
„ 1.	7.37 p.m.	Fishing boat <i>Godrevy</i> . St. Peter Port life-boat saved boat and	2
„ 2.	6.15 p.m.	Trawler <i>Boston Valiant</i> , of Fleetwood. Ramsey life-boat took out a doctor.	
„ 3.	8.15 a.m.	M.V. <i>Capeton Kostis</i> , of Liberia. Eastbourne life-boat landed a sick man, thereby saving his life	1
„ 3.	5.0 p.m.	Coningbeg lightvessel. Kilmore life-boat landed injured man.	
„ 4.	11.55 p.m.	Fishing boat <i>Moir</i> . Seaham life-boat gave help.	
„ 5.	12.15 a.m.	Fishing boat <i>Galilee</i> . Whitby no. 1 life-boat saved boat and	5
„ 6.	10.5 a.m.	Fishing boat <i>Melona</i> , of Colchester. Clacton-on-Sea life-boat saved boat and	2
„ 6.	2.30 p.m.	Sailing dinghy. Barrow life-boat saved boat and landed two.	
„ 12.	12.15 p.m.	Fishing boat <i>Golden Gift</i> , of Great Yarmouth. Caister life-boat gave help.	
„ 19.	8.55 p.m.	Dinghy <i>Betty</i> , of Padstow. Padstow life-boat saved boat and	1
„ 20.	7.45 a.m.	S.S. <i>E. Hayward</i> , of Liverpool. Fishguard life-boat escorted vessel.	
„ 21.	3.15 p.m.	Yacht <i>Wanderer</i> and cabin cruiser in tow. Falmouth life-boat saved boats and	2
„ 25.	5.36 p.m.	Cabin cruiser <i>Chrisian</i> . Shoreham Harbour life-boat gave help.	
„ 25.	6.0 p.m.	Fishing vessel <i>Skipjack</i> , of Ramsgate. Ramsgate life-boat gave help and landed three.	
„ 27.	1.50 a.m.	Yacht <i>Orenda</i> , of Toronto. Salcombe life-boat gave help and landed two.	
„ 29.	10.15 a.m.	Motor fishing vessel <i>Rose Valley</i> . Eyemouth life-boat escorted vessel.	
„ 29.	11.1 a.m.	Sailing barge <i>Colonia</i> . Southend-on-Sea life-boat	2
„ 29.	12 noon	Fishing vessel <i>Lead Us</i> , of Whitby. Scarborough life-boat escorted boat.	
„ 29.	2.20 p.m.	Yacht <i>Storm</i> , of Ipswich, and rowing boat. Walton and Frinton life-boat saved boat and	2
„ 30.	6.00 p.m.	Galway Bay life-boat took injured man to mainland, thereby saving his life	1
„ 31.	8.25 p.m.	S.S. <i>Wimbleton</i> , of London. Sheringham life-boat	18
„ 31.	10.58 a.m.	S.S. <i>Wimbleton</i> , of London. Wells life-boat gave help.	
„ 31.	1.30 p.m.	S.S. <i>Southern Broom</i> . Great Yarmouth and Gorleston life-boat landed an injured man, thereby saving his life	1
Nov. 2.	12.30 p.m.	Fishing boat <i>Lead Us</i> , of Whitby. Whitby no. 1 life-boat escorted boat.	
„ 3.	10.15 a.m.	S.S. <i>Novelli</i> , of Hull. Bridlington life-boat landed an injured man.	
„ 3.	12.15 p.m.	Two fishing boats. Whitby no. 1 lifeboat stood by.	
„ 6.	9.30 a.m.	S.S. <i>Pontoporos</i> , of Greece. Penlee life-boat took out a doctor, thereby saving a life	1
„ 8.	5.0 p.m.	Trawler <i>Notre Dame de Fatima</i> , of France. St. David's life-boat	8
„ 8.	7.0 p.m.	Dinghy from S.S. <i>Charlton Star</i> , of London. Falmouth life-boat	3
„ 9.	12.44 p.m.	S.S. <i>Salskin</i> , of Oslo. Aberdeen no. 1 life-boat escorted boat.	
„ 10.	11.0 a.m.	Moelfre life-boat rescued a cow.	
„ 10.	3.30 p.m.	Codling lightship. Wicklow life-boat landed a man to visit his sick mother.	
„ 14.	7.32 a.m.	Fishing cobbles, of Filey. Filey life-boat escorted cobbles.	
„ 14.	7.35 a.m.	Two fishing cobbles, of Filey. Flamborough life-boat escorted cobbles.	
„ 14.	2.25 p.m.	Three fishing boats, of Whitby. Whitby no. 1 life-boat escorted boats.	

1956.	Time of Launching.		Persons rescued from shipwreck.
Nov. 14.	1.20 p.m.	Two fishing boats <i>Betty</i> and <i>Rosemary</i> . Scarborough life-boat escorted cibles.	
.. 17.	9.0 p.m.	M.V. <i>Rini</i> . Helvieck Head life-boat stood by vessel.	
.. 20.	9.5 a.m.	Fishing boat <i>Kind Knight</i> , of Lytham. Workington life-boat gave help.	
.. 22.	10.0 a.m.	Fishing boats <i>Hilda</i> , <i>Rosemary</i> and <i>Premier</i> , of Scarborough. Scarborough life-boat escorted boats.	
.. 23.	5.55 p.m.	Walton and Frinton life-boat landed the body of a missing airman.	
.. 24.	5.50 p.m.	M.V. <i>Kristina Thorden</i> , of Sweden. Stornoway life-boat landed a sick man, thereby saving his life - - - - -	1
.. 25.	2.20 a.m.	Drifter <i>Tiu</i> , of Germany. Dover life-boat stood by vessel.	
.. 25.	3.45 p.m.	Motor boat <i>Muyflower</i> , of Dover. Dover life-boat gave help.	
.. 26.	2.43 p.m.	Sand dredgers <i>Kinfauns</i> , <i>Wisbech</i> and <i>The Linty</i> , of Dundee. Broughty Ferry life-boat escorted vessels.	
.. 26.	5.45 p.m.	S.S. <i>Strindheim</i> , of Norway. Aberdeen no. 1 life-boat escorted vessel.	
.. 29.	5.20 p.m.	Tanker <i>Burma Emerald</i> , of London. New Brighton life-boat gave help.	
Dec. 8.	9.35 a.m.	Fishing boat <i>Marguerite</i> , of North Sunderland. Holy Island life-boat escorted vessel.	
.. 3.	9.48 a.m.	Ketch <i>Miss Brittany</i> . Swanage life-boat gave help.	
.. 3.	9.55 a.m.	Fishing boat <i>Marguerite</i> , of North Sunderland. North Sunderland life-boat saved boat and landed three.	
.. 4.	6.2 p.m.	Shipwash lightvessel. Aldeburgh no. 1 life-boat landed injured man.	
.. 7.	11.15 p.m.	South Bishop lighthouse. St. David's life-boat took out a doctor to sick man.	
.. 9.	12 noon	M.V. <i>Harborough</i> . Penlee life-boat landed an injured man.	
.. 10.	11.30 p.m.	Fire rescue boat. Workington life-boat saved boat.	
.. 12.	10.20 a.m.	Fishing boats from Gourdon. Gourdon life-boat escorted four boats.	
.. 12.	1.35 p.m.	Dredger <i>Delta</i> , of Liverpool. New Brighton life-boat escorted vessel.	
.. 13.	12. noon	M.V. <i>Centurity</i> , of London. Rosslare Harbour life-boat gave help.	
.. 14.	8.3 a.m.	St. Peter Port life-boat landed an expectant mother from Sark, thereby saving her life - - - - -	1
.. 14.	1.30 p.m.	M.V. <i>Swallow</i> , of London. Walmer life-boat gave help.	
.. 14.	5.40 p.m.	M.V. <i>Rayerest</i> , of London. Southend-on-Sea life-boat saved vessel and - - - - -	3
.. 15.	12.5 p.m.	Motor fishing vessel <i>Rose Valley</i> . Eyemouth life-boat stood by vessel.	
.. 15.	5.0 p.m.	Trawler <i>Northman</i> , of Aberdeen. Peterhead life-boat - - - - -	13
.. 17.	8.45 p.m.	Trawler <i>Durandel</i> , of France. Newhaven life-boat escorted vessel.	
.. 19.	2.15 p.m.	Slyne Head lighthouse. Galway Bay life-boat landed a sick man.	
.. 25.	6.35 p.m.	M.V. <i>Minerva</i> , of Holland. Torbay life-boat escorted vessel.	
.. 28.	9.52 a.m.	Tanker <i>B.P. Marketer</i> , of London. Kirkcudbright life-boat stood by vessel.	
.. 28.	11.50 a.m.	M.V. <i>Samba</i> , of Gothenburg. Lerwick life-boat - - - - -	5
.. 28.	7.20 p.m.	Tanker <i>P.B. Marketer</i> , of London. Kirkcudbright life-boat stood by vessel.	
.. 29.	8.15 a.m.	Tanker <i>B.P. Marketer</i> , of London. Kirkcudbright life-boat gave help.	
.. 29.	6.45 p.m.	Tanker <i>B.P. Marketer</i> , of London. Kirkcudbright life-boat gave help.	
.. 30.	12.50 p.m.	Trawler <i>Equerry</i> , of Grimsby. Peterhead life-boat landed an injured man.	
.. 30.	3.30 p.m.	M.S. <i>Pegasus</i> , of Holland. Weymouth life-boat escorted vessel.	

SUMMARY OF THE YEAR'S WORK.

Lives rescued by life-boats - - - - -	533
Lives rescued in other ways for whose rescue the Institution gave rewards - - - - -	75
<hr/>	
Total of lives rescued - - - - -	608
Persons landed from vessels on which they might have been in danger - - - - -	102
Boats and vessels which life-boats saved or helped to save - - - - -	109
Boats and vessels which life-boats stood by, escorted to safety, or helped - - - - -	231
Total number of launches, including those in which for various reasons no services were rendered - - - - -	745

## Correspondence

14th November, 1956.

SIR,

I would like to record my appreciation of the Life-boat Service in general, and of the Sheringham life-boat in particular.

I was unfortunate enough to be wrecked recently in S.S. *Wimbledon*, and we decidedly owe our lives to the coxswain and crew of Sheringham life-boat (assisted by Wells life-boat), who took us off the ship under the most extreme conditions, without injury to anybody, and with the most amazing

coolness and devotion to duty I have ever witnessed.

I am not in a position to make a sizeable contribution, but I shall never pass a collecting box without dropping something in.

Would you please pass on my kindest regards, and this letter if possible, to the coxswain of Sheringham life-boat.

Yours sincerely,

(signed) WM. DRUMMOND.

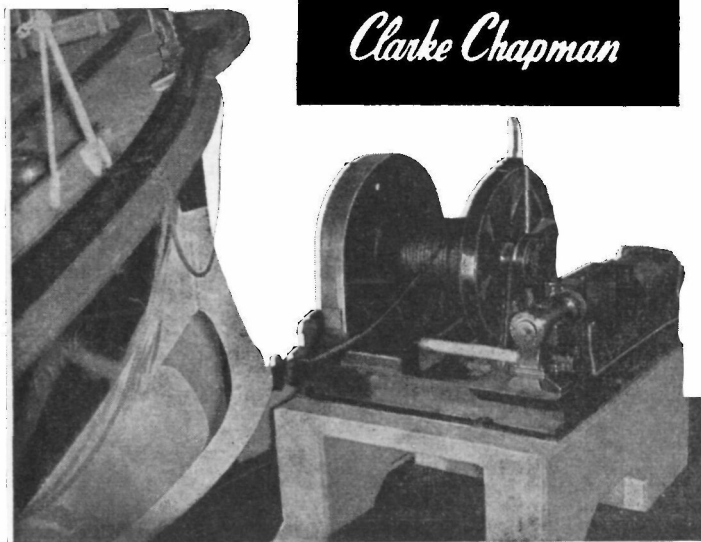
110 Horsley Hill Road,  
South Shields.

## Notice

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

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

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



*Clarke Chapman*

### MARINE AUXILIARIES FOR LIFE-BOAT STATIONS

This illustrates one of our electrically driven winches as supplied to the Tynemouth Life-boat Station for hauling up the life-boat. Many other winches of similar design have been supplied to the Institution, for either electric or petrol engine drive.

*Photograph by courtesy of the Royal National Life-boat Institution.*

**MANUFACTURERS OF WINCHES, WINDLASSES, CAPSTANS, PUMPS, SEARCHLIGHTS & FLOODLIGHTS ETC.**

**CLARKE, CHAPMAN & COMPANY LIMITED**  
VICTORIA WORKS, GATESHEAD, 8, Co. DURHAM.

Tel: Gateshead 72271 (10 lines) Telex: 53-239 Grams: "Cyclops" Gateshead.

LONDON OFFICE: Dunster House, Mark Lane, London, E.C.3.  
Telephone: MINcing Lane 8345-6-7 Grams: "Cyclops" Easphone, London.