

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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No. 366

## 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 October 31st, 1953      -      -      -      78,410

## Notes of the Quarter

### First Shore-boat Award of the Year

Two Scarborough fishermen, Mr. William Pashby and his eighteen-year-old son of the same name, are the first two men who are not members of life-boat crews to win awards made by the Institution this year. The elder Mr. Pashby is the skipper of the fishing boat *Courage*. On the 8th of July, 1953, the crew of the *Courage*, when they were off Hayburn Wyke, saw a man on a rock waving for help. The *Courage* could not get nearer than 100 yards to him, and the younger Mr. Pashby swam towards him with a raft. The man had been injured and lost consciousness, and the elder Mr. Pashby then swam out to give help too. They hauled the injured man on to the raft and paddled it towards a speed boat which had by then been sent to help. Both Mr. Pashby and his son were awarded the thanks of the Institution inscribed on vellum. Monetary awards were paid to the whole crew of the *Courage*, to the crew of another fishing boat *Rachel*, which also put out to help, and to the crew of the speed boat.

This act of gallantry calls attention to one aspect of the Institution's work, of which few of the general public, and

probably by no means all of the Institution's supporters, are aware. Although the building, manning and administration of the fleet of 155 motor life-boats form the Institution's main tasks, the recognition and rewarding of acts of life-saving at sea by other boats stationed around the shores of the British Isles is another of the duties which it has always undertaken. In 1952, 103 lives were saved by what are known in the Institution as shore-boat rescues. One of these rescues led to the award of the bronze medal of the Institution to a fifteen-year-old boy, Mr. Tony Metcalfe.

### The Search for Aircraft

After the busiest peace-time winter in the whole history of the Institution, life-boats were again in constant demand during the summer of 1953. In the six summer months from the 1st of April to the 30th of September life-boats were launched on service 332 times. They rescued 178 people.

Once again a high proportion of these launches were made either to help yachts or to search for possible survivors from aircraft. Life-boats went out to the help of yachts 86 times

and to search for survivors from aircraft 40 times. The percentage of launches caused by crashes or reported crashes of aircraft has thus been about 12 per cent of the total number of launches. Considered in terms of rewards paid to crews, however, the percentage is as high as 18, for searches for survivors from aircraft usually mean that life-boats must be at sea for many hours. Unfortunately, although the demands made on the life-boats by reports that aircraft have crashed into the sea are considerable, the results in terms of lives rescued are inevitably unimpressive. Whereas 86 launches to the help of yachts resulted in the rescue of 87 lives, not a single life was saved by life-boats searching for aircraft.

The life-boats have worked in close co-operation with the Royal Air Force, and their work in this respect has been highly praised. In a letter to the Chief Inspector of H. M. Coastguard in September of this year it was stated that "the Headquarters Rescue Co-ordination Centre take the opportunity of placing on record their high esteem for the efficiency and co-operation afforded by the life-boat crews." The lack of positive results in picking up survivors can only be deplored as a tragic inevitability.

#### Thurso's Distinction

With over one thousand financial branches working constantly to raise money for the service, it is seldom that the Institution has occasion to single out a particular branch for the work it has done. But the achievements this year of Thurso in Caithness-shire are certainly exceptional. The population of the burgh of Thurso was shown in the 1951 census as 3,203, and that of the civil parish, which includes the burgh as 4,210. Yet in the life-boat week held from the 2nd of August to the 8th of August the sum of £1,100 was raised. This figure is particularly striking, because in the whole of 1952 Thurso raised only £65 for the service.

There is no doubt that the reconstitution of the Ladies' Life-boat Guild in February, 1953, has had much to do with this success. Every day during life-boat week some special

activity was organised. On one day there was a horse gymkhana and an open air dance; on the flag day and the day of the house-to-house collection there was a treasure hunt and a showing of films. There were also brass and pipe band performances, a highland dancing display, a whist drive, a barn dance and a garden fete. A life-boat rescue display, followed by trips in fishing boats, was also organised.

One of the successes of the week was the production of a cookery book with recipes provided by a variety of experts, including a kitchen-maid in the service of Queen Elizabeth, the Queen Mother, and the housekeeper at the Queen Mother's Castle of Mey. The whole edition of a thousand was sold within five days for 2s. 6d. a copy.

Although the Ladies' Life-boat Guild provided the main impetus, the work done by the coxswain and crew of the life-boat in helping to raise money was also remarkable. The crew gave up time every day to help at the various functions, and a number of them who are fishermen lost a week's fishing in order to do this.

The Chairman of the Committee of Management, Sir Godfrey Baring, sent a letter of congratulations to the Thurso branch stating: "The Institution has every reason to feel proud of the support it receives from Thurso."

#### John Terry's Death

The sudden death on the 21st of August, 1953, of John Terry at the age of fifty was a tragedy deeply felt by his many friends and by countless people associated with the Life-boat Service. Since 1935 when he joined the Institution John Terry worked unsparingly, and the wonderful support given to the Life-boat Service throughout the London area is a tribute to the work he did. But he was much more than merely an able and energetic worker for the cause which he supported so keenly. He was a man of great charm and of great kindness.

A memorial service was held in Thursley parish church on the 24th of August. Among those who attended were three members of the Committee of Management, Captain Guy D. Fanshawe, Mr. T. O. Gray and Colonel the Hon. Harold Robson, the Secretary

and past and present members of the staff, and honorary workers who had come in many cases considerable distances to be present. Those who were there will remember and may have echoed the words of the vicar, the Rev. H. G. French, when he said: "The Life-boat Service and the Church were the two great and abiding interests in John Terry's life."

Following so soon on the retirement of Mr. Charles Vince and Mr. R. C. Baverstock, John Terry's death has meant that the three chief officials supporting the Secretary on the administrative side have been lost to the Institution within two months. As a servant of the Life-boat Institution he will be greatly missed; as a friend and as a delightful companion he will be remembered kindly by thousands.

#### Letters from Our Readers

A feature which it is hoped to introduce—or rather revive—in *The Lifeboat* is the publication of letters from readers. Such letters were a regular feature of earlier Journals. The first letter to be published in the Journal appeared in 1854 and came from New Orleans. It was from an inventor of a life-boat named Edward G. Fitch, who stated that his motive for forwarding the communication was

"not a pecuniary one," but that his object was "only the saving of life." He pointed out that "life preservers," which he described in detail, were carried in the steam boats on the Mississippi River in accordance with a law of the Congress of the United States requiring all steam vessels carrying passengers to be supplied with one for each passenger carried. He suggested that a law should be introduced in Britain compelling all vessels to carry such life preservers. The correspondence on life preservers was continued by others.

It was in the same year that the President of the Board of Trade, Thomas Cardwell, introduced the bill which became the Merchant Shipping Act of 1854. This was a comprehensive act consolidating earlier legislation and making provision for the protection of passengers as well as the protection and welfare of seamen. In particular it specified the number and nature of ships' life-boats and life-buoys to be carried.

Letters from readers should be addressed to the editor of the Life-boat Journal and not, as in normal correspondence, to the Secretary of the Institution. Any such letters will be considered for publication unless the writer expressly states otherwise.

### B.E.M. for Two Coxswains

THE British Empire Medal has been awarded to Coxswain Hugh Nelson, of Donaghadee, and ex-Coxswain William McConnell, of Portpatrick, in recognition of the services they rendered in

rescuing 33 survivors from the *Princess Victoria* on the 31st of January, 1953. A full account of this service was given in the Summer, 1953, number of *The Life-boat*.

### Portrait on the Cover

THE portrait on the cover is of James Thomas Upperton, the coxswain of the Shoreham Harbour life-boat. Coxswain Upperton first joined the crew in 1910. He became second coxswain in 1940 and in 1947 he was appointed coxswain. He is a holder of the silver medal with clasp. He was first awarded the silver medal for a war-

time service on the 16th of November, 1941, when 21 lives were rescued from a minesweeper. His second award was for the rescue of 6 people from a yacht on the 8th of August, 1948.

The photograph is by Mr. John Blaxland of Brighton, by whose kind permission it is reproduced.

## Seven Men Rescued from Sinking Lightvessel

AT 9.25 on the night of the 21st of September, 1953, the Tenby coast-guard learnt that the pumps in the St. Gowan lightvessel had stopped working and that she was in danger of sinking. There were seven men on board the lightvessel.

A full gale was blowing from the west-south-west and there were heavy rain squalls. The sea was extremely rough, and a heavy swell from the south-west made conditions such that the district officer of H.M. Coastguard at Tenby later declared:

"I have experienced stronger winds during my service in H.M. Coastguard, but I have never seen the sea so bad. This is the first time I have had some hesitation in asking the life-boat to put to sea. I must say that there was none whatever on the part of the coxswain."

Maroons were fired at 9.37, and at 9.42 the Tenby life-boat *John R. Webb* was launched. The lightvessel lies some fifteen miles west-south-west from Tenby, and the life-boat, after passing through Caldy Strait, where some protection from the land was to be had, made steadily towards her for some three hours.

At twenty minutes past midnight the lightvessel was asked by wireless to indicate her position by rockets or flares. A quarter of an hour later the Tenby coxswain reported by wireless that he had seen a signal and that the life-boat was now near the lightvessel. He did, in fact, reach the lightvessel at 1.10. By this time the lightvessel was showing only a small oil lantern.

The flood tide was making to the east-south-east, and the lightvessel was lying head to wind and sea, with the swell on her port bow. She was rolling heavily and surging against her cable. The captain of the lightvessel advised the coxswain to come along her starboard side.

This the coxswain did, but the first attempt at a rescue failed, as the crew of the lightvessel could not make fast the securing rope, and the life-boat was carried away. The high seas and the

heavy swell, together, made both the lightvessel and the life-boat extremely lively, and huge seas were breaking over both vessels.

Once again the coxswain brought the life-boat round, and this time by manœuvring the engines and with the help of a rope forward from the lightvessel he managed to remain alongside for a few moments. This was long enough for two men in the lightvessel to be taken on board the life-boat. Then the rope parted.

A third attempt was made. The coxswain came round and alongside. Another line was thrown forward and the engines were continually manœuvred. The crew of the life-boat lined the port side, and this time they managed to haul the five remaining men into the life-boat. While this was being done the lightvessel rolled on to the life-boat, damaging her slightly.

The rescue operations lasted a full fifteen minutes, and about 1.25 the life-boat started back for Tenby. She reached the harbour at 3.30, and the survivors were landed by R.A.F. tanker. The life-boat waited till 4.15 for enough water to enter the harbour. She then refuelled and made for outside moorings, and was ready again for service at 7.50.

Many tributes to the courage and skill of Coxswain Richards and the crew were paid. The Mayor of Tenby, Councillor H. G. Hart, said at a meeting of the town council the next day:

"If ever a man felt proud of his townsmen that man was myself last night. We who know the sea also know that only supreme skill and daring would take the life-boat alongside that lightship in such seas."

The council unanimously expressed their "appreciation and hearty congratulations upon the wonderful courage and seamanship displayed in taking the life-boat alongside the lightship in such mountainous seas." Tributes were also paid by the Elder Brethren of Trinity House and the Chief Inspector of Coastguard.

The Institution made the following awards:

To COXSWAIN THOMAS B. RICHARDS, the silver medal for gallantry, with a copy of the vote inscribed on vellum and framed.

To BOWMAN WILLIAM R. THOMAS, the bronze medal for gallantry, with a copy of the vote inscribed on vellum and framed.

To MOTOR MECHANIC WILLIAM H. ROGERS, the bronze medal for gallan-

try, with a copy of the vote inscribed on vellum and framed.

To each of the six other members of the crew, the thanks of the Institution inscribed on vellum and framed.

To the coxswain and each of the eight members of his crew a special award of £5 in addition to the reward on the ordinary scale of £2 3s. Scale rewards to crew and launchers, £29 14s.; additional rewards to the crew, £45. Total rewards, £74 14s.

## A Trip in the Walmer Life-boat

By Richard Dimbleby

*(This article appeared in Home Chat on the 29th of August, 1953.  
It is reproduced by the courtesy of the editor.)*

THREE or four years ago, in the course of a television programme transmitted one summer's evening from Southend-on-Sea, I had the chance of meeting some of those stalwart characters who form part of Britain's life-boat service. Not only was I "launched" with the Southend life-boat, down the steep slip-way at the end of the pier, but later I was "rescued" from a fishing smack.

During this part of the evening's programme, I put plenty of faith into the skill of the life-boat crew, for I had to climb to the top of the mast of the smack as it rolled on the evening tide, jump down into a breeches-buoy (with a thirty foot drop to the deck if I missed it) and be hauled across the open waste of water to the rescue vessel.

The breeches-buoy was hanging from a life-line that had been fired to the smack by rocket gun. A slim, delicate line it seemed, as I put all my weight on it and clung to the sides of the breeches-buoy. Whether by design or accident (I suspect the former) the life-boat crew gave me one ducking on the way across, when the line slackened and I dipped into the waves. At that moment, emerging cold and saturated in the gathering darkness, I thought how horrible it would be to be shipwrecked and have to trust oneself to a single line like this in a gale.

### Out to the Goodwins

Something of the same feeling came over me the other day when I made a second trip by life-boat. This time,

I was aboard the boat stationed at Walmer, which serves the dreaded Goodwin Sands and is, therefore, kept pretty busy all the year round. It has, in fact, been responsible for saving hundreds of lives in recent years.

The Walmer boat is kept on a steel cradle well up on the steep shingle beach and, when launched, simply slides at speed down a path of wooden sleepers laid over the stones. The angle of descent, and the liberal amount of grease spread over the sleepers, guarantee an entry into the sea, reminiscent of the water chutes of the fun-fairs. With its engines already running, the life-boat fairly shoots down the beach and plunges into the waves. Its twin propellers bite, and it forges through the breakers away from the danger-line of the beach and into the comparative security of the open sea.

### A Face for a Poster

It was a fine, sunny, sparkling day when we hit the sea. There were a few white-capped waves but, around us, people were bathing. Certainly, at first glance, no one would have called it at all rough and, though as a yachtsman I should have known better, I felt irked by the yellow oilskin which I had put on at the insistence of the coxswain, Fred Upton. Apart from this outer covering, I wore my ordinary clothes and walking shoes—another mistake, as I was to find later.

As we headed out from the land, I

looked at the faces of the life-boat crew as they stood at their stations. Fred Upton, sitting astride the leather saddle mounted on the steering column, had the wheel comfortably between his hands. Assured, but very alert, he looked every inch a life-boat coxswain in his blue Royal National Life-boat Institution cap. If he should read this he will probably be very indignant, but if ever the Institution is looking for a face to put on their posters here it is, lined and weather-beaten, slow to smile but quite transformed when a grin spreads across it.

The rest of the crew, balancing easily in the gentle swell, were all of the "fisherman" type, agile in movement and perfectly at home at sea. Most of them were skippers or hands of the motor pleasure boats that ply from Deal, and knew the treacherous waters of the Channel intimately. I could not help thinking what a source of strength and comfort they must be to the shipwrecked sailor hauled aboard to safety. Small as the life-boat was, surprisingly small, it had an air of absolute security about it.

Gradually the land receded, and we began to leave the shelter of the South Foreland and reach the more open waters of the Channel. At once the motion increased, and within ten minutes we were rolling. There is no half-measure about the rolling of a life-boat, for its very buoyancy makes it light upon the water. The Walmer boat rolled until it was impossible to stand without hanging on to the guard rails or the mast; rolled until, at one moment, I was looking straight down into the face of the man standing opposite me on the starboard side, and at the next, with my own rail almost in the green sea, straight up at him as he seemed to swing into the sky over me.

#### Feet over the Channel

We were now several miles from the shore, sliding about on what might be called a considerable swell. Now and then, a wave bigger than the rest tipped us up until the solid green sea broke into the boat, and once, as the port side swung down, my feet and legs disappeared into the Channel. I knew now why, even on such a harmless-looking day, the crew were wearing their sea-boots.

Ahead of us lay the Goodwin Sands,

covered by the tide, but marked all too clearly by the bones of a dozen sea tragedies, the masts of sunken ships. It is there that the regular steep swell coming up Channel, with waves perhaps fifteen feet high, meets another swell just as large coming in from the open sea. They collide in and around the wrecks, until the waste of turbulent water is like a huge boiling kettle.

Knowing that the Walmer life-boat was accustomed to seas far worse than these, I was not unduly alarmed, although I would not have had my own yacht in such waters for anything in the world. Indeed, I saw the coxswain watching the waves intently, and twisting the boat to meet the worst of them head on. The motion of the little vessel was quite extraordinary, though, as my neighbour on the port side observed, "you should try it in a gale, at night." We reared up until only our propellers were in the water, then plunged down at the angle at which we had descended the beach. We rolled our rails under the sea, corkscrewed and wallowed. I held on for dear life; the crew held on casually with one hand, discussing the wrecks around us.

#### Each Wreck a Memory

For them, each pathetic remnant of a ship meant a different memory. One had been a French merchantman, whose captain had refused to leave. They had made three hazardous trips out to the wreck before finally taking him off.

Nearby, with the waves crashing about it, was the bow of another ship, whose captain, ruined by the loss of the vessel, had sat crying in the cockpit of the life-boat all the way to the shore. Over there, and the coxswain calmly took us through the narrow gap between the two wrecks, was another foreign cargo vessel whose coloured crew had jumped one by one on to the life-boat as he held it right alongside in a raging sea. They had returned to Walmer with sixty survivors aboard.

There were many such stories, and I could picture, as they told them, just how frightening it must be to handle a small craft in these most dangerous waters, often in weather so bad that no sane man would leave the shore. But it is all part of the life-boat service, a

national, but not nationalised, service of which we should all be proud. True, the life-boat crews are rewarded for their work, but the amount is small and never does more than cover what they lose by missing their normal occupations.

Money cannot be the attraction in this vital, perilous undertaking, yet there is no life-boatman who will openly admit that love for the sea and a deep spirit of service take him out to the succour of his fellow-men. I am glad to say it for him.

## The Institution and the Coronation

### Spithead Review

FOUR life-boats took part in the Coronation Review of the Fleet by Her Majesty the Queen at Spithead on the 15th of June, 1953. Two of the life-boats were the new Campbeltown and Flamborough boats, *City of Glasgow II* and *Friendly Forester*. The other two, the former Margate life-boat *The Lord Southborough*, *Civil Service No. 1* and the Ramsgate life-boat *Prudential*, both took part in the Dunkirk evacuation.

The life-boats were anchored off Gilkicker Point, and when Her Majesty passed in H.M.S. *Surprise* the crews manned ship and gave three cheers. Before the review the life-boats had cruised among the lines of warships and merchant ships. A signal was sent from Captain (D.) of one destroyer flotilla complimenting the life-boats on their smart appearance.

On the evening of the 15th of June the Minister of Transport, Mr. A. T. Lennox-Boyd, who had been a guest of Mr. M. Arnet Robinson, a member of the Committee of Management, on board the S.S. *Irish Coast*, visited the Campbeltown life-boat.

### Life-boats on the Thames

The Southend-on-Sea life-boat *Greater London*, *Civil Service No. 3* took part in the Royal River Pageant on the Thames on the 22nd of July.

The reserve life-boat *Elizabeth Wills Allen*, formerly stationed at Seaham, went up the Thames as far as Oxford and paid a number of visits during the Coronation fortnight. The life-boat remained at Oxford from the 23rd of May to the 27th of May and was seen by many visitors during Eights Week. On the return journey she stayed at Reading, Henley, Maidenhead, Windsor and Kingston. The mayors and official parties in all these towns were taken in the life-boat for a trip on the river. The local honorary secretaries and hon-

orary workers made arrangements for collections at the river-side. On the 6th of June the life-boat took part in the Kingston river pageant and gave a display of a rescue by breeches buoy.

### Exhibitions, Displays, Processions

The Bridlington life-boat *Tillie Morrison*, *Sheffield II* was shown at the Derby Coronation exhibition from the 29th of May to the 13th of June. A large scale map showing life-boat stations, which had been specially designed for the exhibition, attracted considerable interest.

The Plymouth life-boat *Thomas Forehead and Mary Rowse* took part in a Coronation display in the Sound, in which a rescue was staged. Admiral Sir Maurice Mansergh, Commander in Chief, Plymouth, thanked the coxswain and crew of the life-boat "for putting up such a good display."

Many other branches and stations organised special activities in connection with the Coronation. The Aberystwyth life-boat *Aguila Wren* took part in a Coronation regatta. The Newhaven branch staged a Coronation pantomime. Coronation dances were held at Brierfield (Lancashire) and Kirkby Lonsdale. A carnival was staged at Chelmsford. In the London area the Burnt Oak and Edgware branch won the first prize in a Coronation procession with a decorated life-boat lorry, and decorated lorries took part in processions at Carshalton, Dagenham, Richmond and Kew, Stanmore and Woolwich.

The ladies' life-boat guild at Bridlington organized a gala and staged exhibits in a parade which took place on Coronation Day, and the branch at Carnforth (Lancashire) also took part in a Coronation parade. The crew of the Hoylelake life-boat staged a float at the Coronation procession in Liverpool. A photograph of this is to be seen on page 607.

## New Ways of Raising Money

IN the last few months money has been raised for the Institution in a number of new and striking ways. A particularly welcome gift was one of £155 which came from Miss Erica Marx, of the Hand and Flower Press, Aldington, Kent. This amount represented the entire proceeds from a book published at £1 1s. and containing the Coronation message of Her Majesty the Queen, broadcast on the 2nd of June, together with the Prime Minister's introduction. Only 500 copies of the book were printed.

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An eleven-year-old boy, Joseph Hirst, of Lewes, Sussex, collected pieces of Roman pottery and other Roman remains, and displayed them in a museum constructed in an old air-raid shelter in his father's garden. He charged a penny admission and is sending the money to the Institution.

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On the life-boat flag day at Skegness a St. Bernard dog walked along the front and collected more than £20 in a box on its back.

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A lady in Halifax, who invited a few friends to see the Coronation on her

television set, suggested, at the end, that they should have a collection for the Life-boat Service. The friends agreed. The result was a cheque to the Institution for four pounds.

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Mrs. Watt, the proprietress of the Bayview Hotel, Macduff, Banffshire, has a show case with three panels standing above the hotel bar. Coins given by the customers are stuck on to the panels with beer. The idea originated about the time of the disaster to the Fraserburgh life-boat when a customer asked what to do with a halfpenny over which some beer had been spilt. In a few months more than £12 was collected, all of which is being sent to the Institution.

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Another hotel in Macduff, the Knowes, whose proprietress is Miss Johnston, also has an unusual way of raising money for the Institution. From time to time a placard is placed on the bar with the letters

### W Y P A P I T L I T Y

on it. Customers are told what this means only if they give a penny to the Institution. The barman then explains that the word stands for "Will you put a penny in the life-boat if I tell you?"

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## The Book of Flags

A SECOND edition has been published of *The Book of Flags* (Oxford University Press, 15s.), by Vice-Admiral Gordon Campbell, V.C., D.S.O., and Mr. I. O. Evans, F.R.G.S., which was first published in 1950 and reviewed in *The Life-boat* for Autumn 1951. The Institution's house-flag is described and reproduced in colours. It shows the care with which the book has been

revised for its second edition that the review pointed out that the flag is flown not only on the Institution's headquarters in London, but on its depot at Boreham Wood, and this has now been added. There are other alterations and additions in the new edition. The chief addition is to the section on Air Flags, which has now been expanded into a chapter.



## Visitors from Abroad

A DANISH mission, headed by Mr. C. C. F. Langseth, Deputy Permanent Secretary of the Danish Ministry of Defence, visited England from the 27th to the 30th of July to study British life-boats. The mission watched launches by the Shoreham and Wells life-boats and visited ship-building yards in Cowes. On the 27th of July they were entertained by the Institution to a luncheon at which the Deputy Chairman, Commodore the Earl Howe, P.C., C.B.E., V.R.D., R.N.V.R., was in the chair. In addition to Mr. Langseth the mission included representatives of the Danish Coast Reserve Service, the Royal Naval Dockyard in Copenhagen, the Association of Danish Life-boatmen and the Federation of Danish Fishermen.

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English and French life-boatmen met in the Channel five miles from Dover on Sunday, the 6th of September, when a visit was paid by the Calais and Boulogne life-boats. The

crew of the Dover life-boat and members of the branch went out in the reserve boat *The Lord Southborough* (Civil Service No. 1). The three life-boats then put into Dover harbour and the guests, who included the French Consul for Folkestone and Dover, the presidents of the Calais and Boulogne life-boat committees and a French deputy for the Pas de Calais, were entertained to luncheon. The host at the luncheon was the chairman of the Dover committee, Mr. H. T. Hawksfield, at whose private expense the whole visit was arranged.

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Nine Germans attending a course organised by the German section of the Foreign Office at Wilton Park visited the headquarters of the Institution on the 30th of September, when they were given a talk on the history and organisation of the Life-boat Service. The German party included local government officials, trade union leaders, journalists and teachers.

## The New Fowler Tractor

THE newest type of tractor now being used by the Institution is a development of the 95 b.h.p. Challenger III diesel crawler tractor made by Messrs. John Fowler and Company (Leeds) Limited.

The standard Challenger tractor has had to be adapted by the manufacturers to meet the special needs of the Institution. It has to be powerful enough to haul a life-boat and carriage weighing up to 14 tons over various types of terrain, including soft sand and deep shingle. It has also to be capable of pulling the life-boat and carriage up gradients of 1 in 4 and to hold them by its brakes on these gradients. The haul down to the water at low tide at certain stations may amount to several miles.

The tractor must be capable of

operating continuously at full power in water up to a depth of seven feet. For this reason the engine has had to be completely encased so that it can run for considerable periods without the circulating water overheating. To allow access to the engine for maintenance the side casing has been fitted with portable watertight panels or side doors.

The tractor has been made completely watertight, so that if it becomes bogged down in sand or mud on a rising tide it can be recovered at the next low tide. This has been done by fitting circular brass rubber-seated valves to the air intake and discharge ports, which can be quickly shut in emergency by turning a hand-wheel in the driver's compartment.

To prevent the engine from being

damaged by, for instance, water which might be sucked in if the valves did not close properly, and also to prevent a vacuum being created in the engine-room, an automatic stop device has been incorporated in the mechanism.

The tractor develops a draw-bar pull of 21,100 lbs. through its six-speed gear-box, and is also fitted with a specially designed winch which would enable it to exert a maximum pull of 38,500 lbs. at its lowest possible speed. This is necessary, particularly for inching the boat back on to its carriage.

Steering is by means of a vertical hand-wheel on a marine type steering column in the centre of the driver's cockpit. This column not only operates the brakes, but withdraws the clutches when the tractor is being manoeuvred. A partial turn of the steering-wheel de-clutches the drive on the inner side of the turn while the outer side continues to drive. In this way direction is altered. A further turn of the wheel applies the brakes more strongly on the inner side, and the tractor then turns in a smaller circle by pivoting on the inner track.

The engine speed control is operated

by levers to the fuel pump mounted on either side of the steering column. A powerful hand-brake is provided for emergency stops and for holding carriage, boat and tractor on steep inclines.

To allow the driver to have full control of his tractor when his cockpit is submerged, extended clutch and gear levers have been fitted.

When launching, the tractor hauls the carriage and boat across the beach to the water's edge, where it turns the complete unit until the boat faces the sea. The tractor uncouples and moves round to the rear, where it pushes the carriage and boat into some three feet of water by means of a specially designed front buffer-plate. Two ropes secured to the tractor and rove through pulleys on the front of the carriage are passed to the stern of the boat, where they are attached to sliphooks. These form the launching falls. When the tractor is reversed these ropes are pulled taut, and the tractor then ejects the life-boat from the carriage into the sea, where, with its engines going full speed, it carries on under its own power.

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## Parliamentary Question and Answer

MR. JAMES CALLAGHAN, M.P. for South East Cardiff, asked the Minister of Transport if he would set up a committee to review the adequacy of present arrangements for searching and assisting vessels in distress round the British Isles. Mr. A. T. Lennox-Boyd,

the Minister of Transport, answered:

"In my view this matter can best be dealt with by discussions between the Departments directly concerned and I have arranged accordingly. Other interested organisations will be consulted as necessary."

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## Mr. J. S. Wood, of Hartlepool

Mr. J. S. Wood, at one time secretary of the Hartlepool Port and Harbour Commission, who died on the 15th of May, 1953, at the age of 60, was for twenty years the honorary secretary of the Hartlepool life-boat station. He was appointed in November, 1932,

and retired in July, 1952. He was presented with the Institution's inscribed binoculars in 1948, and on his retirement with the Institution's thanks inscribed on vellum to record its gratitude for his many services to the Institution.

## The Loughs of Berwick-on-Tweed

By Commander W. M. Phipps Hornby, R.N.

Chairman of the Berwick-on-Tweed Life-boat Station

THERE has been a life-boat station at Berwick-on-Tweed for 118 years, and for the last thirty-four of those years the coxswain has been a Lough. A Lough is coxswain today, four of the other seven members of the crew are Loughs, and at a pinch we could man the boat with Loughs. It is a record which I think deserves to be added to the other great records of family service in the life-boats.

It began in 1919 when Bartholomew Lough the first became coxswain, and three Lough brothers, Prideaux, Bartholomew the second and John, all nephews of Bartholomew the first, became members of the crew. In 1929 Prideaux was appointed second-coxswain and in 1936 John was appointed second motor mechanic. Meanwhile, in 1930, a third Bartholomew, son of Bartholomew the first, had joined the crew, at the age of eighteen, as motor mechanic, and in 1934 another son of Bartholomew the first, Andrew Wilson Lough, had joined the crew.

In 1939 the war came. Prideaux, the second-coxswain, went on war service. His work was the disposal of mines, and he won the B.E.M. for gallantry. Andrew joined the Navy. After the war they returned to the life-boat. All this time Bartholomew the first had continued to serve as coxswain. In 1945 he retired at the age of sixty-seven, and his nephew Prideaux, just returned, became coxswain in his place. Bartholomew the second succeeded his brother Prideaux

as second coxswain. In 1948 Andrew, son of Bartholomew the first, was appointed bowman. He served until 1950, when he left Berwick to become fisheries officer at Hull.

We come to the third generation.

Prideaux, now serving as coxswain, had three sons, Edward, John and George. Edward joined the crew at the age of sixteen in 1941, John in 1942 and George in 1944. George served in the crew until 1949 when he joined the Navy. He is serving in it today.

In 1951 Prideaux retired. His brother, Bartholomew the second, who was second coxswain, succeeded him. His son Edward, who had been made bowman in 1950, was now appointed second-coxswain.

So in the crew today we have Bartholomew the second as coxswain, his nephew Edward as second-coxswain, his cousin, Bartholomew the third, as motor mechanic, his brother, John the first, as second motor mechanic, and his nephew, John the second, as a member of the crew.

It is a notable, though perhaps rather complicated, record. It only remains for me to add that since the station was established in 1835 its boats have been launched on service 186 times and have rescued 255 lives. Eighty-eight of those services have been carried out, and 71 of those lives have been rescued, since Bartholomew Lough the first became coxswain, and his three nephews became members of the crew, in 1919.

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## Survivors of 1899 Disaster

THE only two living survivors of the Aldeburgh life-boat disaster in 1899 were guests of honour at a dinner given by Ipswich supporters of the Institution to the present crew of the Aldeburgh life-boat, and their wives, at Ipswich on the 30th of September, 1953. The two survivors are Mr. Daniel Wilson,

of Aldeburgh, and Mr. Robert Thorp, of Chelmsford. Also present was Mrs. Millar Ward, the only survivor of the wives of members of the 1899 crew.

The dinner was organised by Mr. Oliver C. Jones, honorary secretary of the Ipswich branch. Mr. E. P. Tetsall presided.

## Services of the Life-boats in July, August and September, 1953

### 134 Lives Rescued

#### JULY

DURING July life-boats were launched 70 times and rescued 62 lives.

#### BOY DIES AFTER FALLING OVER CLIFF

Torbay, Devon.—At 1.30 on the afternoon of the 1st of July, 1953, the Brixham coastguard rang up to say that a boy had fallen over a cliff south of Berry Head coastguard look-out post. He had been badly hurt and, at 1.45 the life-boat *Hearts of Oak*, on temporary duty at the station, put to sea with the second coxswain in command. She took her boarding boat with her and made for the position in a calm sea and light north-easterly breeze. The boy had fallen between sixty and seventy feet. A lady doctor, police, coastguardsmen and ambulance men climbed down to him. They strapped him in a stretcher, and he was then lowered into the boarding boat which transferred him to the life-boat. The life-boat took him to Brixham harbour, arriving at 2.40. An ambulance was waiting to take him to hospital, but when he reached the hospital he died.—Rewards, £6 15s.

#### FISHING BOAT IN DANGER OF BEING RUN DOWN

Tynemouth, Northumberland. — At 8.55 on the evening of the 4th of July, 1953, the coastguard rang up to say that a fishing boat appeared to be drifting about three miles to the eastward, and that one of her crew was waving a flag on an oar. At 9.10 the life-boat *Tynesider* was launched, with the honorary secretary, Mr. E. Selby Davidson, on board, in a moderate sea with a moderate westerly breeze. She found the fishing boat *Gypsy*, of South Shields, with eight persons on board, three and a half miles east of Tyne South Pier. The *Gypsy's* engine had broken down, and as she was in danger of being run down in the darkness, the life-boat rescued those on board

and towed the boat to South Shields. The life-boat reached her station again at 10.45.—Rewards, £7 3s. 6d.

#### SEARCH FOR SWIMMERS OFF RHYL

Rhyl, Flintshire.—At 2.25 on the afternoon of the 5th of July, 1953, the coastguard rang up to say that the Abergele police had reported that a small boat had capsized off Llandulas, and that her crew of two were swimming towards Abergele. At 2.42 the life-boat *Anthony Robert Marshall* was launched and made for the position in a slight sea with a light south-south-west breeze blowing. One of the men came ashore at Pensarn, but his companion disappeared. The life-boat did not find him, but came up with the upturned ten-foot pram dinghy *Turtle* half a mile north-east of Abergele. She took the dinghy on board and returned to her station, arriving at 5.45. The missing man's body was washed ashore later. — Rewards, £14 19s.

#### EXHAUSTED WOMAN RESCUED FROM YACHT

Clacton-on-Sea, Essex.—At 1.55 on the afternoon of the 7th of July, 1953, the coastguard rang up to say that a small yacht anchored half a mile south-east of the pier needed help, and at 2.5 the life-boat *Sir Godfrey Baring* was launched. The sea was rough, with a strong south-south-west wind blowing. The life-boat came up with the yacht *Daddy*, of Maldon. A man and a woman, who had hired the yacht for the day, were on board, the woman by now exhausted. The life-boat rescued both of them and towed the *Daddy* to Brightlingsea, arriving at 5.2. She waited there for the weather to improve and reached her station again at 10.45.—Rewards, £20 8s. 9d.

#### SWEDISH SEAMAN TAKEN TO HOSPITAL

Great Yarmouth and Gorleston, Norfolk.—At eleven o'clock on the

night of the 8th of July, 1953, the coastguard reported that the S.S. *Libra*, of Stockholm, had asked for a boat to land a sick man. No other suitable boat was available, and at 11.15 the life-boat *Louise Stephens* was launched in a slight sea with a light westerly breeze blowing, taking two doctors with her. She came up with the *Libra* off the harbour, and the doctors found that the man had serious abdominal trouble. He was lowered into the life-boat on a stretcher and taken ashore to a waiting ambulance. The life-boat reached her station again at 12.45.—Rewards, £10 17s.

#### YACHT TOWED TO CHICHESTER HARBOUR

Selsey, Sussex.—At 5.40 on the afternoon of the 9th of July, 1953, the coastguard rang up to say that the Chichester police had reported a yacht in difficulties half a mile off Bracklesham Bay. At six o'clock the life-boat *Canadian Pacific* put out in a calm sea with a light north-westerly breeze blowing. She found the four-ton motor yacht *Morning Breeze*, of Emsworth, dragging her anchor a hundred yards off shore inside Houndgate Rocks. Her engine had broken down. Her crew of three were nearly exhausted, but they weighed the anchor and made fast a rope from the life-boat. The life-boat then towed the yacht to Chichester harbour, moored her off Hayling Island and reached her station again at 9.45.—Property Salvage Case.

#### IRISH FISHING BOAT TOWED TO HARBOUR

Ballycotton, Co. Cork.—At 10.40 on the night of the 9th of July, 1953, the head lightkeeper at the Power Head fog station rang up to say that he had seen a motor fishing boat burn flares half a mile east of Power Head. At 10.45 the life-boat *Mary Stanford* put to sea. The sea was calm, with a light north-westerly breeze blowing. The life-boat found the fishing boat *Irish Leader*, with a crew of two, broken down one mile south-east of Power Head. She towed her to harbour and reached her station again at 1.30 early the next morning.—Rewards, £6 6s.

#### LIFE-BOAT SAVES D.U.K.W.

Tenby, Pembrokeshire.—At 2.25 on the afternoon of the 10th of July, 1953, the coastguard reported that an Army D.U.K.W. was in distress near Manorbier, and at 2.39 the life-boat *John R. Webb* was launched. The sea was moderate with a light north-north-west breeze blowing. The life-boat found the D.U.K.W., with two officers and four soldiers on board, a mile off Skrinkle Bay. Her engine had broken down, and the life-boat rescued the men and towed the D.U.K.W. to Tenby, which was reached at 4.35.—Rewards, £9 13s.

#### YACHTS FOUR HOURS OVERDUE

Port St. Mary, Isle of Man.—At 12.30 early on the morning of the 11th of July, 1953, the harbour master told the life-boat station that a man had reported that his two sons had left Douglas in an eighteen-foot yacht. They had been accompanied by two men in another yacht, and both yachts ought to have reached Port St. Mary four hours earlier. At 1.15 the life-boat *Civil Service No. 5* put out. The sea was calm and there was a light breeze, but the weather was deteriorating. The life-boat found the yachts *Maid Margaret* and *Maid Mary* about four miles west of Langness. She towed them to Port St. Mary and reached her station again at 2.30.—Rewards, £6 2s. 6d.

#### TWO DINGHIES RESCUED DURING REGATTA

Aberystwyth, Cardiganshire.—At 2.25 on the afternoon of the 11th of July, 1953, the life-boat *Aguila Wren* was launched for a routine exercise. She patrolled the area in which some dinghies were sailing in a local regatta, and about four o'clock, when the sea was choppy and a strong south-easterly breeze was blowing, she saw one of them capsize three quarters of a mile north of the life-boat station. She immediately went to her and rescued her crew of two. Another dinghy, the *Gwylan*, was then seen to capsize five hundred yards to the south. The life-boat rescued her crew of two, took the *Gwylan* in tow, and landed three of the rescued at 4.30. She then put off again, with the fourth man whom

she had rescued on board, towed in the dinghy which had capsized first, and reached her station at five o'clock.—Rewards, £14 15s.

#### FRENCH YACHT ESCORTED TO FALMOUTH

Coverack, Cornwall.—At 4.10 on the afternoon of the 11th of July, 1953, a local resident reported that he could see a yacht between two and three miles off Coverack flying two flags at her masthead. At 4.23 the life-boat *The Three Sisters* was launched and, in a moderate sea with a fresh south-south-west breeze, came up with the yacht *Mont Joie II*, of Brest. The yacht had a crew of three and twelve Sea Scouts on board, and the skipper said he had lost his bearings and was short of fuel. At his request the life-boat escorted the yacht to Falmouth and reached her station again at 8.45.—Rewards, £12 10s. 6d.

#### YACHT TOWED TO INSTOW

Appledore, Devon.—At 8.30 on the evening of the 11th of July, 1953, the second coxswain told the coxswain that he had seen the yacht *Susan Ann*, of Fremington, with a crew of four, make distress signals. The *Susan Ann* was off Crow Rocks near Appledore lighthouse, and at 8.40 the life-boat *M.O.Y.E.*, on temporary duty at the station, put to sea. The sea was choppy with a fresh south-westerly breeze blowing. The life-boat found that the *Susan Ann* had broken down, and at the owner's request towed her to Instow. The life-boat reached her station again at 9.50.—Rewards, £3 10s.

#### THREE PEOPLE SWIM OUT TO FISHING BOAT

Bridlington, Yorkshire.—At eight o'clock on the morning of the 12th of July, 1953, the harbour office rang up to say that a boat needed help off Skipsea, and at 9.20 the life-boat *Tillie Morrison*, *Sheffield II* was launched. The sea was calm, with a moderate southerly breeze blowing. The life-boat found the local motor cruiser *Firefly*, with four people on board, two hundred yards off Skipsea. The owner had put off in her that morning and had been fishing from her, but

he had later been unable to start her engine. Three people had swum out to help him and remained aboard. As the *Firefly* was now making water, the life-boat towed her to Bridlington and reached her station again at 12.15.—Rewards, £12 5s.

#### PATIENT TAKEN FROM HEBRIDES ISLAND

Barra Island, Outer Hebrides.—At 10.45 on the morning of the 13th of July, 1953, a doctor asked if the life-boat would take a seriously sick person to Lochboisdale, as the local airport was fogbound. At 11.25 the life-boat *Lloyd's* put to sea, with the second coxswain in command, in a calm sea and north-westerly breeze, took the patient to Lochboisdale, and arrived back at her station at six in the evening.—Rewards, £17 1s. Refunded to the Institution by the St. Andrew's and Red Cross Scottish Ambulance Service.

#### COBLE'S PROPELLER SHAFT BREAKS

Filey, Yorkshire.—At 8.50 on the morning of the 15th of July, 1953, the coastguard rang up to pass on a radio message from a steamer. This said that the fishing coble *Margaret and James*, of Scarborough, was six miles north-north-east of Flamborough Head, with a broken propeller shaft, and had asked for the life-boat. At nine o'clock the life-boat *The Cuttle* was launched in a calm sea and light westerly breeze. She found the coble, with four persons on board, and towed her to Filey, arriving at 11.10.—Rewards, £13 18s.

#### SERVICE TO DINGHIES ON FLAG DAY

Exmouth, Devon.—At nine o'clock on the morning of the 18th of July, 1953, the life-boat *Catherine Harriet Eaton* was launched to attend the life-boat flag day at Budleigh Salterton and Sidmouth. At 12.5, when she was at Sidmouth, two twelve-foot racing dinghies capsized one mile to the southward during a thunderstorm. The life-boatmen saw them and immediately went to their help. The sea was choppy, with a strong wind blowing. The life-boat rescued the

crew of two of one of the dinghies, the *Moonstone*, and towed the dinghy to the beach. A fishing boat saved the other dinghy and her crew. The life-boat arrived back at Exmouth at five o'clock.—Rewards, £2.

#### TWO RESCUES ON GREYSTONES FLAG DAY

Wicklow.—At 12.30 on the afternoon of the 18th of July, 1953, the life-boat *Lady Kylsant* was launched in a choppy sea, with a moderate north-westerly breeze blowing. She was due to attend a life-boat flag day at Greystones, but six miles north-east of Wicklow she saw a dismasted yacht. This was the *Pandora*, with a crew of four. The life-boat rescued all those on board and towed the yacht to Greystones, which she reached at 2.10. She remained there until seven in the evening, when she left for Wicklow. On the return journey, when she was four miles south of Greystones, she saw two men and a woman sitting on an upturned yacht, the *Sanderling*. She rescued all three and towed the *Sanderling* to Wicklow, arriving at 8.30.—Rewards, £11 18s.

#### BOYS CLING TO CAPSIZED DINGHY

Bembridge, Isle of Wight.—At 3.31 on the afternoon of the 18th of July, 1953, the Foreland coastguard rang up to say that a sailing dinghy had capsized a quarter of a mile from the coastguard station, and that two boys were clinging to it. The life-boat *Jesse Lumb* was launched, at 3.40, and a shore-boat put off from Forelands about the same time in a moderate sea with a light south-westerly breeze blowing. The shore-boat rescued the boys, and the life-boat towed the dinghy to her station, which she reached again at 4.15.—Rewards, £5 10s.

#### THREE PEOPLE AND A DOG CUT OFF BY TIDE

Dunbar, East Lothian.—At eight o'clock on the evening of the 18th of July, 1953, the coastguard rang up the coxswain to say that the police had reported that three people and a dog were cut off by the tide half a mile west of Dunbar. At 8.15 the life-boat *George and Sarah Strachan* put out

in a choppy sea with a light westerly breeze. She took a small boat with her and found two men, a boy and a dog on a rock. The small boat transferred them to the life-boat, which took them to the harbour, arriving at nine o'clock.—Rewards, £5 5s.

#### TWO CLING TO CAPSIZED YACHT

Dover, Kent.—About 4.15 on the afternoon of the 19th of July, 1953, the harbour board gateman at the Eastern Docks reported that a small sailing yacht with a crew of four had capsized at the eastern end of the harbour. Two of her crew had swum ashore, but the others were clinging to the yacht. The life-boat *The Lord Southborough, Civil Service No. 1*, on temporary duty at the station, put to sea at once in a choppy sea with a strong breeze blowing. She rescued the two people and towed in the yacht, reaching her station again at 5.30.—Rewards, £4 6s.

#### MOTOR LAUNCH TOWED TO FISH- GUARD

Fishguard, Pembrokeshire.—At 9.18 on the evening of the 19th of July, 1953, the coxswain was rung up with the news that the motor launch *Thelma*, of Fishguard, was in distress off the northern breakwater. At 9.36 the life-boat *White Star* was launched. The sea was moderate and a strong south-south-west breeze was blowing. The life-boat found the *Thelma* a mile north-north-west of the breakwater. She had a crew of six, who had been on a fishing trip, but a sea had swamped her engine. The life-boat towed the *Thelma* to Lower Fishguard Harbour and reached her station again at 10.50.—Rewards, £6 14s.

#### YACHT'S CREW SHORT OF FOOD

Beaumaris, Anglesey.—At 8.30 on the evening of the 20th of July, 1953, it was reported that the yacht *Rongorge*, which had anchored off Gallows Point with a crew of four, was dragging, and at 8.45 the life-boat *Field Marshal and Mrs. Smuts* was launched. There was a rough sea with a fresh south-westerly breeze blowing. The four people on board were seasick and short of food. The life-boat towed the *Rongorge* to Menai Bridge and arrived back at her station at 9.30.—Rewards, £7 5s.

### RESCUE FROM MOTOR CRUISER BY BREECHES BUOY

**Anstruther, Fifeshire.**—At 8.10 on the evening of the 22nd of July, 1953, the life-boat tractor driver reported that the local motor cruiser *Davaar* was in distress a hundred yards east of East Pier. At 8.20 the life-boat *James and Ruby Jackson* was launched. The sea was choppy, and a moderate south-westerly breeze was blowing. The life-boat found the *Davaar* broken down. She had been driven over two reefs and large boulders, and had sunk in shallow water. Her crew of two were standing on the top of the cabin and were holding on to her mast. A line was fired to them and a breeches-buoy was passed across. By this means the life-boat rescued them and took them to the harbour, reaching her station again at nine o'clock.—Rewards, £8 1s. 6d.

### LIFE-BOATMAN WADES TO SANDBANK

**Walton and Frinton, Essex.**—At 9.25 on the evening of the 23rd of July, 1953, the Walton-on-the-Naze coast-guard rang up to say that the Harwich police had reported that a man and a woman were stranded on a sandbank in Dovercourt Bay opposite a holiday camp. At 9.40 the life-boat *Thomas Markby*, on temporary duty at the station, put out in a moderate sea with a light north-westerly breeze blowing. She was guided to the position by the police, who used the headlights of a car. The stranded man flashed his cigarette lighter, and the coxswain, seeing this, took the life-boat as close to the sandbank as he could. A life-boatman then waded to the sandbank with a line and rescued the people, and the life-boat took them to Harwich. An ambulance met them and took them to hospital where the woman was detained. The life-boat arrived back at her station at 1.25 early the next morning.—Rewards, £16 6s.

### TWO STRANDED ON PUFFIN ISLAND

**Beaumaris, Anglesey.**—At 8.39 on the evening of the 24th of July, 1953, the Penmon coastguard rang up to say that two people were stranded on Puffin Island and were waving for help. As the weather was too bad for a shore-

boat to put out, the life-boat *Field Marshal and Mrs. Smuts* was launched at 8.55 in a rough sea and with a strong south-westerly wind blowing. She found that the stranded people had no food or water. The life-boatmen gave them rum, soup and biscuits, rescued them and took them to Beaumaris, arriving at 9.20.—Rewards, £9 13s.

### A SLOW TOW TO DOVER

**Dover, Kent.**—At 5.35 on the afternoon of the 26th of July, 1953, the Sandgate coastguard rang up to say that the motor cruiser *Hareth* had broken down and had anchored off St. Margaret's Bay with seven people on board. At 5.50 the life-boat *The Lord Southborough, Civil Service No. 1* put out. There was a rough sea and a strong south-westerly breeze was blowing. The life-boat found the *Hareth* half a mile off shore making heavy weather. She put a rope on board and held her while the crew of the *Hareth* weighed anchor. The rope parted after the life-boat had begun to tow, but it was connected up again, and the life-boat towed the *Hareth* slowly to Dover, arriving at 7.50.—Rewards, £5 10s.

### TWO MEN RESCUED FROM ROCK

**Swanage, Dorset.**—On the afternoon of the 27th of July, 1953, the coastguard rang up to say that two men in a rowing boat two miles south of Peveril Point were shouting for help, and at 2.25 the life-boat *R.L.P.* was launched. The sea was rough with a moderate westerly breeze blowing. The life-boat found the two men on a rock at Durlston Head. They had been rowing near Peveril Ledges, had broken an oar and had been carried away by the tide. The life-boat came close to the rock, and the two men, using their rowing boat, transferred to the life-boat, which took them and their boat to Swanage arriving at 3.15 in the afternoon.—Rewards, £6 15s.

### RESCUE FROM PLEASURE FLOAT

**Ramsgate, Kent.**—At 1.25 on the afternoon of the 29th of July, 1953, a message was received from the East Pier that two women and a boy were in difficulties in a Pedalo pleasure





LIFE-BOAT HOUSE FLOODLIT FOR THE CORONATION



**LIFE-BOATS IN THE CORONATION REVIEW AT SPITHEAD**

(see page 595)



By courtesy of]

**A LIFE-BOAT ON THE THAMES**

[Topical Press

The reserve life-boat *Elizabeth Wills Allen*, which went up the Thames to Oxford, opposite County Hall

(see page 595)



By courtesy of]

[Derby Photo Service

**A LIFE-BOAT ON SHOW IN DERBY**

The new Bridlington life-boat *Tillie Morrison, Sheffield II* was on show at the Coronation Exhibition in Derby  
(see page 595)



By courtesy of]

[F. A. Fyfe, Liverpool

**HOYLAKE LIFE-BOTAMEN IN LIVERPOOL PROCESSION**

(see page 595)



### TENBY LIFE-BOATHOUSE

The Tenby life-boat rescued seven men from the St. Gowan lightvessel in a full gale  
(see page 592)



*By courtesy of]*

### DANISH LIFE-BOAT MISSION IN LONDON

(see page 597)

On the right facing the camera is the late John Terry

*[Fox Photos*



*By courtesy of]*

*[Picture Post Library*

**RICHARD DIMBLEBY ON BOARD THE WALMER LIFE-BOAT**

*(see page 593)*



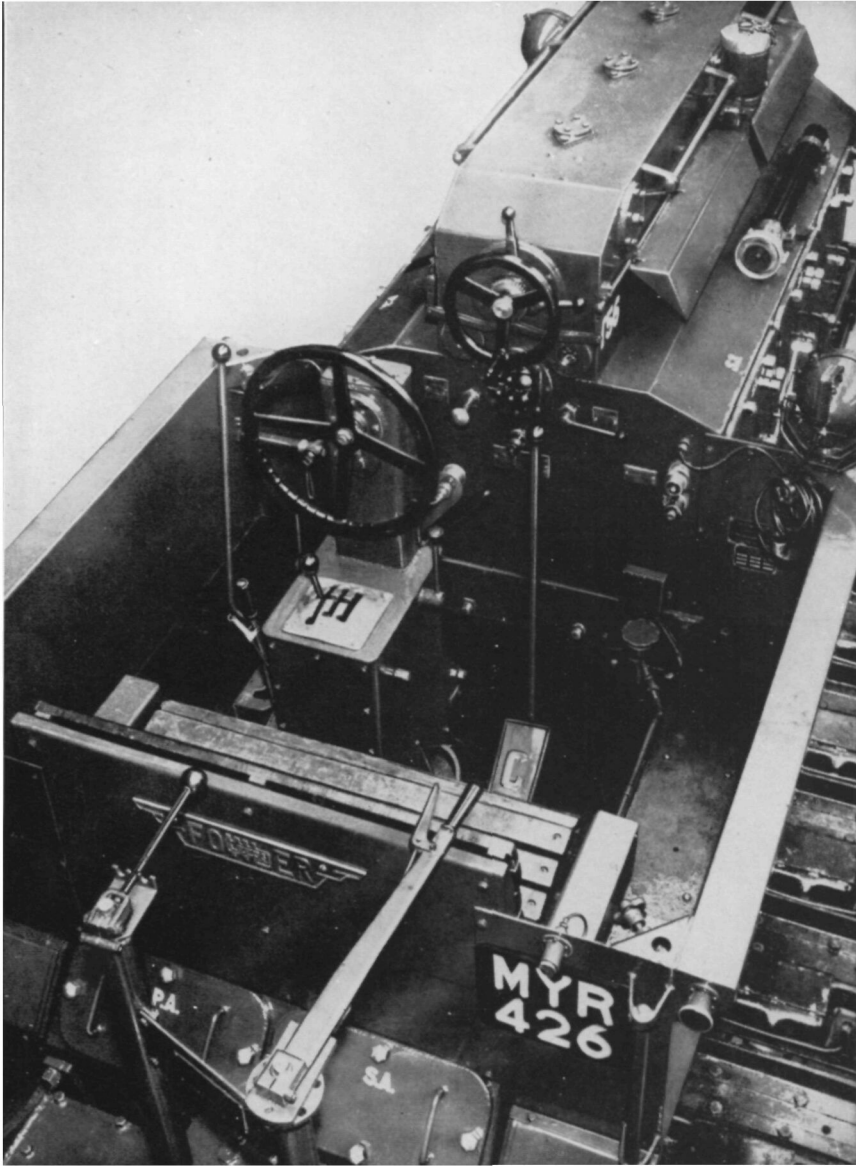
*By courtesy of]*

*[East Anglian Daily Times*

**SURVIVORS OF 1899 DISASTER**

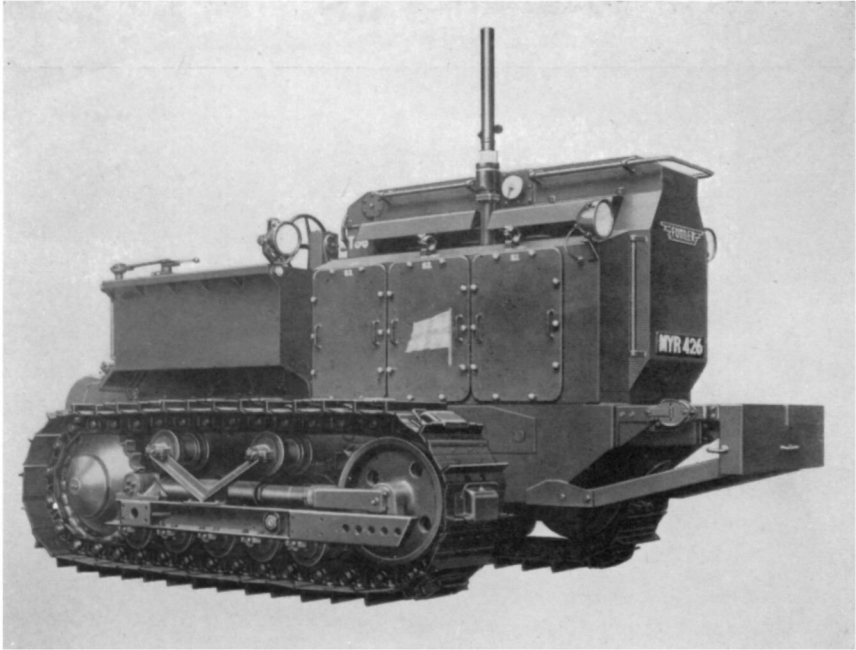
Mr. Daniel Wilson and Mr Robert Thorp talking to the Mayor and Mayoress of Aldeburgh

*(see page 599)*



**THE NEW FOWLER TRACTOR**

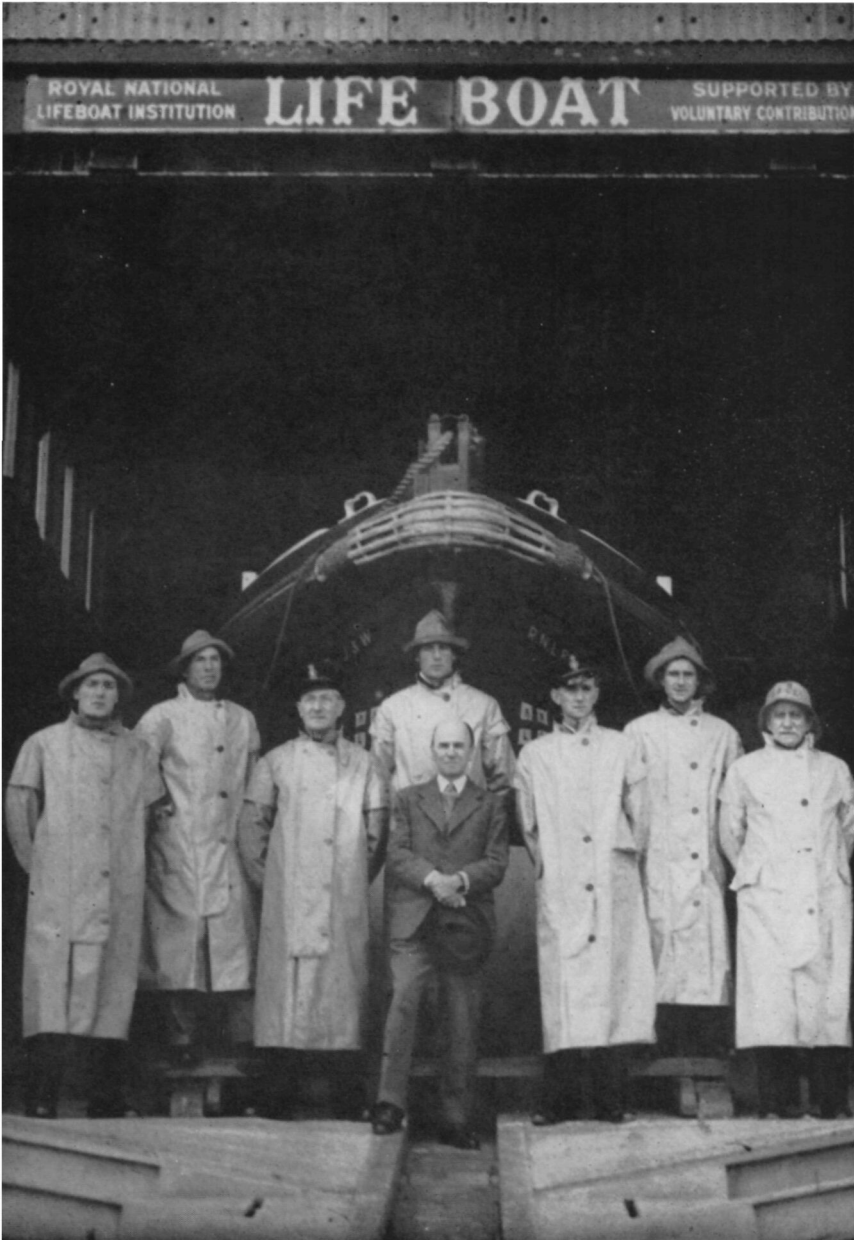
(see page 597)



THE FOWLER TRACTOR—



—HAULING THE HOYLAKES LIFE-BOAT



*By courtesy of]*

*[David Smith, Berwick-on-Tweed*

**THE LOUGHS OF BERWICK-ON-TWEED**

(see page 599)



float, and were drifting seawards off Dumpton Gap. At 1.30 the life-boat *Prudential* put out in a slight sea and light west-south-west breeze. She rescued the women and the boy and towed the float to Ramsgate, reaching her station again at 2.14.—Rewards, £6 12s. 6d.

#### SAILOR FALLS DOWN HOLD

Newhaven, Sussex.—At 6.45 on the evening of the 27th of July, 1953, the coastguard reported that the S.S. *Ardetta*, of Liverpool, which was off Newhaven, had asked for a boat to land a man who had fallen down her hold. The harbour tug, which commonly brings medical help to ships, could not put to sea because of the low tide, and at 7.35, therefore, the life-boat *Cecil and Lilian Philpott* was launched. The sea was rough with a strong south-westerly breeze blowing. The second coxswain went aboard the steamer and gave first-aid. The life-boat later landed the injured man, reaching her station again at 9.15.—Rewards, £7 16s.

#### STORES TAKEN TO WELSH STEAMER

Workington, Cumberland.—On the 29th of July, 1953, the S.S. *Nordeflinge*, of Cardiff, reached Workington and anchored off the harbour. She reported that she was short of food, and as no other boat was available, the life-boat *Manchester and Salford XXIX* put to sea at 4.20. She took provisions to the steamer in a moderate sea with a moderate west-north-west breeze blowing, and reached her station again at 5.58. She was launched once more at eleven o'clock and took more stores to the steamer. She arrived back at her station at one o'clock the next morning. Rewards, 1st service £5 5s.; 2nd service, £5 5s.

#### DOCTOR TAKEN TO TANKER

Southend-on-Sea, Essex.—At 8.5 on the evening of the 29th of July, 1953, the coastguard rang up to say that the tanker *San Cirilo*, of London, had asked for a doctor to attend a man suspected of having appendicitis. At 8.45 the life-boat *Greater London, Civil Service No. 3* was launched with a doctor on board. There was a choppy

sea with a light south-westerly breeze blowing. The life-boat found the tanker near No. 1 Sea Reach Buoy. She put the doctor on board, and when he had treated the patient took him back to Southend, which was reached at eleven o'clock.—Rewards, £7 15s.

#### MOTOR BOAT TOWED TO TENBY

Tenby, Pembrokeshire.—At 8.30 on the evening of the 29th of July, 1953, the life-boat honorary secretary noticed that the local motor boat *Monty*, with a crew of two, had broken down one mile south-west of St. Catherine's Island. At 8.55 the life-boat *John R. Webb* was launched in a calm sea with a light north-westerly breeze blowing. She towed the *Monty* to the harbour and reached her station again at 9.35. The owner of the *Monty* made a donation to the funds of the Institution.—Rewards, £13 5s.

#### SECOND SERVICE IN ONE EVENING

Southend-on-Sea, Essex.—At 8.44 on the evening of the 29th of July, 1953, after the life-boat *Greater London, Civil Service No. 3* had been launched to the tanker *San Cirilo*, the coastguard reported that a yacht was ashore on Red Sands. The life-boat reached her station again at eleven o'clock, was told the position of the yacht and put to sea again ten minutes later. The sea was choppy with a light west-south-west breeze blowing. The life-boat found the yacht *Sutta*, with a crew of four, one and a half miles south of Red Sand Forts. She stood by until the yacht got clear and was able to continue her journey, and then returned to her station, arriving at two o'clock the next morning.—Rewards, £7 15s.

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

Broughty Ferry, Angus.—July 1st.—Rewards, £6 12s. 6d.

Plymouth, Devon.—July 2nd.—Rewards, £4 10s.

Ramsgate, Kent.—July 3rd.—Rewards, £5 17s. 6d.

Padstow, Cornwall.—July 3rd.—Rewards, £9 2s. 6d.

Teesmouth, Yorkshire. — July 3rd.  
—Rewards, £11 6s.

Exmouth, Devon. — July 4th. — Re-  
wards, £14 12s.

Clacton-on-Sea, Essex. — July 6th.  
—Rewards, £10 7s. 3d.

Ballycotton, Co. Cork. — July 6th. —  
Rewards, £7 5s.

Dun Laoghaire, Co. Dublin.—July 8th.  
—Rewards, £6 10s.

Humber, Yorkshire.—July 8th.—Paid  
Permanent Crew.—Rewards, £2 14s.

Thurso, Caithness-shire.—July 9th.—  
Rewards, £9 18s.

Kirkcudbright.—July 9th.—Rewards,  
£12 1s.

Newhaven, Sussex.—July 10th.—Re-  
wards, £7 12s.

New Quay, Cardiganshire.—July 11th.  
—Rewards, £13 8s.

Campbeltown, Argyllshire. — July  
11th.—Rewards, £14 14s.

Walton and Frinton, Essex. — July  
11th.—Rewards, £11 12s.

Clacton-on-Sea, Essex.—July 12th.—  
Rewards, £23 8s. 6d.

Wick, Caithness-shire.—July 13th.—  
Rewards, £5 5s.

Plymouth, Devon.—July 14th.—Re-  
wards, £6 13s.

Newbiggin, Northumberland. — July  
15th.—Rewards, £11 3s.

Portrush, Co. Antrim.—July 16th.—  
Rewards, £12 7s.

Shoreham Harbour, Sussex. — July  
16th.—Rewards, £8.

St. Mary's, Scilly Islands.—July 17th.  
—Rewards, £6 17s.

Douglas, Isle of Man.—July 19th.—  
Rewards, £5 5s.

Clogher Head, Co. Louth.—July 19th.  
—Rewards, £16 6s. 6d.

Teesmouth, Yorkshire. — July 21st.  
—Rewards, £14 10s.

Pwllheli, Caernarvonshire. — July  
24th.—Rewards, £10 19s. 6d.

Barrow, Lancashire. — July 24th. —  
Rewards, £7.

Girvan, Ayrshire.—July 25th.—Re-  
wards, £5 13s.

Bembridge, Isle of Wight.—July 26th.  
—Rewards, £6 15s.

Barry Dock, Glamorganshire. — July  
26th.—Rewards, £8 9s.

Clacton-on-Sea, Essex.—July 26th.—  
Rewards, £21 0s. 6d.

Weymouth, Dorset.—July 26th.—Re-  
wards, £6.

Thurso, Caithness-shire.—July 27th.  
—Rewards, £13 3s. 6d.

Holyhead, Anglesey. — July 29th. —  
Rewards, £8 5s.

Barry Dock, Glamorganshire. — July  
30th.—Rewards, £11 11s.

## AUGUST

DURING August life-boats were  
launched 81 times and rescued 43  
lives.

## DOCTOR TAKEN TO LIGHTVESSEL

Wicklow.—At 2.15 on the afternoon  
of the 1st of August, 1953, the Com-  
missioners of Irish Lights asked if the  
life-boat would take a doctor to the  
Codling Bank Lightvessel. The life-  
boat *Lady Kylsant* was launched at  
2.31 with a doctor on board. The sea  
was smooth, and there was a south-  
south-easterly wind blowing. The  
doctor went on board the lightvessel,  
and a sick man was transferred to the  
life-boat, which took him to Wicklow.  
The life-boat arrived back at her  
station at 6.30.—Rewards, £10 5s.  
Refunded to the Institution by the  
Commissioners of Irish Lights.

## LIFE-BOATMEN BOARD MOTOR CRUISER

Dover, Kent.—At 6.27 on the evening  
of the 1st of August, 1953, the Sand-  
gate coastguard rang up to say a yacht  
had burnt a red flare one and a half  
miles east of Folkestone pier and was  
making for Dover. At 6.44 the life-  
boat *The Lord Southborough, Civil  
Service No. 1*, on temporary duty at  
the station, put out in a choppy sea  
and light south-westerly breeze. She  
found the motor cruiser *Matelot*, with  
a crew of two, broken down half a mile  
off the Warren, Folkestone. Two  
life-boatmen boarded her and the  
life-boat towed her to Dover, reaching  
her station again at 9.15. The owner  
made a gift to the life-boat crew.—  
Rewards, £6 18s.

## EXHAUSTED MEN TAKEN OFF ROW- ING BOAT

Lowestoft, Suffolk.—At 11.5 on the  
night of the 1st of August, 1953, the  
coastguard rang up to say that flares  
had been seen seven miles to the south-  
ward, and at 11.50 the life-boat

*Michael Stephens* put out in a calm sea and light breeze. She found the tug *Armina*, of Lowestoft, burned out and drifting with nobody on board. She searched for survivors and came up with a rowing boat with two men, who had put out from Kessingland, on board. The men were exhausted, and the life-boatmen took them on board and gave them rum. She then received a wireless message that the one man in the *Armina* had been picked up by a steamer. She therefore towed the rowing boat to Kessingland, landed the men there and returned to her station, arriving at 3.50 on the 2nd.—Rewards, £10 2s.

#### TWO TRIPS TO SICK MAN

Southend-on-Sea, Essex.—At eight o'clock on the evening of the 2nd of August, 1953, the coastguard reported that the S.S. *Beaconsfield*, of London, which was anchored about two miles east of the pier, had asked for a doctor to attend a sick man. At 8.30 the life-boat *Greater London, Civil Service No. 3* was launched, with a doctor on board, in a slight sea and with a north-easterly breeze blowing. She took the doctor to the steamer, and after he had treated the patient, brought him back to Southend, arriving at 9.20. At 1.45 on the afternoon of the next day the coastguard reported that the steamer had signalled that the man's temperature was still high and the doctor was needed again. At 2.10 the life-boat was launched again, and once more put the doctor aboard the steamer. This time he decided to land the patient, and the life-boat took the doctor and the patient, as well as the master of the ship, to Southend pier. She reached her station again at 2.40.—Rewards, 1st service, £7 10s.; 2nd service, £7.

#### YACHT TOWED TO RYE HARBOUR

Hastings, Sussex.—At 2.3 on the afternoon of the 4th of August, 1953, the Fairlight coastguard rang up to say that a fishing boat was flying a flag, which appeared to be a distress signal, three quarters of a mile off Winchelsea. At 2.16 the life-boat *M.T.C.* was launched. There was a moderate sea with a moderate west-south-west breeze blowing. The life-boat spoke

two fishing boats, but they did not need help. The coastguard then wirelessed that a yacht had gone ashore to the east of Rye Harbour, and the life-boat made for the position and found the four-ton yacht *Edwellis*, with a crew of two. The life-boat could not get close to her, so the coxswain waded to her with a line and secured it to her. The life-boat then towed the yacht to Rye Harbour and reached her station again at 7.18.—Rewards, £36 18s. 6d.

#### BOYS RESCUED FROM DRIFTING RAFT

Arklow, Co. Wicklow.—At 5.55 on the evening of the 4th of August, 1953, the Civic Guard reported that three boys were adrift on a raft off Arklow beach, and that a man had swum to them, but had returned to the shore for help. At 6.7 the life-boat *Inbhear Mor* was launched, with the honorary secretary, Mr. John Tyrrell, in charge. The sea was calm with a moderate west-south-west breeze blowing. The life-boat found the raft half a mile north of Arklow pier, rescued the boys, who were hysterical, and took them ashore, reaching her station again at 6.35. The honorary secretary then took the boys to hospital. The Arklow Swimming Club made a donation to the funds of the Institution.—Rewards, £6 12s. 6d.

#### MOTOR LAUNCH TOWED TO MOSTYN

Rhyl, Flintshire.—At 5.55 on the evening of the 4th of August, 1953, the coastguard rang up to say that a motor launch was flying distress signals off the Point of Air lighthouse, and at 6.30 the life-boat *Anthony Robert Marshall* was launched. She made for the position in a slight sea and light south-westerly breeze, and found the three-ton motor launch *Alwena*, with two men over seventy on board, two miles north-west of Mostyn Harbour. Her engine had broken down and she was drifting towards the Hoyle banks. The life-boat towed her to Mostyn and returned to Voryd, arriving at midnight. The life-boat was taken back to her station on the 6th.—Rewards, £28 9s.

**BATHER DROWNED OFF ANTRIM**

Portrush, Co. Antrim.—At 5.50 on the evening of the 6th of August, 1953, the coastguard reported that a bather was in difficulties off the White Rocks, and that a fishing boat had put to sea. A later message stated that there were two bathers in difficulties. The life-boat *Lady Scott, Civil Service No. 4*, was launched at 6.3 in a calm sea and fine weather. The dead body of one of the bathers was found. It was close inshore, and the life-boat fired a line across and a life-boatman went ashore by breeches-buoy. He brought the body back to the life-boat, which then returned to her station, arriving at 7.50.—Rewards, £7 4s.

**THREE RESCUED IN DENSE FOG**

Moelfre, Anglesey.—At 9.40 on the evening of the 7th of August, 1953, the coxswain received a message that three people had gone out fishing at six o'clock in a small rowing boat fitted with an outboard motor, and that they had not returned. There was a dense fog, and at 9.45 the life-boat *G.W.* was launched in a calm sea with a light northerly breeze blowing. The fog was too thick to allow the searchlight to be used, and the life-boatmen shouted through a megaphone while searching. In Dulas Bay they heard answering shouts and found the boat broken down and drifting in a strong tide. The life-boat rescued the three people and towed the boat to her station which she reached at 12.30 early on the 8th.—Rewards, £9 13s.

**EIGHT MISSING IN FOG**

Donaghadee, Co. Down.—At 11.49 on the night of the 7th of August, 1953, the police reported that eight people had left Groomsport in a motor boat at six o'clock and had been due back at 9.30. As they were still missing, the life-boat *Sir Samuel Kelly* put to sea in a dense fog at 12.30 early on the 8th. The life-boat made an extensive search in a calm sea and light breeze and eventually found the motor boat aground at the Copeland Islands. The eight people had landed, and the life-boat took on board seven of them, leaving one man behind to take the boat back to Groomsport later. The

life-boat arrived back at Donaghadee at 5.50.—Rewards, £13 3s.

**YACHT DRIFTING WITH FOUR CHILDREN ON BOARD**

St. Ives, Cornwall.—At 5.10 on the afternoon of the 9th of August, 1953, the coastguard rang up to say that the ketch *Totland*, with a man, his wife and four children on board, was drifting near the Stones reef. At 5.35 the life-boat *Edgar, George, Orlando and Eva Child* was launched in a calm sea and with a light breeze blowing. She found that the *Totland* had broken down, and she therefore towed her to a safe position west of the reef. She then returned to her station, arriving at 6.25. The ketch broke down again the next day off Land's End and was towed to Mounts Bay by a fishing boat.—Rewards, £11 10s.

**DINGHY CAPSIZES OFF SOUTH COAST**

Newhaven, Sussex.—At 6.20 on the evening of the 9th of August, 1953, the coastguard telephoned to say that a sailing dinghy had capsized off Ovingdean, and that her crew of two were clinging to her. At 6.35 the life-boat *Cecil and Lilian Philpott* was launched in a calm sea with a light south-easterly breeze blowing. Before the life-boat reached the dinghy a speedboat from Brighton had picked up the dinghy's crew. The life-boat found the dinghy a mile off Ovingdean, towed it to Rottingdean and returned to her station, arriving at 8.10.—Rewards, £7 1s.

**FISHING BOAT ON REEF**

Peterhead, Aberdeenshire.—At 8.30 on the evening of the 9th of August, 1953, the coastguard telephoned that a fishing boat had gone ashore on the outer reef at Scotston Head, and five minutes later the life-boat *Julia Park Barry, of Glasgow*, was launched. The sea was calm with a light breeze. The life-boat found the fishing boat *Aureola* of Buckie, with a crew of seven, bound for Aberdeen. She stood by her until the *Aureola* refloated and then, as she was not needed, returned to her station, arriving at 12.10 early on the 10th.—Rewards, £10.

**PILOT FOUND IN LIFE-BOAT CREW**

Whitby, Yorkshire.—At 12.14 on the afternoon of the 13th of August, 1953, during fog, the coastguard rang up to say that a vessel was making signals on her siren south-east of Whitby Rock Buoy. At 12.29 the No. 1 life-boat *Mary Ann Hepworth* was launched in a calm sea with a light westerly breeze blowing. She found the S.S. *Regency Belle*, of Guernsey, in shallow water. The skipper said he had signalled for a pilot. A pilot was in the life-boat as a member of the crew, and he boarded the steamer. The life-boat returned to her station, arriving at 1.20. The steamer's passengers made a collection for the funds of the Institution.—Rewards, £6 9s.

**CREW RESCUED FROM DRIFTING YACHT**

New Brighton, Cheshire.—At 12.20 early on the 15th of August, 1953, the stageman told the coxswain that a yachtsman had reported that he had seen another yacht in distress off R.7 Buoy in the Rock Channel. At 12.45 the life-boat *Norman B. Corlett* put out in a choppy sea, with a fresh south-south-west breeze blowing. She found the yacht *Lesley*, with a crew of four, a hundred yards north-west of R.8 Buoy. Her engine had broken down, and she was drifting over the Burbo Bank. The life-boat rescued her crew and towed the yacht to New Brighton, reaching her station at 2.10.—Rewards, £6 2s.

**INJURED MAN TAKEN OFF LIGHT-VESSEL**

Humber, Yorkshire.—At 5.50 on the evening of the 16th of August, 1953, the Mablethorpe coastguard rang up to say that the Superintendent of Trinity House at Great Yarmouth had asked if the life-boat would land an injured man from the Humber light-vessel. At six o'clock the life-boat *City of Bradford II* was launched in a smooth sea with a light south-westerly breeze blowing. She took the injured man, who had crushed a finger, to Grimsby and reached her station again at 11.30.—Paid Permanent Crew. Expenses refunded to the Institution by Trinity House.

**STEAMER AGROUND ON GOODWIN SANDS**

Ramsgate, Kent.—At 10.26 on the night of the 17th of August, 1953, the coastguard rang up to say that a vessel had signalled by lamp that a steamer had gone aground on the north-western side of the Goodwin Sands. At 10.39 the life-boat *Prudential* put out in a slight sea and light south-westerly breeze. She found the S.S. *Tricape*, of London, and stood by her until she refloated three hours later. The life-boat returned to her station, arriving at 2.34 early on the 18th.—Rewards, £9 18s.

**FISHING BOAT TOWED TO GUERNSEY**

St. Peter Port, Guernsey.—At 1.30 early on the morning of the 20th of August, 1953, a man rang up the life-boat station and said that four men had put out in the fishing boat *Maud*, of Jersey, but were now five hours overdue. At 2.30 a message was received that the *Maud* had been seen under sail to the north-west, and at 2.50 the life-boat *Queen Victoria* put to sea. The sea was moderate, with a light south-south-west breeze blowing. The life-boat found the fishing boat anchored near the Platte Fougère lighthouse. Her engine had broken down, and she had been unable to sail against the wind and tide. The life-boat towed her to St. Peter Port, arriving at 4.38.—Rewards, £5 16s.

**YACHT STRIKES PIER IN RYE HARBOUR**

Dungeness, Kent.—At 6.15 on the evening of the 21st of August, 1953, the Rye harbourmaster reported through the Fairlight coastguard that a yacht one mile east of Rye harbour was making distress signals. At 6.30 the life-boat *Charles Cooper Henderson* was launched, with the second coxswain in charge. She found the auxiliary ketch *Moya*, with a crew of eight, three quarters of a mile south-east of Rye. The sea was rough and a strong westerly breeze was blowing. The yacht had fouled her propeller and her crew asked to be towed to Rye harbour. The life-boat took her in tow, but on entering the harbour the

*Moya* took a heavy sheer and struck a pier. She was badly holed, and the life-boat rescued her crew, abandoned her and landed the crew at Rye harbour. She then returned to her station, arriving at 10.20. The *Moya* sank.—Rewards, £27 10s.

#### FISHING BOAT TOWED TO DUNBAR

Dunbar, East Lothian.—At 10.30 on the morning of the 22nd of August, 1953, the coastguard telephoned that he had received a message from the Barnsness lighthouse that a man in a drifting fishing boat a mile east of the lighthouse was waving a flag. At 10.40 the life-boat *George and Sarah Strachan* was launched in a slight sea and light north-westerly breeze. She found the motor fishing boat *Achieve* with her engine broken down, towed her to Dunbar, and reached her station again at 11.55.—Rewards, £5 5s.

#### SAILING BARGE TOWED TO BRIGHTLINGSEA

Clacton-on-Sea, Essex.—At 3.32 on the afternoon of the 23rd of August, 1953, a yacht was reported to be in distress east of the pier, and at 3.38 the life-boat *Sir Godfrey Baring* was launched. The sea was rough, with a fresh south-westerly breeze blowing. The life-boat found the converted Dutch sailing barge *Dobber*, of Bradwell, with a crew of five. She was driving inshore and was in danger of going aground. The life-boat towed her to Brightlingsea, arriving at 6.26. As the weather would not allow the life-boat to be rehoused, she remained there for the night and was taken back to her station the next morning.—Property Salvage Case.

#### LIFE-BOATMAN BOARDS CONVERTED SHIP'S BOAT

Boulmer, Northumberland.—At 4.21 on the afternoon of the 23rd of August, 1953, the coastguard telephoned that a motor boat was in difficulties two miles to the eastward and was flying a black flag. At 4.35 the life-boat *Clarissa Langdon* was launched in a swell and with a light south-easterly breeze blowing, with the second coxswain in charge. She found the motor boat *Merlyn*, of Tynemouth, at anchor two and a half miles east of Boulmer.

The *Merlyn*, a converted ship's boat, was bound from Seahouses for Tynemouth with a crew of five. She had broken down, and a life-boatman boarded her. The life-boat towed her to Boulmer, arriving at 5.25.—Rewards, £8 16s. 6d.

#### FISHING BOAT TOWS DERELICT BARGE

Dungeness, Kent.—At 5.28 on the afternoon of the 23rd of August, 1953, the Lade coastguard rang up to say that the local pilot cutter had reported that the fishing boat *Ocean Viking*, which was towing a derelict barge with nobody on board, was running short of fuel off Newcombe buoy and needed help. At seven o'clock the life-boat *Charles Cooper Henderson* was launched in a rough sea with a fresh south-south-west breeze blowing. She found the *Ocean Viking*, with the barge, three miles north-east of the life-boat station. The barge broke adrift from the fishing boat and was then taken in tow by the life-boat, but she broke away again. The life-boat left her, escorted the *Ocean Viking* to Folkestone, and reached her station again at 1.15 early on the 24th.—Rewards, £37 12s.

#### YACHT TOWED TO BEMBRIDGE IN ROUGH SEA

Bembridge, Isle of Wight.—At 1.46 on the afternoon of the 24th of August, 1953, the Foreland coastguard telephoned that the Hayling Island Sailing Club had reported that a yacht off Chichester harbour had lost her rudder and was in distress. At 1.53 the life-boat *Jesse Lumb* was launched in a rough sea with a fresh westerly breeze blowing. She found the yacht *Coima*, of Bosham, at anchor, with a crew of two. The yacht was dragging her anchor in a dangerous position. After several unsuccessful attempts a rope was put on board her, and the life-boat towed her to Bembridge, arriving at five o'clock.—Rewards, £13 8s. 6d.

#### LIFE-BOAT STANDS BY ALL NIGHT IN GALE

Barry Dock, Glamorganshire.—At 7.25 on the evening of the 24th of August, 1953, the Nells Point coastguard rang up to say that the English and Welsh

Grounds Lightvessel, which had a crew of seven, had been damaged in a storm and was leaking badly. The Trinity House Superintendent at Swansea later asked for the life-boat, and at 8.45 the life-boat *Rachel and Mary Evans* was launched. The sea was rough, with a west-north-west gale blowing. The life-boat found that the lightvessel's pumps could not keep pace with the leakage, and the master asked the life-boat to stand by him until the Trinity House tender *Vestal* arrived. The life-boat stood by all night, and about eight o'clock next morning the *Vestal* reached the scene. The life-boat, being no longer needed, returned to her station, arriving at 10.30. The Elder Brethren of Trinity House expressed their thanks.—Rewards, £23 15s.

#### LIFE-BOAT TAKES OVER TOW

Montrose, Angus.—At 6.7 on the evening of the 25th of August, 1953, the Usan coastguard passed on a message from a pilot that the Arbroath fishing boat *Family's Pride* had left Montrose under sail that afternoon, bound for Arbroath with one man on board. The pilot felt anxious for her safety. The coastguard could see a boat between two and a half and three miles east-north-east of the coastguard station, and the fishing boat *Mizpah* put to sea. At 8.30 the life-boat *The Good Hope* was launched in a choppy sea, with a light westerly breeze blowing. The *Mizpah* found the *Family's Pride* about two miles east of Gourdon. She took her in tow and signalled the life-boat. The life-boat took over the tow, towed the *Family's Pride* to Montrose, and reached her station again at 12.56 on the 26th. The Institution sent a letter of thanks to the owner of the *Mizpah*.—Rewards, £17 4s.

#### IRISH YACHT'S CREW IN DISTRESS

Helvick Head, Co. Waterford.—At 11.45 on the night of the 26th of August, 1953, the Civic Guard reported that two youths and an elderly man had put out in a sailing boat, but had not returned. At midnight the life-boat *H. F. Bailey* put to sea. The sea was moderate, with a north-westerly breeze blowing, and it was very cold. The

life-boat found the sailing boat about five miles north-east of Helvick. Her crew were in distress, and the life-boatmen gave them rum and towed them to Helvick, arriving at 2.10 on the 27th.—Rewards, £7 5s.

#### SEVENTY-YEAR-OLD MAN RESCUED

Margate, Kent.—At 7.27 on the evening of the 29th of August, 1953, the coastguard rang up to say that three men in a boat were in difficulties off Foreness Point and were drifting out to sea. At 7.30 the life-boat *North Foreland, Civil Service No. XI* was launched in a choppy sea, with a fresh south-westerly breeze blowing and heavy rain. She found the local motor boat *Atta Boy* a mile north of North Foreland. The three men, one of whom was seventy, were exhausted by trying to pull the boat to the shore, so the life-boat rescued them and gave them rum. The life-boat then towed the *Atta Boy* to Walpole Bay, where the two younger men, helped by the life-boatmen, took the boat ashore. The elderly man was still exhausted, and the life-boat took him to Margate, reaching her station again at 9.15.—Rewards, £8 16s.

#### LIFE-BOAT STANDS BY YACHT AGROUND

Southend-on-Sea, Essex.—At 8.50 on the evening of the 29th of August, 1953, the coastguard rang up to say that a yacht at Pollard Spit was signalling and needed help. At 9.30 the life-boat *Greater London, Civil Service No. 3* was launched. The sea was rough with a moderate west-south-west gale blowing. With the help of her searchlight, the life-boat found the yacht *Escape*, of Upnor, with a crew of four. The *Escape* was aground half a mile south-south-west of Pollard Spit Buoy, and the life-boat stood by her. She refloated on the rising tide and went on her way to the Isle of Sheppey. The life-boat returned to her station, arriving at 4.10 on the 30th.—Rewards, £13 11s.

#### THREE SERVICES IN ONE NIGHT

Bembridge, Isle of Wight.—At 1.10 early on the morning of the 30th of August, 1953, the Foreland coastguard telephoned that the Nab pilot cutter

had reported that a yacht needed help three miles north-north-east of Nab Tower. The life-boat *Jesse Lumb* was launched ten minutes later. The sea was rough, with a fresh westerly breeze blowing. The life-boat found the yacht *Marylda*, towed her in, and moored her to a buoy near the life-boat house at 3.35. At 1.45 the pilot cutter had reported seeing red rockets in St. Helen's Roads, and a shore-boat put out. At 3.45 the life-boat was launched again and found the eight-ton yacht *Ciris*, of Colchester, in tow of a motor vessel off Warner Light Buoy. As she was too heavy for the shore-boat, the life-boat took her over from the motor vessel and towed the *Ciris* to Bembridge, arriving at 4.30. Twenty minutes later the coastguard rang up again and said that the Panamanian steamer *Neptunia* had wirelessed that she had taken in tow the motor yacht *Chinta*, which had broken down. The steamer asked if the yacht could be taken ashore, and the life-boat was launched again at 4.55. She found the *Neptunia* off the Nab tower, towed the *Chinta* to Portsmouth, and reached her station again at 9.15. Rewards, 1st service, £9 19s. 6d.; 2nd service, £7 17s. 6d.; 3rd service, £16 13s.

### THREE BOATS TOWED TO HOWTH

**Howth, Co. Dublin.**—At four o'clock on the afternoon of the 30th August, 1953, a message was received that two boats were in difficulties off Ireland's Eye. At 4.15 the life-boat *R.P.L.* was launched, with the bowman in charge, in a choppy sea with a fresh westerly wind blowing. She found a sailing boat, with a crew of one, and an Irish naval gig, with a crew of seven, near the rocks and towed them both to Howth, arriving at 6.15. It was then reported that the local yacht *Colette*, which had put out for Lambay with a crew of six, had not returned, so the life-boat put to sea again, with the coxswain in command. She found the yacht in Lambay harbour, but as she would not have been safe there at low water the life-boat towed her to Howth, arriving at 9.30. The owner of the *Colette* made a donation to the funds of the Institu-

tion.—Rewards, 1st service, £6 3s.; 2nd service, £9 2s.

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

**Ifracombe, Devon.**—August 2nd.—Rewards, £15 1s. 6d.

**Yarmouth, Isle of Wight.**—August 3rd.—Rewards, £4 10s.

**Hartlepool, Durham.**—August 3rd.—Rewards, £8 5s.

**St. Ives, Cornwall.**—August 5th.—Rewards, £11 18s.

**Walton and Frinton, Essex.**—August 5th.—Rewards, £15 6s.

**Clacton-on-Sea, Essex.**—August 5th.—Rewards, £8 10s. 9d.

**Fowey, Cornwall.**—August 6th.—Rewards, £6 13s.

**Fowey, Cornwall.**—August 7th.—Rewards, £6 13s.

**St. Mary's, Scilly Islands.**—August 7th.—Rewards, £9 17s.

**St. Ives, Cornwall.**—August 8th.—Rewards, £15 13s. 6d.

**Valentia, Co. Kerry.**—August 10th.—Rewards, £12 15s. 6d.

**Plymouth, Devon.**—August 11th.—Rewards, £6 13s.

**Weston-super-Mare, Somerset.**—August 11th.—Rewards, £13 2s.

**Ramsgate, Kent.**—August 11th.—Rewards, £7 8s.

**Workington, Cumberland.**—August 11th.—Rewards, £4 10s.

**Yarmouth, Isle of Wight.**—August 13th.—Rewards, £4 10s.

**St. Ives, Cornwall.**—August 16th.—Rewards, £12 17s.

**Torbay, Devon.**—August 16th.—Rewards, £8 7s. 6d.

**Falmouth, Cornwall.**—August 17th.—Rewards, £24 3s.

**Rhyl, Flintshire.**—August 17th.—Rewards, £7 12s.

**Ramsgate, Kent.**—August 17th.—Rewards, £6 12s. 6d.

**Ifracombe, Devon.**—August 18th.—Rewards, £18 11s. 6d.

**Skegness, Lincolnshire.**—August 18th.—Rewards, £16 2s.

**St. Ives, Cornwall.**—August 18th.—Rewards, £11 18s.

**Tenby, Pembrokeshire.**—August 18th.—Rewards, £10 10s.

**Cromer, Norfolk.**—August 20th.—Rewards, £9 3s. 6d.



Skegness, Lincolnshire. — August 20th.—Rewards, £13 2s.

Hoyleake, Cheshire.—August 22nd.—Rewards, £16 16s.

Workington, Cumberland. — August 22nd.—Rewards, £5 14s.

St. Ives, Cornwall.—August 22nd.—Rewards, £10.

Kirkcudbright.—August 22nd.—Rewards, £10 1s.

Girvan, Ayrshire. — August 23rd. — Rewards, £8 10s.

Bembridge, Isle of Wight. — August 23rd.—Rewards, £9 0s. 6d.

Weston-super-Mare, Somerset. — August 24th.—Rewards, £12 12s.

Walton and Frinton, Essex. — August 24th.—Rewards, £9 10s.

Barra Island, Outer Hebrides. — August 27th.—Rewards, £5 16s.

Shoreham Harbour, Sussex.—August 27th.—Rewards, £6 13s.

Clogher Head, Co. Louth. — August 27th.—Rewards, £13 19s.

New Brighton, Cheshire. — August 30th.—Rewards, £10.

Ballycotton, Co. Cork.—August 30th.—Rewards, £5 16s.

Donaghadee, Co. Down. — August 30th.—Rewards, £5 16s.

Dun Laoghaire, Co. Dublin. — (Two launches).—August 30th.—Rewards, £22 16s.

Wicklow.—August 31st.—Rewards, £8 5s. 6d.

Dungeness, Kent. — August 31st. — Rewards, £28 3s.

Dover, Kent. — August 31st. — Rewards, £5 10s.

#### SEPTEMBER

DURING September life-boats were launched 62 times and rescued 29 lives.

#### YACHT TOWED TO BRIXHAM

Torbay, Devon.—At midnight on the 1st of September, 1953, the Brixham coastguard rang up to say that a man at Torcross had reported that a motor yacht was short of fuel and had anchored two hundred yards off the north end of Beesands. At 12.45 on the 2nd the life-boat *George Shee* put out in a slight sea and light south-westerly breeze. She found the 32-foot motor yacht *Martinique*, with a

crew of three, and towed her to Brixham, reaching her station again at 5.15. The owner made a gift to the life-boatmen.—Rewards, £10 8s.

#### YACHT HELPED BY LIFE-BOATS TWICE IN A MONTH

Walton and Frinton, Essex.—At 8.52 on the evening of the 2nd of September, 1953, the Walton coastguard reported that he had been informed by the master of the Cork lightvessel that the ketch-rigged yacht *Totland* was drifting slowly about three miles north-east-by-north of the lightvessel. At 9.20 the Felixstowe coastguard asked for the life-boat, and at 9.45 the life-boat *E.M.E.D.* put to sea. The sea was rough, with a fresh south-westerly breeze blowing. The life-boat found the yacht one and a half miles north-east-by-north of the lightvessel, driving on to a lee shore. As the weather was worsening, the coxswain towed the yacht, with the owner, his wife and four children on board, to Harwich harbour. The life-boat left Harwich at 7.30 on the morning of the 3rd and arrived back at her station at 10.47.—Rewards, £33 7s. The St. Ives life-boat was launched to the help of the same yacht on the 9th of August.

#### YACHT AGROUND NEAR CLACTON

Clacton-on-Sea, Essex.—At 2.45 on the afternoon of the 3rd of September, 1953, the coastguard rang up to say that the yacht *Cloetta*, of Burnham-on-Crouch, was aground four and a quarter miles south-east of Clacton pier. A later message reported the yacht to be bumping badly. At 3.19 the life-boat *Sir Godfrey Baring* was launched. It was low water, and in a moderate swell with a gentle west-south-westerly breeze blowing, she reached the *Cloetta*, which had six men and two women on board. After some difficulty a rope was got aboard, and the yacht was towed off into deeper water. Two life-boatmen then went aboard with food and dry clothing, and the life-boat towed the *Cloetta* to Brightlingsea, reaching her station again at 8.45.—Property Salvage Case.

#### DRIFTING DINGHY FOUND NEAR BUOY

Margate, Kent.—At 5.54 on the morning of the 4th of September, 1953, the coastguard telephoned that the North Goodwin lightvessel had reported that a dinghy had drifted past her with an unidentified object hanging on its bow. At 6.5 the life-boat *North Foreland, Civil Service No. 11* was launched in a smooth sea and with a light westerly wind blowing, with poor visibility, and spoke to the lightvessel. She learnt that the dinghy was now near the north-east Goodwin buoy, and she found it one mile south of the buoy. There was no one in the dinghy, and the life-boat took it on board and returned to her station, arriving at 11.20.—Rewards, £14 7s.

#### YACHT REFLOATED IN SHALLOW WATER

Falmouth, Cornwall.—At 8.45 on the evening of the 4th of September, 1953, H.M. Customs telephoned to say that a boat was ashore near St. Anthony Lighthouse. The life-boat *Hearts of Oak*, on temporary duty at the station, put to sea at nine o'clock and made for the position. The sea was rough, and there was a strong east-south-easterly wind blowing. It was raining and visibility was poor. Using her searchlight, the life-boat found the motor yacht *Lady Gay*, with two men and two children on board. After standing by for about an hour and a half the life-boat received a wireless message asking her to try to refloat the yacht. The life-boat stood by for a further period and then, through rough seas, went in towards her. The water was very shallow, but at the second attempt, using her line-throwing gun, the life-boat got a line aboard the *Lady Gay*. But as she was broadside on, it took about an hour and a half to get the yacht refloated. The life-boat then towed her to Falmouth, and arrived back at her station at 2.30 early on the morning of the 5th.—Property Salvage Case.

#### TWO MEN AND DINGHY ON ROCKS

St. Mary's, Scilly Islands.—At eleven o'clock on the night of the 8th of September, 1953, during thick fog, an airman reported that a sailing

dinghy was missing, with the owner and another airman on board, and that when last seen the dinghy was one and a half miles from the harbour. At 11.5 the life-boat *Cunard* was launched in a calm sea with a fresh northerly breeze blowing. She found the two men and their boat on Steval Rock, west of St. Mary's. The life-boat refloated the boat, rescued the men, and towed them to St. Mary's, reaching her station again at 12.30 early on the 9th.—Rewards, £6 17s.

#### FISHING BOAT TOWED TO FLEETWOOD

Fleetwood, Lancashire.—At 9.15 on the morning of the 9th of September, 1953, the harbour authorities telephoned that the motor fishing vessel *Florence Baxter* was burning a flare off Rossall Point. At 9.25 the life-boat *Ann Letitia Russell* was launched. The sea was moderate, with a strong north-westerly breeze blowing. The life-boat found the *Florence Baxter* three miles west-south-west of the Wyre Light with a net fouling her propeller. Another fishing boat had tried to take her in tow, but had failed, so the life-boat towed her to harbour, and arrived back at her station at 10.30.—Rewards, £7 9s.

#### INJURED SEAMAN TAKEN OFF TRAWLER

Fleetwood, Lancashire.—At seven o'clock on the evening of the 9th of September, 1953, a local trawler company reported that the steam trawler *Fairway*, of Hull, had an injured man on board who was in urgent need of medical attention. The *Fairway* could not make harbour herself owing to the low state of the tide, and at 7.30 the life-boat *Ann Letitia Russell* was launched, with two ambulance men and a stretcher on board. The sea was rough, and a strong north-westerly breeze was blowing. The life-boat found the trawler a mile north-west of the Wyre Light, took the injured man on board and arrived back at her station at 8.20.—Rewards, £7 5s.

#### COBLES ESCORTED TO NEWBIGGIN

Newbiggin, Northumberland.—At 8.10 on the morning of the 10th of Septem-

ber, 1953, a life-boatman reported that a local boat was adrift with no one on board north of Newbiggin Point. At 8.30 the life-boat *Richard Ashley* was launched in a moderate sea with a moderate north-westerly breeze blowing, but a fishing coble had taken the boat in tow before the life-boat reached the position. As the weather was worsening, the life-boat escorted in other cobles and arrived back at her station at midday.—Rewards, £12 10s.

#### DOCTOR PUT ABOARD STEAMER

**Southend-on-Sea, Essex.**—At 7.50 on the evening of the 10th of September, 1953, the police reported that the S.S. *Wandle*, of London, had wirelessly that she had an injured man on board and needed a doctor. About two o'clock the coastguard stated that the *Wandle* was a mile south of Southend, and ten minutes later the life-boat *Greater London, Civil Service No. 3* was launched, with a doctor on board. The sea was slight with a light northerly breeze blowing. The life-boat put the doctor aboard the steamer, but after seeing the patient he did not consider it necessary to land him. The life-boat took the doctor ashore and reached her station again at 11.55.—Rewards £7 5s.

#### DOCTOR TAKEN FROM EIGG TO RHUM

**Mallaig, Inverness-shire.**—At 10.20 on the morning of the 11th of September, 1953, the doctor on Eigg asked if the life-boat would take him to Canna to attend an urgent medical case, as no other boat was available. At 10.45 the life-boat *Sir Arthur Rose* put out in a moderate sea with a north-westerly gale blowing. She arrived at Eigg at two o'clock, embarked the doctor, took him to Rhum and there transferred him to a fishing boat. The fishing boat took him to Canna, and the life-boat returned to her station, arriving at 7.30.—Rewards, £15 9s.

#### LIFE-BOATMEN BOARD DISABLED YACHT

**Anstruther, Fifeshire.**—At 12.55 early on the morning of the 14th of September, 1953, the coastguard rang up to say that a yacht had fired rockets in Largo Bay. At 1.30 the life-boat

*James and Ruby Jackson* was launched. The sea was calm with a moderate south-easterly breeze blowing. The life-boat found the motor yacht *Emmiman*, of Leith, with four men, two women and a child on board. She had been bound for the Bass Rock from St. Monance, but her engines had broken down and she had drifted close inshore in Largo Bay. The crew repaired the engines and asked the life-boat to escort them to Leith. Three life-boatmen boarded the yacht and took her to Leith, accompanied by the life-boat, which then returned to her station, arriving at 9.15.—Property Salvage Case.

#### MOTOR CRUISER SIGNALS WITH MIRROR

**Great Yarmouth and Gorleston, Norfolk.**—At 9.54 on the morning of the 15th of September, 1953, the Gorleston coastguard rang up to say that the motor cruiser *Winifred Rose*, of South Shields, had broken down a mile south-south-east of the pier, and had signalled for help with a mirror. At ten o'clock the life-boat *Louise Stephens* was launched in a moderate swell with a strong south-easterly breeze blowing. She found the motor cruiser anchored with a crew of three. Her engine-cooling system had broken down, and the life-boat towed her to the harbour, reaching her station again at 11.5.—Rewards, £7 12s.

#### COBLE ESCORTED IN ROUGH SEA

**Filey, Yorkshire.**—During the morning of the 15th of September, 1953, the local fishing coble *Isabella* put to sea with a crew of three to work her crab pots near Brig buoy. The weather was bad, and at 10.50 it was decided to launch the life-boat to escort her in. At eleven o'clock the life-boat *The Cuttle* put to sea. There was a rough sea with a south-easterly breeze blowing. The life-boat accompanied the coble to Filey, reaching her station again at 12.50.—Rewards, £12 2s.

#### FISHING BOAT ESCORTED TO CROMER

**Cromer, Norfolk.**—At 12.11 on the afternoon of the 15th of September, 1953, the coastguard telephoned that

the local fishing boat *Why Worry*, with a crew of two, appeared to have broken down off Trimmingham, four miles south-east of Cromer. At 12.25 the No. 2 life-boat *Harriot Dixon* was launched. There was a rough sea and a fresh east-south-east breeze, and it was misty. Three miles out the life-boat met the fishing boat, which had got under way again, and escorted her in, reaching Cromer again at one o'clock.—Rewards, £11 10s.

#### RESCUE FROM COXSWAIN'S PUNT

Valentia, Co. Kerry.—A routine exercise had been arranged for the life-boat *A.E.D.* at 2.30 on the afternoon of the 16th of September, 1953, but at 1.40, when the coxswain, motor mechanic and his assistant were preparing her for sea, the coxswain noticed that his punt, which he had lent to two women, had capsized in Lough Kay. The life-boat at once put to sea, accompanied by Mr. Kieran O'Driscoll, the honorary secretary, and made for the position in a swell and light southerly breeze. She rescued the women, recovered the punt, and returned to her station, arriving at 2.20.—Rewards £1 10s.

#### FIFTEEN RESCUED FROM GRIMSBY TRAWLER

Wick, Caithness-shire.—At 1.10 early on the morning of the 18th of September, 1953, the coastguard telephoned that the trawler *Hassett*, of Grimsby, which had a crew of twenty, had gone ashore north-east of Noss Head. At 1.25 the life-boat *City of Edinburgh* was launched in a heavy sea and with a strong south-easterly breeze blowing. She found the trawler fast on the rocks on Auckengill Reef. The life-boatmen heard cries for help, so they anchored the life-boat and veered her down to the wreck. One trawlerman appeared on the bridge, and shouted for a line. As the life-boat could not get alongside the trawler, she fired lines to her and wirelessly for the coastguard shore life-saving team. The life-boat stood by while the life-saving team rescued fifteen men, and then searched for the others. She found only one body and took it to Wick. She reached her station again

at 9.40. Five trawlermen lost their lives.—Rewards, £14 15s.

#### MAN FOUND CLINGING TO CANOE

Shoreham Harbour, Sussex.—At 12.32 on the afternoon of the 18th of September, 1953, the coastguard telephoned that a canoe had capsized fifty yards off the harbour, and that a man was clinging to it. Five minutes later the life-boat *Rosa Woodd and Phyllis Lunn* was launched in a slight sea with a light south-westerly breeze blowing. She rescued the man, who by now had drifted about two hundred yards, and returned to her station, arriving at 1.30.—Rewards, £7 5s.

#### THREE RESCUED FROM DINGHY

Arklow, Co. Wicklow.—At four o'clock on the afternoon of the 20th of September, 1953, the life-boat motor mechanic noticed that the sailing dinghy *Joan*, with two men and a boy on board, had capsized a hundred yards north-east of the pier. At 4.9 the life-boat *Inbhear Mor* was launched. The sea was moderate with a fresh west-south-west breeze blowing. The life-boat found the three people clinging to the upturned dinghy four hundred yards from the pier. She rescued them, took them ashore and then put out again and towed in the dinghy, reaching her station again at 6.20.—Rewards, £7 13s.

#### RESCUE FROM YACHT IN GALE

Southend-on-Sea, Essex.—At 7.5 on the morning of the 21st of September, 1953, the coastguard telephoned that a yacht anchored two miles north-east of the Nore Towers had asked for a tow. At 7.30 the life-boat *Greater London, Civil Service No. 3* was launched in a very rough sea with a south-south-west gale blowing. She found the yacht *Tinker*, of Upnor, with two women and a man on board, driving towards the Maplin Sands. The life-boat rescued the three people and gave them hot drinks, and two life-boatmen boarded the yacht. The life-boat then towed the yacht to Queenborough and landed the rescued at Southend at 11.50. The father of one of the women made a donation to the funds of the Institution.—Property Salvage Case.

**LIFE-BOAT STANDS BY ALL NIGHT  
IN GALE**

**Baltimore, Co. Cork.**—At 10.45 on the morning of the 21st of September, 1953, a message was received from Toe Head, Castletownshend, that the trawler *Anne Gaston*, of France, which had a crew of nine, had been wrecked at Toe Head. At 11.30 the life-boat *Sarah Tilson* was launched. The sea was very rough, with a westerly gale blowing. The life-boat found that the nine men had been hauled up the cliffs by the Coast Life-Saving Service. She then went to Castletownshend, and the coxswain asked the skipper if the life-boat could help his trawler, but the skipper said that she was a total loss. The life-boat therefore made for her station, where she learned that the yacht *Glance*, with a man and a woman on board, was being driven on to the rocks in Church Bay. The life-boat put out again, took off the woman and stood by the yacht until the weather moderated. She reached her station again at 5.30 the next morning. The owner of the yacht made a donation to the funds of the Institution.—Rewards, £35 5s.

**YACHT ESCORTED IN GALE**

**Southend-on-Sea, Essex.**—At 1.25 on the afternoon of the 21st of September, 1953, the life-boat coxswain saw a yacht two and a half miles east-south-east of the pier which appeared to be in difficulties. At 1.35 the life-boat *Greater London, Civil Service No. 3* put out in a very rough sea with a southerly gale blowing. She found the motor yacht *Bryter*, of Benfleet, with one person on board, two miles to the east-south-east. The yacht was making very heavy weather, and the life-boat escorted her to Southend, reaching her station again at 2.10.—Rewards, £15 7s.

**DOCTOR TAKEN TO STEAMER**

**Great Yarmouth and Gorleston, Norfolk.**—At 1.20 on the afternoon of the 21st of September, 1953, the coastguard reported that the S.S. *Guildford*, of London, which was off Southwold, was making for Gorleston to land a man who had been badly burned. As no other boat was available to take him ashore the life-boat

*Louise Stephens* was launched at 2.30, with a doctor on board. There was a heavy swell and a strong southerly breeze. The life-boat put the doctor aboard the steamer, which by now had reached Yarmouth Roads. He treated the injured man, but decided that there was no need to land him, and the life-boat took the doctor back to her station, arriving at 3.39.—Rewards, £10 12s.

**DOCTOR AND PILOT TAKEN TO  
GERMAN SHIP**

**Torbay, Devon.**—At four o'clock on the afternoon of the 21st of September, 1953, the local Lloyds agent rang up to say that the motor vessel *Wolfsburg*, of Hamburg, had an injured man on board and would arrive at Torbay at eleven o'clock. As the weather was too bad for a shore-boat to put out, the life-boat *George Shee* put to sea at 10.45 with a doctor, ambulance men, a pilot and Customs officers on board. The sea was rough, with a fresh westerly breeze blowing. The life-boat came up with the vessel off Berry Head, and put the doctor and pilot on board. The pilot took the *Wolfsburg* further into Torbay, where the sea was calmer. The life-boat then went alongside, took on board the injured man and landed him. She arrived back at her station at 3.25 the next morning.—Rewards, £10 8s.

**TWO RESCUED FROM SALVAGE  
LIGHTER**

**Bembridge, Isle of Wight.**—At 8.45 on the evening of the 21st of September, 1953, the Ryde police rang up to say that a man was missing in a dinghy between No Man's Fort and Horse Sand Fort. At 8.51 the life-boat *Jesse Lumb* was launched. She began to search in a very rough sea and south-westerly gale, but at nine o'clock the naval authorities at Portsmouth reported that a salvage lighter with two men on board was in distress in Stokes Bay. This news was wirelessly to the life-boat. The search for the dinghy had been unsuccessful, and the life-boat went to the position where the lighter was reported to be. She found that the lighter was driving ashore, rescued the men on board, and took them to Portsmouth. She

reached her station again at one o'clock early on the 22nd.—Rewards, £11 12s.

#### SILVER MEDAL FOR TENBY COXSWAIN

On the night of the 21st–22nd September, 1953, the Tenby life-boat rescued the crew of seven of the St. Gowan lightvessel, which was in distress in very bad weather. For a full account of this service and for the awards made, see page 592.

#### SEAMAN TAKEN OFF GERMAN TRAWLER

Whitby, Yorkshire.—At 10.15 on the night of the 22nd of September, 1953, the coastguard telephoned that the trawler *Patriot*, of Rostock, had asked for a doctor. Tidal conditions were unsuitable for a shoreboat to put out, and at 10.28 the No. 1 life-boat *Mary Ann Hepworth* was launched with a doctor on board. The sea was calm with a light south-south-west breeze blowing. The life-boat came up with the trawler three miles north-by-west of Whitby pier. The doctor found that a seaman was suffering from appendicitis, and the life-boat took him ashore to a waiting ambulance. She reached her station again at 11.35.—Rewards, £6 9s.

#### YACHT TOWED TO NEW BRIGHTON

New Brighton, Cheshire.—At 6.50 on the evening of the 25th of September, 1953, the life-boat motor mechanic reported that he had seen a yacht on the Burbo Bank. Later she was reported to be high and dry. At 9.15 the life-boat *Norman B. Corlett* put out in a calm sea and light breeze, taking her boarding boat with her. She went as close as she could to the yacht, which was found to be the *Minx*, with one man on board. Three life-boatmen took the boarding boat to the yacht and towed her to the life-boat, which then took her to New Brighton, arriving at 10.30.—Rewards, £6 2s.

#### YACHT DRIFTING OFF SALCOMBE

Salcombe, Devon.—At 5.50 on the morning of the 26th of September, 1953, the Hope Cove coastguard rang up to say that a sailing boat was

signalling for help half a mile south-west of Prawle Point. At 6.5 the life-boat *Samuel and Marie Parkhouse* was launched. The sea was smooth, with a light breeze blowing. The life-boat found the yacht *Cerise*, of Southampton, with a crew of six, two miles south-south-east of Prawle. She was drifting, and the life-boat towed her to Salcombe, reaching her station again at 8.45.—Rewards, £6 11s.

#### COBLE TOWED TO STAITHES

Runswick, Yorkshire.—At 1.15 on the afternoon of the 27th of September, 1953, the life-boat coxswain reported that the fishing coble *Helena* could be seen to be in difficulties five miles north-north-west of Staithes. About 1.30 she made a distress signal, and at 1.55 the life-boat *Robert Patton—The Always Ready* was launched. The sea was moderate with a fresh south-westerly breeze blowing. The life-boat found that the *Helena*, which had a crew of three, had broken down. The second coxswain went on board, and the life-boat towed the coble to Staithes, reaching her station again at 3.51. The owner made a donation to the funds of the Institution.—Rewards £13 7s. 6d.

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

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

Clovelly, Devon.—September 1st.—Rewards, £22 18s.

Troon, Ayrshire.—September 1st.—Rewards, £8 1s.

Appledore, Devon.—September 1st.—Rewards, £18 13s.

Lowestoft, Suffolk.—September 4th.—Rewards, £13 8s.

Clacton-on-Sea, Essex.—September 7th.—Rewards, £13 2s. 6d.

Ramsgate, Kent.—September 8th.—Rewards, £6 12s. 6d.

Humber, Yorkshire.—September 9th.—Paid Permanent Crew.

Dungeness, Kent.—September 11th.—Rewards, £29 4s.

Port St. Mary, Isle of Man.—September 16th.—Rewards, £15 9s.

Gourdon, Kincardineshire.—September 16th.—Rewards, £16 6s.

Montrose, Angus.—September 16th.  
—Rewards, £15 7s.

Porthdinllaen, Caernarvonshire. —  
September 19th.—Rewards, £12 6s.

Bembridge, Isle of Wight.—Septem-  
ber 19th.—Rewards, £7 2s. 6d.

Fowey, Cornwall.—September 20th.  
—Rewards, £8 1s.

Newcastle, Co. Down.—September  
20th.—Rewards, £13 18s.

Wick, Caithness-shire. — September  
20th.—Rewards, £3.

Weymouth, Dorset.—September 21st.  
—Rewards, £35 5s.

Poole, Dorset.—September 21st.—  
Rewards, £10 17s. 6d.

Pwllheli, Caernarvonshire.—Septem-  
ber 22nd.—Rewards, £22.

Margate, Kent.—September 23rd.—  
Rewards, £15 18s. 6d.

Thurso, Caithness-shire.—September  
23rd.—Rewards,—£29 12s. 6d.

Stornoway, Outer Hebrides.—Septem-  
ber 23rd.—Rewards, £13 6s.

New Brighton, Cheshire.—September  
27th.—Rewards, £10.

Hoyleake, Cheshire.—September 27th.  
—Rewards, £15 2s.

Falmouth, Cornwall. — September  
27th.—Rewards, £8 11s. 6d.

#### MOTOR BOAT'S CREW RESCUED BY HELICOPTER

Eastbourne, and Newhaven, Sussex.  
—On the evening of the 27th of  
September, 1953, during thick fog, a  
steamer wirelessly that the motor  
boat *Angler's Luck*, with a crew of two,  
three miles off Beachy Head had asked  
her the way to Eastbourne. At 5.50  
the Eastbourne life-boat *Beryl Tolle-  
mache* was launched in a calm sea with  
a light north-westerly breeze blowing.  
She searched widely for over thirteen  
hours in deteriorating weather, but  
found nothing and arrived back at her  
station at 7.30 on the morning of the  
25th for fuel. At eight o'clock the  
coastguard asked the Newhaven life-  
boat to continue the search, and at

8.30 the life-boat *Cecil and Lilian  
Philpott* was launched. The sea was  
now rough, and a strong south-  
westerly breeze was blowing. Air-  
craft took part in the search, and a  
helicopter found the *Angler's Luck* off  
Beachy Head. The helicopter took  
off the crew of two, and the life-boat  
returned to her station, arriving at  
11.15.—Rewards: Eastbourne, £47 9s.;  
Newhaven, £9 7s. 6d.

Anstruther, Fifeshire. — September  
27th.—Rewards, £12 9s.

Wicklow. — September 28th. — Re-  
wards, £15 9s.

Arklow, Co. Wicklow. — September  
28th.—Rewards, £7.

#### MYSTERIOUS LIGHT CAUSED BY MARSH GAS

Mallaig, Inverness-shire.—At 9.25 on  
the night of the 30th of September,  
1953, a woman told the coxswain that  
a bright light was flashing in the sea  
three miles north-east of Mallaig, and  
at 9.40 the life-boat *Sir Arthur Rose*  
put to sea. There was a rough sea  
with a south-westerly gale blowing.  
The life-boat found the light close to  
rocks, but could not get within two  
hundred yards of it owing to the very  
bad weather. Two men from a nearby  
village climbed down the rock face,  
but found nothing. It was thought  
that the light might have come from  
a raft, and the life-boat returned to  
Mallaig and embarked the coastguard  
shore life-saving company. She land-  
ed them as near to the light as she  
could about 3.30 early on the morning  
of the 1st of October, but the coast-  
guard decided to wait for daylight  
before investigating. At dawn the  
light was seen to be caused by bubbles  
of gas coming to the surface of the  
sea and bursting with a flash. The  
life-boat re-embarked the life-saving  
company and returned to Mallaig,  
arriving at 10.15.—Rewards, £21 17s.

### Life-boat Christmas Cards and Calendars

THIS year the Institution will again  
have for sale two Christmas cards, one  
in colours, the other in black and  
white, and a pocket calendar.

The card in colour will show the  
Eastbourne life-boat *Beryl Tollemache*  
returning from service. The photo-  
graph was taken by the *Eastbourne*

*Gazette.* This card will be of four pages, with a picture on the front page and greetings inside. Its price, with envelope, will be 9d. The name and address of the sender can be printed in the card if orders of at least a dozen are placed. The cost of printing will be 7s. for twelve, 7s. 9d. for twenty-five, and 8s. 6d. for fifty. A picture of

the coloured card is shown on this page.

The design of the black and white card will be the same as that used last year. A picture of the card appeared in *The Life-boat* for September, 1952. Its price, with envelope, is 6d. The name and address of the sender cannot be printed in this card.

The pocket calendar can be supplied



only in dozens. The price is 2s. for the first dozen, and 1s. 6d. for each additional dozen.

There will also be a hanging calendar with a picture in colours of the Penlee life-boat *W and S* just after she had been launched. The photograph was

taken by Mr. Clifford C. Ashton of Rochdale. Owing to the high purchase tax, which would have to be paid on all the calendars printed if any were sold, there will be none for sale. The hanging calendar is distributed principally to solicitors.

## Notice

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

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

*The next number of THE LIFE-BOAT will be published in March, 1954.*