

# THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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No. 370

## THE LIFE-BOAT FLEET

155 Motor Life-boats

1 Harbour Pulling Life-boat

## LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to 31st October, 1954 - - - - 78,940

## Notes of the Quarter

THE cold, wet summer of 1954 was a most exacting period for the Life-boat Service. In the six summer months, from the 1st of April to the 30th of September, the Institution's life-boats were launched on service 356 times and rescued 252 lives. The corresponding figures for 1953 were 334 launches on service and 180 lives rescued. Before the end of September more lives had been rescued by life-boats in 1954 than were rescued in the whole of 1953. July was a particularly busy month, with 82 launches, as the result of which 55 lives were rescued. Never before in the history of the Institution have life-boats been launched so often in July.

August has now become traditionally a month in which considerable numbers of yachtsmen are rescued and their yachts saved. It may be noted, in view of misleading tales which are still current, that in August this year, when life-boats were launched on service 68 times, only two property salvage claims were put forward by life-boatmen. In one case the yacht saved had been abandoned and was found drifting 8 miles from the East Goodwin light-vessel. In the other case a motor vessel was on charter to a brewery for advertising purposes. The two men on board were rescued and brought to the life-boat station.

### LIFE-BOATMEN'S CHRISTMAS

IF what has happened in recent years can be taken as a guide, a number of life-boatmen are likely to spend some part of Christmas at sea, rescuing those in danger. It is only four years since the bowman of the Walmer life-boat lost his life at sea on Christmas Eve. On Christmas Day in the same year, 1950, the Redcar and Teesmouth life-boats were both out on service, the Teesmouth boat putting out at 10.30 at night and returning only at 4.45 next morning. In 1952 four life-boats were out on either Christmas Eve or Christmas Day, the Girvan and Yarmouth boats carrying out two services each and Campbeltown and Montrose one each. Scottish life-boats are equally liable to have to go out on New Year's Day, as the crew of Mallaig know from personal experience.

In addition to the services rendered to those in danger, a traditional task carried out by a number of life-boats, including those at Barry Dock, Clacton, Eastbourne, Margate, Selsey, Walton and Frinton, and Weymouth, is taking Christmas fare to the men manning lightvessels.

### BARROW'S STRANGE RECORD

A record believed to be unique in the Life-boat Service was established this

year by the Barrow life-boat. On three consecutive occasions she was launched to the help of the same single vessel. This was the *Tranquillity*, of Peterhead. On the first and third occasions, on the 22nd of July and the 19th of September, the crew were rescued from the *Tranquillity*, and on the second occasion, on the 8th of September, the fishing boat was towed in.

#### A QUESTION IN THE HOUSE

The Annual Report of the Institution has appeared this year in a somewhat different form. It is now known as a *Year Book*, and by the publication of the district branch collections as a separate supplement, it has been possible to bring it out much earlier than in the past. Early publication of the Institution's Report has not always met with official approval and on one occasion even led to the asking of an embarrassing question in the House of Commons. On the 2nd of December, 1867, the Vice-President of the Board of Trade, Stephen Cave, was asked why the Official Wreck Register for 1866 had not been printed and delivered to Members of Parliament although its contents had already appeared in the Press. The Vice-President of the Board of Trade evidently found this a searching question. He spoke of "an unhealthy time in the office, temporarily depriving it of some valuable services". He declared that the assistant secretary of the marine department "who, as the Hon. Member knows almost as well as

myself, is not a man to raise difficulties or to shrink from work", had stated that the work could not be done more quickly without additional staff, and he assured Members that the Board of Trade had not communicated any facts to the Press. Then he explained where the Press had got its information. This was from the Report of the Life-boat Institution where, apparently, the same difficulties in the matter of staff and sickness did not prevail.

#### LIVERPOOL UNIVERSITY'S ACHIEVEMENT

Panto Day, an annual event organised by the students of Liverpool University, this year produced a wind-fall for the Institution. As a result of the students' activities Miss Joan Crosley, secretary of the Panto Committee, presented a cheque for the remarkable sum of £4,000 to the Liverpool branch, whose deputy chairman is Mr. M. Arnet Robinson, a member of the Committee of Management of the Institution and chairman of the Hoylake branch. In accordance with the wishes of the students, the sum presented will be used principally to pay for the 15 h.p. diesel-engined boarding boat *Panto*, which was delivered to New Brighton station early this year, and for its ancillary equipment. Every year part of the Panto Day's takings go to the Sick and Orphaned Kiddies' Christmas Treat Fund of the Merseyside Hospitals' Council. This year the fund received £500, and all the other money received went to the Institution.

### Three Men Jump from a Fishing Vessel

AT 5.23 on the afternoon of the 26th of July, 1954, a man at Aberdovey telephoned the Aberystwyth, Cardiganshire, life-boat station to say that a fishing vessel was in difficulties between Towyn and Aberdovey. Immediately afterwards the coastguard confirmed the news. The boat in difficulties was the 40-foot M.F.V. *Lindy Lou*, which was in tow of an army launch. The life-boat was asked to stand by at the Aberdovey harbour bar.

The life-boat *Aguila Wren* was launched at 5.50. The sea was rough,

a moderate gale was blowing from the south-west, and it was high water. The launch was a difficult one, and the head launcher, Captain T. Brodigan, when on the front of the tractor, injured his hand while slipping the carriage securing chain. He was in great pain, but he carried on until the boat was safely away.

#### A Rough Passage

About seven o'clock, after a rough passage, the life-boat met the two boats between the Fairway and Bar Buoys. The *Lindy Lou* had broken

down, and the two boats were making heavy weather.

The three men on board the *Lindy Lou* refused to be taken off, and the crew of the launch, whose fuel was getting low, suggested that the life-boat should take over the tow. The life-boat coxswain decided against this, as the seas were heavy and breaking and there were sand banks near by.

#### Tow-Hawsers Part

At 7.10 the two wire tow-hawsers parted. The launch then made for Aberdovey, which she reached before her fuel ran out. The *Lindy Lou* anchored in three fathoms. Her crew still refused to be taken off and asked the life-boat to stand by for an hour in the hope that conditions would improve.

The conditions became worse. Seas

began to sweep over the *Lindy Lou* and her crew put on life-jackets and prepared to jump. About 7.40 the coxswain closed the *Lindy Lou*, which was then surging about in confused cross seas on the bar. The three men jumped and all three succeeded at the first attempt. The *Lindy Lou* was left at anchor, and the life-boat returned to Aberystwyth, which she reached at nine o'clock.

For this service Coxswain Baden Davies was accorded the thanks of the Institution inscribed on vellum.

A letter of commendation was sent to the head launcher, Captain T. Brodigan, M.B.E.

Additional monetary rewards of £1 were paid to each of the seven members of the crew. Total rewards amounted to £32 18s. The man who first gave the news of the distress made a gift to the life-boatmen.

## End of a Voyage to New Zealand

At 4.58 on the afternoon of the 27th of July, 1954, the Hartland coastguard rang up the Clovelly life-boat station with the news that the motor ketch *Progress*, of Bideford, was in distress under the lee of Lundy Island. The trawler *Hosanna* was standing by until the life-boat could reach her.

The *Progress* was a motor ketch of 90 tons. Her owner, his wife and their twelve-year-old son formed the crew, and they were planning a voyage to New Zealand via the Bahamas.

#### Westerly Gale Blowing

The life-boat *William Cantrell Ashley* was launched at 5.10. The sea was very rough, a westerly gale was blowing, and it was high water. The life-boat reached the *Progress* after two-and-a-half hours. The engines of the *Progress* were disabled and she was made fast astern of the trawler under the lee of Lundy Island. Once it was clear that the *Progress* was safely anchored, the *Hosanna* went on her way to Milford.

The owner of the *Progress* had injured his hand, but he decided to remain on board, and as the ketch was in no immediate danger the life-boat

returned to Clovelly. She had to wait for the tide to make before beaching, but she was ready again for service at 4.35 on the morning of the 28th of July.

At 12.53 that afternoon the coastguard reported that the *Progress* was firing distress signals and drifting to the east-north-east. At one o'clock the life-boat was launched again. The gale had veered to the north-west, and the tide was now flooding.

In order not to lose any time the coxswain made for the position through the Hartland Race. The life-boat had a rough passage, but at 3.15 she found the *Progress* some five miles south-east of Lundy South Light, drifting up channel. The *Progress's* anchor was still down, but the cable could not be worked, as the capstan was run from the engines which were out of action. She was rolling heavily.

#### Ten Attempts at Rescue

The coxswain told the three people on board to stand by in the starboard rigging and be ready to drop into the life-boat on the starboard roll. His

instructions were carried out, but time and again the life-boat was brought under the lee of the ketch and still the crew of the ketch had not been taken off. Altogether this manœuvre was carried out ten times before the owner of the *Progress*, his wife and son, a cat, some new-born kittens and a canary were taken on board the life-boat. By then it was 4.15 and the life-boat began the return

journey to Clovelly. She reached Clovelly at 7.50 in the evening.

When the weather improved the *Progress* was picked up by the *Hosanna* and towed to Milford Haven.

For the skill, seamanship and courage which he displayed under very difficult conditions, Coxswain George Lamey was awarded the bronze medal.

Total rewards for these services amounted to £51 7s. 6d.

## The Maer Rocks Rescue

At 9.49 on the night of the 19th of September, 1954, the honorary secretary of the Exmouth station, Mr. P. H. C. Butler, was told by the coast-guard that a flashing light had been seen near the Maer Rocks at the approach to the estuary of the river Exe, and that shouts for help had been heard. Mr. Butler and Coxswain Harold Bradford went at once by car to the point on the shore nearest to the rocks. From there, by the light of the car's headlamps, they saw a cabin cruiser at anchor.

A moderate breeze was blowing from the south-south-west, and a considerable swell was breaking heavily on the rocks. The night was dark with heavy rain squalls, and it was two hours before high water.

### Baling and Shouting for Help

The cabin cruiser, which was the *Nicky* of Starcross, had her anchor down in the channel, but she was some fifty yards inside the rock ledge on which she was pounding. Her crew of five were baling and pumping and shouting for help.

Mr. Butler and Coxswain Bradford realised that the state of the tide would not allow the life-boat to approach the *Nicky* from the seaward side. Because of the swell there was very little water over the rocks and the cabin cruiser was striking against the rocks frequently.

The life-saving apparatus team was summoned and fired lines from the shore, but the lines failed to reach the *Nicky*. While this was being done the coxswain went out in the pilot boat which was afloat. He towed a rowing boat which he hoped to be able to veer down on the cruiser.

The wind had increased and conditions in the channel had grown worse, and it was impossible to board the boat from the Maer Rocks. Coxswain Bradford decided that the only chance of rescuing those on board the *Nicky* was to go in with the life-boat at high water.

### Three Times Alongside

At 11.57 the life-boat *Maria Noble* was launched. She made for the casualty which she approached from the eastward, as there was more water on that side. The coxswain manœuvred the life-boat towards the *Nicky*, keeping the wind and sea on the port bow. He used the last of the flood to help the life-boat to drift almost broadside towards the cabin cruiser.

The *Nicky* was rolling and pitching violently, and her crew who were still baling her could not jump together. Coxswain Bradford had to edge the life-boat three times alongside the *Nicky* and then sheer off to avoid damage.

The life-boat struck the rocks heavily three times, but by the third attempt the crew of the *Nicky* had been taken off.

Coxswain Bradford then took the life-boat cautiously ahead. After striking the bottom twice more she reached the deep water channel. Half an hour later the *Nicky* sank.

The life-boat landed the survivors at Exmouth at 12.23 early on the 20th of September.

For the courage and determination which he showed under difficult conditions the Institution awarded the bronze medal to Coxswain Harold Bradford. Additional rewards of £1 were made to each of the seven members of the crew. Total rewards amounted to £20.

## The Search for Edward May

AT 4.45 on the morning of the 8th of September, 1954, Edward May, a 44-year-old steel worker from Scunthorpe, waded into the sea at Cap Gris Nez. He planned to swim to Dover unescorted and thereby become the first man to achieve this particular feat. He took food and rum with him on an inflated inner tube. He had a compass strapped to his wrist.

May hoped to reach Dover about six o'clock that evening, but the weather grew steadily worse, and as the day went on aircraft and ships of a number of organisations were diverted from their normal duties to go to his help.

About eight o'clock in the evening the tanker *San Vito* wirelessed that she had seen a man in the sea near the Goodwin Sands. The Deal coastguard passed this news to the Walmer life-boat station at 8.5. The position was given as eight miles south-east of the coastguard station.

Five minutes later, at high water, the life-boat *Charles Dibdin, Civil Service No. 2* was launched. The sea was then

moderate and a light southerly breeze was blowing. The Walmer life-boat began what was to be a long search.

The *San Vito* lost sight of the man who had been seen and who was presumed to be May, and aircraft, R.A.F. launches and a warship all joined in the search. No sign of May was seen.

At 4.9 on the 9th of September the Sandgate coastguard telephoned the Dover life-boat station and the life-boat *Southern Africa* put to sea. She relieved the Walmer life-boat at daybreak and joined in the search, but she too found nothing.

At eleven o'clock the search was abandoned. The Dover life-boat returned to her station at 12.50. The Walmer life-boat had reached her station at 7.5.

May's body was washed ashore near Amsterdam three weeks later. He left a wife and nine children.

The cost to the Institution, for the search, in rewards amounted to £52 11s: £40 8s. for Walmer and £12 3s. for Dover.

## Life-boat Builders by Tradition

By J. A. Milne, O.B.E.

*Managing Director of Messrs. J. S. White & Co., Ltd.*

THE firm of J. Samuel White & Co., Ltd., of Cowes, has been building ships in the Isle of Wight for more than two and a half centuries. During the greater part of that time the firm has been closely associated with the Life-boat Institution, both when it was known as the Royal National Institution for the Preservation of Life from Shipwreck and since its name was changed, a hundred years ago, to that of the Royal National Life-boat Institution.

The founder of the firm was Thomas White (1773 to 1859), who was born at Broadstairs in Kent. He came to Cowes in 1798. Cowes already had a long-standing tradition of shipbuilding, for it is recorded that a ship of war was built in Cowes for Queen Elizabeth I in 1588, and one of the earlier *Vanguards*, a third-rate-line-of-battle-ship of 1,419 tons, 520 men and 68 guns was built in 1748. The *Vectis*,

which carried Florence Nightingale to the Crimea, was constructed in Cowes a century later.

Thomas White purchased Nye's Yard on the river Medina. For many years this yard had supplied whalers and cutters to various private owners of large yachts, and indeed supplied the cutter attached to H.M.S. *Bounty* in which Captain Bligh made his famous voyage of some 4,000 miles to Timor after the mutiny.

### 1851 Competition

When the Fourth Duke of Northumberland became the Institution's President in 1851 there were 96 life-boat stations, mostly local societies, but many of the boats were not seaworthy. The Duke therefore decided to offer a prize of one hundred guineas for a new life-boat design. Thomas White sent in his model, which was

not successful. It was of the whaler type and was not self-righting. Thomas White had been supplying this type of life-boat to the P. & O. Line and the Royal Mail Steam Packet Co., as well as to naval ships. One such life-boat, the *Lamb and White*, was built in 1846. She was fitted with built-in air cases at either end and along either side. The hull itself was built of two thicknesses of plank with prepared waterproof material interposed, a system of construction that is still used at the present time. To cope with the work of building such life-boats White's had opened a new workshop called John and Robert's Yard.

Thomas White had preferred great buoyancy and stability to the self-righting properties which were incorporated in James Beeching's successful model. It is interesting that in 1890 George Watson, the designer of the *Britannia* and the Watson type of life-boat, reverted to the principle of the non-self-righting type.

One life-boat was built by White's for the Royal National Institution for the Preservation of Life from Shipwreck, for the Cardigan station. She was 24-feet long and her crew, while quite satisfied with her performance, thought she would be better for this station if she were three feet longer, so they sailed her round to Cowes and exchanged her for another boat in which they sailed back home. This new vessel cost £116, which was raised by public subscription.

#### Life-boats for Madras

In 1849 Whites sent life-boats to Madras as they were considered the only boats which could negotiate the surf.

In 1850 Whites' life-boats were specially fitted in H.M. Polar Expedition ships *The Enterprise* and *Investigator* before they sailed to find Sir John Franklin, and it was in this same year that Thomas White presented the *Mary White* and the *Culmer White* to Broadstairs, his birthplace. In 1851 the *Mary White* with a crew of coastguards and longshoremen went to help a brig (curiously enough also named *Mary White*) and saved seven men. About this time too the Margate station ordered a 32-foot life-boat.

During 1852 orders were received

for replacements of miscellaneous boats for the Coastguard service and also orders from many life-saving societies.

In *The Illustrated London News* dated 17th January, 1857, a most moving and interesting account is given of the rescue carried out by the *Mary White* and the *Culmer White* life-boats. An American ship named the *Northern Belle* became a wreck at Kingsgate, off the Kentish coast. Two Margate luggers went to her assistance but owing to the very rough sea they both foundered with all hands. At this point a message was sent to the life-boat station at Broadstairs asking for assistance. The crew got out the *Mary White* and pulled her two miles over heavy hilly country, through hail, sleet and snow, reaching Kingsgate at ten o'clock that night.

#### Nineteen Americans Rescued

"At daybreak an awful sight was revealed to those on the cliffs and beach. With the naked eye could be seen twenty-three men lashed to the rigging of the only mast left standing. At 7.30 a.m. the *Mary White* was launched with the aid of the watching crowd, ten brave men pulled through the boiling surf and the raging sea and brought back seven of the twenty-three men on the wreck, amidst the cheering people on the beach; meanwhile the *Culmer White* which had also been brought across country, was manned and launched. She succeeded in bringing away fourteen men. The two remaining men were the captain, and the pilot who had been taken on at Dover. The captain declared that he would rather die with his vessel than leave her, and the pilot expressed his desire to remain and perish in the old man's company. After one and a half hours the life-boat for the third time left the shore in order to persuade the two men to save their lives. After much difficulty the crew succeeded in inducing them to come down from the rigging and come ashore. It is impossible to describe the scene on the beach when it was known that all hands had been saved. At 3 p.m. the *Mary White* was dragged upon her truck by three horses into Broadstairs. In the boat sat her gallant crew, and tied to an American oar from the wreck

was the American Standard which had been hoisted as a signal of distress. The tattered flag fluttered over the broken bows of the *Mary White*. It was thus that the boat passed through the streets of Broadstairs amidst the joyous shouts of the inhabitants of the town. Nearly all the brave fellows who, at the imminent peril of their own lives were thus engaged in restoring to America the lives of nineteen of those seamen of whom she is so justly proud, are married men with large families of small children, and there is not a man amongst them who has not assisted in saving life, and who has not at some period lost a father, brother, or cousin in the same glorious cause."

#### Steam Life-boats Built

In 1860 the life-boat station at Poolbeg, Ireland, with a White life-boat was taken over by the Royal National Life-boat Institution.

During the year 1862 Whites received orders for life-boats, cutters and gigs for all H.M. ships on the West African station, and later one life-boat for every ship in H.M. Navy.

Ryde private life-boat station was taken over by the Royal National Life-boat Institution in 1869 and the 8-oared *Captain Hans Busk* was retained. In this same year Whites planned to fit steam engines to life-boats carried on shipboard.

In 1880 they were invited by the Admiralty to incorporate the life-boat principles into steam pinnaces, and a 48-foot by 9-foot 3-inches by 4-foot 9-inches pinnace was built; it was a great success and was ordered by many foreign navies.

In 1898 the Royal National Life-boat Institution ordered two steam life-boats, the *James Stevens No. 3* and the *James Stevens No. 4* for Grimsby and Padstow, followed in 1900 by the *City of Glasgow* for the Harwich station.

In all, between the year 1864 and the outbreak of the 1914-18 war the firm of White's had built no less than 368 steam life-boats for its different clients.

#### For Chile and Belgium

After the first world war life-boats for clients other than the Royal National Life-boat Institution were

built, including a 43-foot self-righting boat for Chile in 1921, a 67-footer for the Crown Agents in 1926, followed by two more similar boats in 1949-50, and three R.N.L.I. type 46-foot 9-inches boats for Belgium also in 1949-50.

Eight White built life-boats were engaged in the epic of Dunkirk. An R.N.V.R. officer in command of one of them, the *Louise Stevens*, said: "I took this life-boat across to Dunkirk on two nights. Her performance was a revelation and a delight." The Newhaven, Frinton, Aldeburgh and Hastings life-boats worked in Dunkirk harbour, carrying men to the ships outside. The *Mary Scott* of Southwold, commanded by an inspector of the Life-boat Service, then serving in the R.N.V.R., made many trips to the beach and rescued over 600 men.

The *Jane Holland*, of Eastbourne, did wonderful work until she was rammed and sprayed with machine-gun bullets and abandoned. Two days later she was found drifting in the Channel and was brought back to Dover. One of her end-boxes was stove in and she had over 500 bullet holes in her, but she was still afloat and very much buoyant.

#### Hundredth Boat for Institution

Between the two wars Whites built many life-boats for the Royal National Life-boat Institution, but life-boat work was interrupted in 1941 and was not resumed until 1945.

In 1949 the Royal National Life-boat Institution contracted with Whites for a programme of twenty-life-boats, twelve of which have so far been completed. This programme consists of twelve 46-foot 9-inches Watson cabin type boats and eight 52-foot Barnett type, as previously built for the Donaghadee and Holyhead stations, with the modern light alloy superstructures. One of these boats, the 46-foot 9-inches *Sir Godfrey Baring*, was exhibited at the Festival of Britain and is now at the Clacton-on-Sea station.

In 1951 the firm achieved the remarkable record of building its hundredth boat for the Royal National Life-boat Institution. This was the 52-foot Barnett type life-boat, which is today on service at the Aberdeen station.

## Life-boat Societies Abroad

The Royal National Life-boat Institution agreed to a request made at the International Life-boat Conference that it should act as a distributing centre for information which may be of general interest to all Life-boat Societies. The Institution recently sent a request to all Life-boat Societies overseas to supply up-to-date information on the strength of their fleet, the nature of their finances and the numbers of services to British vessels. The following table is based on the answers received:—

<i>Country</i>	<i>Name of Society</i>	<i>Strength of Fleet</i>	<i>Nature of Finances</i>	<i>Services to British vessels in 1953</i>
Belgium	Section of Administration de la Marine, Ministère des Communications.	3 motor life-boats.	State financed.	1
Denmark	Bestyreren af Redningsvæsenet.	23 motor life-boats. 19 pulling and sailing life-boats.	State financed.	0
France	Société Centrale de Sauvetage des Naufragés.	45 motor life-boats. 11 pulling and sailing life-boats.	Voluntary contributions but with subsidies for the maintenance of stations and post-war reconstruction.	2
	Société des Hospitaliers Sauveteurs Bretons.	5 motor life-boats. 65 small beach patrol boats.	Voluntary contributions with State and municipal subsidies.	0
Germany	Deutsche Gesellschaft zur Rettung Schiffbrüchiger.	32 motor life-boats. 6 shore stations with rocket apparatus.*	Voluntary contributions with State or municipal subsidies for special projects.	0
Iceland	Slysavarnafélag Islands.	2 - 100 ton cruising life-boat cutters. 2 motor life-boats. 9 pulling life-boats. 66 stations with rocket apparatus.	Voluntary contributions with state and municipal subsidies.	0
Italy	Società Siciliana Salvataggi (Palermo).	1 tug.	Financed by the shipping company of which it forms part.	0
Japan	Nippon Suinan Kyusai-kai.	39 motor life-boats. 93 pulling life-boats.	Voluntary contributions with municipal subsidies.	0
Netherlands	Koninklijke - Noord - en Zuid-Hollandsche Redding-Maatschappij.	25 motor life-boats.	Solely by voluntary contributions.	1
	Koninklijke Zuid - Hollandsche Maatschappij Tot Redding Van Schipbreukelingen.	8 motor life-boats.	Solely by voluntary contributions.	0
New Zealand	The Sumner Life-boat Institution.	1 motor life-boat. 1 pulling life-boat (reserve).	Voluntary contributions with a municipal grant.	0
Norway	Norsk Selskab til Skibbrudnes Redning.	27 patrolling rescue cruisers. 32 shore stations with rocket apparatus.	Solely by voluntary contributions.	0
Poland	Polskie Ratownictwo Okrętowe.	9 stations for servicing life-boats, tugs and ice-breakers.	State financed.	0
Portugal	Instituto de Socorros a Naufragos.	19 motor life-boats. 23 pulling and sailing life-boats.	State financed.	0
Spain	Sociedad Española de Salvamento de Naufragos.	28 motor life-boats.	Voluntary contributions with subsidies from official organisations.	0
†Sweden	Svenska Sällskapet för Räddning af Skeppsbrutne.	6 patrolling rescue cruisers. 16 life-boats. 8 shore stations with rocket apparatus.	Voluntary contributions with donations from towns and villages along the coast.	0
U.S.A.	United States Coast-guard.	625 motor boats. 41 pulling boats.	State financed.	0

\* 1 fast cruising life-boat is now under construction.

† The Swedish Board of Pilotage also has 5 life-boats and 20 stations with rocket apparatus which may be taken over by the Society.



## The Great Storm

THE great storm of the 31st of January—1st of February, 1953, has had a chronicler of distinction in Mr. J. Lennox Kerr.\*

Mr. Kerr has recorded the happenings at sea around our coasts on those two extraordinary days when more than 300 lives were lost. He has done so by questioning, while the details were still fresh in their memories, those who were at sea and engaged in rescue work; he has written his account in vivid and forceful prose; and he has shown a seaman's understanding of the difficulties and of men's reactions.

It is a truly sympathetic work. While omitting nothing necessary to the telling of his story, Mr. Kerr has avoided—or perhaps he never felt—the temptation to which so many reporters of disasters in our times have succumbed, that of searching for scapegoats. Mr. Kerr does not pass a word of censure; he simply tells how men went about their work when the prospect of death faced themselves and others.

In recording what happened in those two days, Mr. Kerr has achieved something seldom attempted, for he shows how all the different organisations involved in the work of rescue at sea co-operate. We read at first of how Mr. Price, the station officer of Stornoway coastguard station, and the life-saving crew made their way through appalling conditions to take the crew off the *Clan Macquarrie*; of the devotion to duty of the officers of the *Princess Victoria* and how David Broadfoot continued until his last moments to send signals which were

picked up by the Portpatrick wireless station; of the search by a pilot of the R.A.F. for the *Michael Griffiths* and of H.M. destroyer *Contest* for the *Princess Victoria*; of the help given to other vessels by the coastal cargo steamer *Orcy* and the steam trawler *Loch Awe*; and how the Humber life-boat station, radio station and the coastguard worked unceasingly to warn shipping of the dangers of the drifting Spurn lightvessel.

The work of the life-boats during the great storm, like that of the many other services involved, receives the tributes which it earned. The rescue of 31 survivors from the *Princess Victoria* by the Donaghadee life-boat and the launching in the face of great difficulties of the Humber life-boat are described at length, and of the Portpatrick life-boat Mr. Kerr writes:

"No boat other than a life-boat designed for survival under the worst conditions at sea could have lived in such a sea as now ran, no men but those staunch-hearted volunteers of the Life-boat Service would have taken a small craft out that day. The *Jeanie Speirs* drove ahead with her cockpit being filled every few minutes and surviving only because the water could pass out again through her draining-valves and her engines could run submerged in water if need be."

This is an inspiring book, and it may give many readers a feeling of humility, a feeling which the author himself seems to share and for which the reader may well thank him.

\*J. Lennox Kerr: *The Great Storm* (Harrap, 12s. 6d.).

## No Small Tempest Lay On Us

At a life-boat service held at Landewednack Parish Church, and attended by the crews of the Lizard, Cadgwith and Coverack life-boats, on 22nd August, 1954, a diocesan lay reader took as his text Acts 27 verse 20: *And when neither sun nor stars shone upon us for*

*many days, and no small tempest lay on us, all hope that we should be saved was now taken away.*

In his sermon he said:

I remember as a small boy being told by my Sunday School teacher, an old seaman, that the story of St.

Paul's voyage to Rome and shipwreck is the most perfect account that may be found in any literature. In these days of steam and motor ships it may not be generally appreciated, for much of the terror of the sea has been removed thereby; but to those who remember the days of canvas, when in fair weather ships were a joy to watch, but in storm and gale it was soul-rending to see them in their weakness—especially being driven on to a lee shore—it is a moving story.

#### The Grylls Act

Particularly should it appeal to us who live in Cornwall, for we are told that when the crew and passengers had safely landed on the Island of Melita (Malta) that the barbarians treated them with no common kindness. It is here in this church, situated so close to what was known to the men of the sailing ships as the dreaded Lizard, that I would like to protest at the iniquitous statements that have been made about the Cornish people in regard to wrecking. That anyone could possibly believe that the captain of a sailing ship, a highly skilled navigator, could be put off his course by the sight of a light—if it was possible to see such a thing—cast by a horn lantern tied to a cow's tail, is fantastic to a degree. Not very far from this site, and at several places along the coast near here, may be found the graves of seamen, whose bodies were recovered after shipwreck, and who were given Christian burial, as may be seen from the orientation of the graves, in the days long before the Grylls Act made it compulsory for local authorities to bury bodies recovered from the sea.

Grylls, who was responsible for the Act, lived not far from this spot. Again not very far from here, on the Looe Bar, was tried out and found efficient the first rocket life-saving apparatus, invented by Henry Trenchouse, who lived at Helston. And nowhere around the coast of Great Britain has finer work been done by the men of the Life-boat Service, than here in the Lizard Peninsula, from the dreaded Manacles to Predannack Head.

An artist friend, who has spent

much of his life in the West Country, told me some time ago that if you want to find the finest example of Cornish men you must seek them in the little fishing coves that face on to the Atlantic, for there you will find men who live daily with danger in their efforts to wrest a living from the cruel sea. They have a sturdiness of character that equals the invincible cliffs that resist the attacks of the mighty sea. They "look on tempests and are not shaken" and are prepared to wage war on it at its worst. And that is a quality that is passed on from father to son, a tradition that has bred soundness of character and a desire to serve one's day and generation. The boys who play on the beach today and carve model boats out of bits of driftwood will be the life-boatmen of tomorrow. That is why, after a tragedy like that which befell the St. Ives life-boat some years ago, a new crew was immediately forthcoming. A people that is permeated with such tradition of service will never be destroyed.

#### German Captain's Comment

Some weeks ago a small steamship was wrecked on the rugged coast near the Lands End, and when the crew was rescued by the rocket apparatus, the captain, who was a German, said: "You English are a great people." It was not a great event in the lives of the local people, for they were born and bred in the tradition of service to their fellow-men.

It is interesting to note what happened to the actors in the drama told in this chapter from the Acts. The Syro-Phoenician sailors who tried to desert the ship immediately they thought she would be lost, the Roman soldiers who cut away the boat to make sure that no chance of their own safety should be thrown away, the Christian prisoners—bred in the creed of unselfishness—who kept calm and trusted in God to save them, the barbarians of Malta who befriended the unfortunate castaways. Syro-Phoenicia and Rome have passed away; Christianity with its creed of unselfishness remains; the barbarians of Melita were the defenders of Malta in the last war.

Let us keep our traditions, which are the guarantee of survival. Let us remember that we live not only in our own generation, but in the generations that are to follow us. Let us remember that peace will not come by legislation, but in our efforts to live

in the lives of our fellow-men, be they friend or ex-foe. Let us further remember that he who loses his life will not only save it, but live the fuller life, and let us thank God for the great example shown us by the men of the Life-boat Service.

### Prize-Winning Essay

*A competition, open to secondary schoolboys and schoolgirls under the age of sixteen, for an essay on the subject of the Life-boat Service was held this year. The competition had been held regularly before the war, but it had not been revived since 1939. The subject set was: "A difficult and dangerous rescue is carried out by a life-boat. You are asked to describe the experiences of the coxswain from the moment the life-boat is called out to the day, months later, when he is presented with a medal for gallantry."*

*The first prize for Great Britain and Ireland was awarded to Lesley Perry, a fourteen-year-old girl of West Norfolk and King's Lynn High School for Girls. Her essay is reproduced below.*

### All on a Winter's Night

By Lesley Perry

I WAS just finishing my tea and congratulating myself that we had no calls for a fortnight, although it was winter and a stormy one at that, when the news came. There was a loud, sharp knock at the door. Bess (my wife) looked up from mending the children's socks.

"Now whoever can that be at this time of night?"

I pushed back my chair, forebodings already present in my mind.

"I'll go, Bess. Let's hope it's not a call, that's all."

I opened the door. Captain Tremayne (our local secretary) stood outside, his oilskin streaming with water. A raging wind shrieked in through the door, nearly pushing me backwards. Tremayne shouted over the storm, but his voice was carried away by the wind and I pulled him inside so that I could find out what he was saying.

"Ship wrecked on the Mermaid Point," he said breathlessly as I closed the door. "Swedish. The *Nibingrad*. We'll have to hurry; there's terrible seas tonight."

#### A Man of Few Words

The Captain's a man of few words, and this was quite a long speech for

him. I was already pulling on my cape; I shouted to Bess, who had just called to know who it was and what the matter was, that there was a ship wrecked on the Mermaid, and that I'd got to go and see to the launching of the life-boat. I kissed her good-bye, she pushed some sandwiches left over from tea into my hands, and then we were off in the Captain's car towards the harbour, breaking all speed limits, I should think, and the Captain's a J.P. too—but still, it was urgent—a few minutes delay might have meant death for the crew of the *Nibingrad*.

When we arrived at the life-boat-house we found that Jed Tooley, the second coxswain, had already given orders for the boat to be made ready for launching. We hurriedly climbed in, found that we had distress flares and drogue lines and the other things we would need, and then we were down the slipway and into the boiling sea. I looked back and saw the Captain was shouting something, probably "Good luck," but the wind screamed round us like a thousand furies, and I could not hear his words.

The sea was bad enough just inside the harbour, threshing at the boat and thundering down on to the break-

waters, but when, after battling for a good while with the storm, we managed to reach open sea, we found that there the conditions were far worse. One minute we would be in a valley, with the black, foam-lashed water towering above us, and then we would be tossed up into the night on to the peak of another mountainous wave. The sky was black as pitch above us, the moon and stars obscured by angry growling clouds, but now and again lightning would flash in jagged fire above us and thunder would boom and crash as though to crush us.

#### In Sight at Last

At last the Mermaid Point came into sight. To one side was a darker mass against the blackness of the night—the *Nibingrad*. We battled desperately with the furious sea; we could not communicate with the ship by wireless, for hers was out of action. There was nobody else to help her—nobody but our *Mary Jane*, looking pitifully small and helpless in the vast ocean. Twice we got nearly close enough to hail one of the two small figures we saw upon the bridge, but each time the waves swept us away again. We realised that the crew, being Swedish, would not be able to understand our instructions; we could only hope that one of the crew could speak English.

The third time that the boat was swept in towards the rocks, almost on top of the *Nibingrad*, I gripped the side and shouted up with the full strength of my lungs: "We're sending a line!" and then the *Mary Jane* was borne away again. When we managed to battle our way towards the ship again, one of the figures leant over the rail and called down in broken, but recognisable, English, his voice faint by the time it reached us over the wind: "We break up quick. Come quick. One man he——"

#### Flung Against Cockpit

We were not able to hear any more, as a great sea struck us, side on, showering us with spray and temporarily interrupting the comforting throb of the engine. I was knocked over and flung against the cockpit; when I regained my feet, the *Nibingrad* was

some distance to port. But we had heard enough from the Swedish sailor to know that the plight of the *Nibingrad's* crew was even worse than we had thought. I worked my way over to Jim Fairbairn, our motor-mechanic.

"Engine all right?"

"Seems so. Worried me when that sea struck us. Working pretty now, though."

I left him and supervised the sending of the life-line. When we were carried by the waves near to the *Nibingrad* again, we threw it out, signalling to the little group of men clustered by the rail to catch it if they could. It fell into the sea, near the side of the ship. We were swept away, and tacked our way back again. This time the line was grabbed by eager hands, and fastened to some object hidden from us by the spray. Our little boat groaned as the waves tried to sweep us away, and failed. The *Nibingrad* was in a bad state. Water poured in through the huge gashes by the stern. Part of the cabin was completely broken off. The ship's back was broken, and she was in her death-throes.

#### Captain Rescued

One by one, the men swung across the line to safety, our boat chafing on the other end. They were seized by willing hands and taken to comparative shelter in the stern, wrapped in blankets and given brandy if necessary.

"Hurry!" Harry Ross called across through cupped hands. Jed Tooley joined in. "Hurry! The rope's fraying!"

There were still two men left on the *Nibingrad*—the captain and another man, leaning against him, his arm in a make-shift sling. By signs, the captain indicated that the other man could not come, and he would not leave him. I decided quickly, and swung across myself, a lifebelt fastened round my waist for the wounded man. Once there, the captain and I pulled the life-belt over his head and under his arms, taking care not to hurt the broken arm, if possible. The captain (the man who had spoken to us in English) explained quickly while we did so that one man had already died, jumping off the ship when it struck

and, after being crushed against the side, drowning in spite of their efforts to save him. He explained to the wounded man in Swedish that he would have to jump—there was no other way. I was to jump with him, while the captain reached the life-boat by way of the life-line. The man, who was very weak from loss of blood, was at last persuaded to jump. I followed, seizing him when we reached the water and helping him across the narrow stretch of water to the life-boat. He swallowed a lot of water, and panicked at first, but we managed to reach safety, just after the captain stepped on board and collapsed from exhaustion. I clung, gasping, to the side of the *Mary Jane*, supporting the wounded man with my other arm. He was completely exhausted. Harry reached down and lifted him to safety; he moaned a little and was violently sick. I could hardly feel anything as several pairs of hands seized me and laid me in the bottom of the boat. I was too tired even to feel relieved. Dimly I realised that they were carrying me into the cockpit. There was a murmur of voices all around me. Then the comforting walls spun blackly and I passed out.

#### Lights Appearing

When I came to again we were still battling our way back to shore. I struggled to sit up, and asked Harry how things were going.

"Not too good," he said. "They think that man you saved's dying, too."

I swung my legs down and struggled into my boots and oilskin.

"Here," protested Harry half-heartedly. Then one of the crew stuck his head round the door and shouted something about the engine. Harry plunged out into the storm again, I following.

In the distance I could just see the appearing and then vanishing lights of Tomolly. Quickly I looked away and went a little unsteadily, my stomach not feeling too good and my head whirling dizzily, to where Jed Tooley was shouting instructions aft. I wondered briefly about the dying seaman in the cockpit behind me, and then another sea struck us, side on, and

there was no time to think of him or anything.

#### Ambulance for Wounded

Gradually we battled our way in, the great seas sweeping us here and there at their will. The sea gives you a feeling of helplessness and infinite unimportance when you know her like I do; she's too big and cruel to understand or love, but she makes you fear her with all your heart. At four o'clock that morning she swept us past the breakwaters, and we were home. Too tired to think, I supervised the sending for an ambulance for the wounded man, the beaching and fastening of the life-boat, saw that the sailors from the *Nibingrad* were safe for the night, and then returned home, stumbling up the sandy path to our cottage with the captain of the *Nibingrad* and the first mate of his ship silent behind me. We made them comfortable in the spare room, after hot drinks and baths and a change of clothing, and then I slept. How I slept! I didn't wake until twelve-thirty in the morning.

Days passed after that, uneventful days. We weren't called out any more, except once to the Kincally lighthouse when one of the lights failed. Then, a few months after the terrible night, I received the letter telling me I'd won the Silver Medal. Harry and Jed had Bronze ones. My, how proud Bess was! I shouldn't think there was a person within five miles who didn't know about me and my medal. That summer, I travelled up to London one blazing, sunny day, hot and uncomfortable in a stiff white collar and my best suit, with Bess resplendent in her purple silk and hat with feathers, straight and self-conscious beside me. It was a bit awe-inspiring, and I was glad when it was over and we were on our way home again, the white collar not so stiff now. It's three years since it happened, now. I suppose it's become a bit exaggerated with the passing of time. To hear Bess talk you'd think I'd deserved the V.C. at least! It was sad that the seaman died; I often think of the poor fellow in the evenings. But the sea's like that; if you respect her enough you're ready

to die for her. And it will make a grand tale to tell my grand-children.

#### Other Prizes

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

Scotland: GEORGE NORMAN BISSETT, Central Senior Secondary School, Aberdeen.

Ireland: STELLA TYRRELL, The Collegiate School, Celbridge, Co. Kildare.

Wales: David Glyn Jones, Ysgol Dyffryn Nantille, Penygroes, Caernarvon.

England—

South-East: LESLEY PERRY, West Norfolk and King's Lynn High School for Girls.

North-East: FREDERICK KNOWLES, St.

Joseph's Boys School, Lovaine Place, North Shields.

Midlands: ANNE VERONICA OWEN, The Grammar School, Daventry, Northants.

South-West: PAMELA BLACKWOOD, St. John's School, Jersey.

North-West: STANLEY HEATH, Stockport School, Mile End, Stockport.

London: LEONARD GOLDSTEIN, Tylers Croft Secondary Modern School (B), Kingsbury, N.W.9.

The national and district prize winners each received book tokens. Challenge shields presented by the seventh Duke of Northumberland are held for a year by the schools which the district prize winners are attending. Copies of *Storm on the Waters* by Charles Vince were also sent to the writers of the 35 best essays in each district.

## Obituary

COXSWAIN WILLIAM FLEMING, G.C.

WILLIAM FLEMING, former coxswain of the Gorleston life-boat, died on the 30th of September, 1954, at the age of 89. He was born in 1865 and first served as a member of the Gorleston crew before he was twenty. He became second coxswain of the No. 1 life-boat in 1903. In the same year he became second coxswain of the No. 4 life-boat and in 1922 he became coxswain of the No. 1 life-boat. The first two life-boats in which he served as second coxswain were pulling and sailing boats and the third was a steam life-boat. He served as coxswain in a motor life-boat.

In 1922 Coxswain Fleming was awarded the gold medal of the Institution for the rescue of 24 people from the S.S. *Hopelyn*. This service, one of the greatest of the century, has been fully described in *The Story of the Life-boat, 1954*.

Coxswain Fleming was also awarded the George Cross and won two other life-boat medals. One was the silver medal for the rescue from the S.S. *Georgia* in 1927, and the other was the bronze medal for the rescue in 1925 from the ketch *Henrietta*.

Mr. A. C. Harrison, chief reporter of the *Eastern Daily Press* at Great Yarmouth, and a member of the local committee, writes:

"No one on the East Anglian coast ever thought of him as Coxswain or ex-Coxswain William Fleming. He

was Billy Fleming to several generations—a brave, modest and friendly man whose delight in his last years was to talk of the incidents he could remember.

"Like his friend, the late Coxswain Henry Blogg, of Cromer, he was much decorated and when he received the Empire Gallantry Medal (which was later exchanged for the George Cross) from King George V, the King said to him: 'You're getting along now, Fleming, with your medals.'

"Another of his proud possessions was a silver watch presented to him by Queen Wilhelmina of the Netherlands in 1927 for his fearless seamanship when helping to rescue the crew of the Dutch oil tanker *Georgia*.

"His record of helping to save 1,183 lives in the life-boats of the Institution and in the volunteer life-boats which used to serve at Gorleston speaks for itself. His last active links with the sea were trips in his small boat, and holidaymakers he took out always returned wiser and happier. An hour with Billy Fleming was an insight into the character of a man whose qualities inspired. Until his legs failed him he was almost a daily caller at the Gorleston life-boathouse. No retired life-boatman was ever more welcome.

"Four Norfolk coxswains, P. Williment (Gorleston), H. T. Davies (Cromer), J. H. Brown (Caister), and W. E. West (Sheringham) were among the bearers at his funeral."

The deaths have also occurred of two most prominent supporters of the Institution in the north-west of England. One was Mr. Alfred Weiser, who was associated with the Manchester and district branch for over 30 years and had been honorary organiser for the Withington district and the founder

of the Fallowfield and Withington Junior Life-boat Guild.

The other was Mrs. Parkinson, a holder of the gold badge, who was associated with the Wallasey Ladies' Guild for 36 years. Mrs. Parkinson, a former Mayor-ess of Wallasey, was, in turn, both president and chairman of the guild.

## A Hundred Years Ago

*Extract from The Life-boat, or Journal of the National Life-boat Institution, January, 1855.*

### CHANGE OF TITLE OF THE ROYAL NATIONAL INSTITUTION FOR THE PRESERVATION OF LIFE FROM SHIPWRECK

MOST of our readers are already aware that the title of the above Society has been recently altered to that of the "Royal National Life-boat Institution—founded in 1824 for the Preservation of Life from Shipwreck"; they may not, however, be acquainted with the causes that have led to the change.

The Institution was founded in the year 1824, chiefly by the exertions and under the auspices of the late Sir William Hillary, Bart., the late Thomas Wilson, Esq., then M.P. for the city of London, and other benevolent gentlemen, some of whose coadjutors have continued to this day to be working members of its Committee of Management, and to afford it the benefit of their knowledge and experience.

The original objects of the Institution may be shortly stated to have been: To rescue wrecked persons from drowning on the coasts of the United Kingdom, by every available means, both direct and indirect.

Until the year 1851, the Institution was the only body in this country having the above objects in view, and at the same time, whose sphere of action extended over the whole of the coasts of the United Kingdom.

In the above-named year, however, another national and sister institution came into the field—The Shipwrecked Fishermen and Mariners' Royal Benevolent Society—whose invaluable services in providing for the shipwrecked seaman (already saved), and releasing him from the shame and

ignominy of begging his bread, cannot be too highly appreciated, or too liberally supported.

In the year 1851 that Society, which in the pursuit of its avocation had but too evident proof forced on it, of the lamentable deficiency of all existing means for saving life from shipwreck, determined to enter upon that work also, little doubting that amongst its numerous supporters, it would obtain sufficient aid to enable it to accomplish the object it had in view.

Before the expiration of the following year, the Society found itself in possession of seven or eight new life-boats, with their necessary gear, with houses to shelter them, and, where necessary, with carriages for their conveyance on the shore; and moreover, with local Committees for their management, and an average annual local income of £20 at each station for their maintenance.

There were now two Societies before the public, each having the same objects in view, and the titles of which were so similar, that the one was frequently mistaken for the other, and it appeared probable that many persons being doubtful which Society was most deserving of support, might withhold their subscriptions to the cause altogether.

It accordingly became a question whether it might not be expedient that the before-named Society should confine itself to its original objects, to effect which there was an ample field for its utmost exertions; and that it should transfer its life-boat establish-

ments to the National Shipwreck Institution; the real question being, not whether a good work should be discontinued, but whether it might not be better performed in one mode, rather than in another.

Negotiations accordingly passed between the two Societies in the autumn of 1853, the Shipwrecked Fishermen and Mariners' Society

liberally offering to hand over its life-boat establishments, with all the funds especially raised for their support, to the National Shipwreck Institution; requiring, as an equivalent for them, that the latter Institution should so alter its title, as to remove all similarity between the two, and to prevent any confusion existing in the public mind respecting them.

## New Ways of Raising Money

For some years yacht clubs and golf clubs have been holding competitions, for which all the entry money has been donated to the Institution. The prizes for yacht races have been pennants, and for golf competitions spoons. The Institution is now trying to extend this comparatively painless way of raising money to other sporting fields, and for this purpose will donate a most attractive silver pencil as a first prize for any type of sporting competition for which the entry money, to be given to the Institution, can be guaranteed to exceed 25s.

The Silsden (Yorkshire) European Society, which looked after the welfare of some 600 European volunteer workers, has recently closed down, as the volunteer workers have found employment in different parts of the Commonwealth. When the Society closed there was a balance in the bank of £3 14s. 1d. and the Society donated this sum to the Institution as an international charity.

Mrs. Ellen Goodeve, a 96-year-old lady of Seaton (Devon), gave some garments which she had recently made herself to the Institution for a sale of work. They were sold at a bring and buy sale held at Bexleyheath (Kent).

Mr. B. G. Sweet, of Cockfosters (Hertfordshire), has built a model of the Cromer No. 1 life-boat, *Henry Blogg*, on the scale of one inch to one foot. The model is driven by a six-volt electric motor, powered by accumulators, and can be started, steered, stopped and reversed by radio control from the side of a pond. He has offered the

use of his model for demonstrations in support of flag days in London and the Home Counties.

Mr. Davies, the general manager of Messrs. C. H. Bailey, Ltd., of Cardiff, Newport and Barry, has organised a bow tie club. Any ship's superintendent or master who visits the office on a Saturday morning without wearing a bow tie is expected to contribute 1s., which is passed to the Barry Dock branch of the Institution. In this way more than £22 have already been raised.

Mrs. Sanderson has been selling permits to anglers to fish in the stream running through her farm on the mainland opposite Holy Island for 2s. 6d. a day, the proceeds being given to the Institution.

Mrs. Hamley Rowan, honorary secretary of the East Sheen and Barnes branch has raised £15 13s. for the Institution, in three months by collecting ship halfpennies in boxes specially designed for this purpose.

Mr. Edgar Newgass, the former honorary secretary of the Steyning (Sussex) branch, has published a book of poems, a number of which are on the subject of life-boats. He is donating the profits on all copies sold through the Institution to the Institution's funds. Copies are sold at 5s. each.

A large cheque was recently received from a supporter of the Institution in Georgetown, Demerara, British Guiana.



## Services of the Life-boats in July, August and September, 1954

### 161 Lives Rescued

#### JULY

DURING July life-boats were launched 82 times and rescued 55 lives.

#### BOWMAN TAKEN TO HOSPITAL AFTER ACCIDENT

Longhope, Orkneys.—At 12.10 early on the morning of the 2nd of July, 1954, the motor mechanic reported that the bowman of the life-boat had met with a serious accident on his motor cycle and that a doctor wished to send him to hospital at once. The bowman lived near the life-boat station, so it was decided that the life-boat *Thomas McCunn* should take him to Kirkwall. She took him on board, left her station at 12.20 in a smooth sea and fair weather and landed him at Scapa pier at 3.5. She reached her station again at ten o'clock.—No expense to the Institution.

#### MOTOR BOAT TOWED TO DUN LAOGHAIRE

Dun Laoghaire, Co. Dublin.—At 4.50 on the afternoon of the 3rd of July, 1954, the Dalkey Civic Guard reported that a motor boat was in difficulties about four miles south-east of Mugglin Island. At 5.30 the life-boat *Dunleary II* put out. The sea was rough, a strong west-south-west wind was blowing, and the tide was ebbing. The life-boat found that the motor boat *Phoenix*, of Dublin, which had a crew of four, had broken down, and she towed her to Dun Laoghaire, arriving at 6.40. The owner made a gift to the life-boatmen.—Rewards, £7.

#### SECOND SERVICE ON SAME DAY

Dun Laoghaire, Co. Dublin.—At 6.40 on the evening of the 3rd of July, 1954, the life-boat *Dunleary II* had reached her station again after towing in the motor boat *Phoenix*. She then learnt that two sailing boats, each with a crew of two, had capsized one and a half miles off the harbour, and she immediately put to sea once more.

There was a choppy sea, an ebb tide and a strong southerly breeze. The life-boat found that another boat had picked up the four people. They were all transferred to the life-boat, which then righted the boats and towed them to harbour, reaching her station again at 7.40. The owners of the boats made a gift to the life-boatmen.—Rewards, £6 17s. 6d.

#### TOW TAKEN OVER FROM SPEED BOAT

Fowey, Cornwall.—At 7.5 on the evening of the 3rd of July, 1954, the Polruan coastguard telephoned that the local motor launch *Acorn*, which had a crew of four, had broken down off Blackbottle Head and was drifting towards a lee shore. At 7.15 the life-boat *C.D.E.C.* put out in a calm sea with a moderate west-north-west breeze blowing. It was nearly high water. A speed boat also put out, and reaching the *Acorn* before the life-boat, passed a line to her. The life-boat took the line over and towed the *Acorn* to Fowey, arriving at 8.10. The skipper of the launch made a donation to the funds of the Institution.—Rewards, £5 5s.

#### WATERLOGGED WHALER TOWED IN

The Lizard, Cornwall. — At three o'clock on the afternoon of the 4th of July, 1954, the coastguard rang up to say that a message had been received from the police at Mullion that a sailing whaler, with a crew of six from the Royal Naval Air Station at Culdrose, including three members of the W.R.N.S., had capsized off Mentiheul Point, two miles south-west of Mullion Cove. At 3.24 the life-boat *Duke of York* was launched, with the second coxswain in charge, in a moderate sea. There was a strong north-westerly breeze, and it was half an hour after low water. The naval M.F.V. No. 686, which had been escorting the whaler and several other boats to Helford River, picked

up the six people. The life-boat found the whaler waterlogged and towed her to Polpear, reaching her station again at 6.10. The Royal Naval Air Station at Culdrose expressed thanks.—Rewards, £14 5s.

#### CREW OF CUTTER RESCUED AFTER RACE

Falmouth, Cornwall.—At 6.53 on the evening of the 4th of July, 1954, the St. Anthony coastguard telephoned that a naval cutter appeared to be in difficulties six miles south-east of St. Anthony light-house. At 7.17 the life-boat *Crawford* and *Constance Conybeare* put to sea. The sea was rough, a strong breeze was blowing from the north-west, and it was hours after low water. The life-boat found that the cutter, which had a crew of five from the Royal Naval Air Station at Culdrose, had been taking part in a race from Newlyn to Helford Passage but had been blown off her course. The life-boat rescued them and towed the cutter to Falmouth, arriving at 9.45.—Rewards, £5 14s.

#### SICK MAN TAKEN OFF SWEDISH STEAMER

Lytham St. Annes, Lancashire.—At 10.30 on the morning of the 10th of July, 1954, a shipping agency at Preston telephoned to ask if the life-boat would start out to the S.S. *Windward Islands*, of Gothenburg, which was due off the Nelson Buoy at three o'clock in the afternoon, and land a member of her crew who had acute appendicitis. At 1.40 the life-boat *Sarah Townsend Porritt* put out in a moderate sea. A moderate westerly breeze was blowing, and it was low water. The life-boat took out a doctor, a shipping agent and customs officers and came up with the steamer at 3.30. She took the sick man on board and landed him at 5.30 at Lytham, where an ambulance was waiting. The man's life was saved.—Rewards, £10.

#### LIFE-BOATMEN BOARD CABIN CRUISER

Eastbourne, Sussex.—At 12.23 early on the morning of the 11th of July, 1954, the coastguard rang up to say that a message had been received from the Beachy Head lighthouse that red

flares had been seen three miles south-west of the lighthouse. At 12.51 the life-boat *Beryl Tollemache* was launched in a heavy swell. There was a light southerly breeze, and it was one hour before low water. The life-boat found the cabin cruiser *Mousme*, of London, seven miles west-south-west of Beachy Head, with a man and two women on board. They were in some distress and their boat was in a dangerous position. Two life-boatmen went on board and passed a rope across, and the life-boat towed the boat to Newhaven, arriving at 5.10.—Property Salvage Case.

#### CAPSIZED SAILING BOAT TOWED TO HARBOUR

Dun Laoghaire, Co. Dublin.—At 11.5 on the morning of the 15th of July, 1954, the Coast Life-Saving Service reported that a wireless message had been received from the mail steamer *Hibernia* that a sailing boat had capsized off the Kish lightvessel. At 11.30 the life-boat *Dunleary II* put to sea. The sea was choppy, a strong north-westerly breeze was blowing, and the tide was high. She found the half-decked sailing boat *Kandee* lying on her side three miles south-south-west of the lightvessel, but saw no sign of her crew. The life-boat righted her and towed her to Dun Laoghaire, arriving at 2.30.—Rewards, £8 10s. 6d.

#### OFFICERS AND SEA CADETS RESCUED NEAR KIRKCUDBRIGHT

Kirkcudbright.—At 9.10 on the evening of the 16th of July, 1954, a man at Kippford rang up to say that a boat with Sea Cadets on board had stranded off Southernness lighthouse, and that her crew were waving. At 9.42 the life-boat *J. B. Couper of Glasgow* was launched. The sea was choppy, a fresh south-westerly breeze was blowing, and the tide was half flood. The life-boat found the cabin cruiser *Douglas*, with two officers and six Dumfries Sea Cadets on board, in a dangerous position a mile south of the lighthouse, towed her to Balcary Bay, and reached her station again at 6.50 on the morning of the 17th.—Rewards, £20 11s.

## BOYS RESCUED FROM WHALER

**Walmer, Kent.**—At 3.55 on the afternoon of the 17th of July, 1954, the Deal coastguard rang up to say that a whaler, with six boys from the Royal Marine School of Music on board, needed help three quarters of a mile south-east of Deal. At 4.10 the life-boat *Charles Dibdin*, Civil Service No. 2 was launched. The sea was rough, a strong west-south-west breeze was blowing, and the tide was half ebb. The life-boat rescued the boys, put three men in the whaler and towed her to Walmer, arriving at 4.40. The Commanding Officer of the Royal Marine Depot at Deal made a donation to the funds of the Institution.—Rewards, £14 16s. 6d.

## YACHT TOWED TO SWANAGE IN GALE

**Weymouth, Dorset.**—At 5.34 on the afternoon of the 17th of July, 1954, the Wyke Regis coastguard telephoned that a yacht was in distress thirteen and a half miles south-east-by-east of Portland. At 5.55 the life-boat *Milburn*, on temporary duty at the station, put out. The sea was very heavy, a south-westerly gale was blowing, and the tide was flooding. The life-boat found the yacht *Yana*, with a crew of two, seventeen miles south-east of Weymouth pier. Her sails were torn and her engine was broken down. The yachtsmen passed a line to the life-boat and she started towing, but the rope parted. The life-boatmen then passed their rope across, and with difficulty in the heavy seas the life-boat towed the yacht to Swanage, arriving at 10.20. The life-boat reached her station again at 3.15 on the morning of the 18th.—Property Salvage Case.

## RESCUE 300 YARDS FROM BOAT-HOUSE

**Beaumaris, Anglesey.**—At 1.45 on the afternoon of the 18th of July, 1954, the police reported that a Conway sailing boat, with a crew of two, had capsized near the life-boat station. At two o'clock the life-boat *Field Marshal* and *Mrs. Smuts* was launched. The sea was moderate, a fresh north-westerly breeze was blowing, and it was one hour after high water. The

life-boat found the sailing boat three hundred yards west of the life-boat-house, rescued those on board, wrapped them in blankets and gave them rum. The boat was then righted, and the life-boat towed her to Beaumaris, arriving at 2.30.—Rewards, £7 10s.

## YACHT AGROUND NEAR LIFFEY BUOYS

**Poolbeg, Co. Dublin.**—At 9.10 on the evening of the 18th of July, 1954, the Dublin Port and Docks Board Bathing Master telephoned that a yacht had run ashore between No. 4 and No. 6 buoys in the River Liffey. At 9.40 the life-boat *Helen Blake* was launched. The sea was choppy, a strong west-north-west breeze was blowing, and the tide was flooding. The life-boat found the yacht *Flying Fox*, with eight people on board, hard aground. She stood by her until she refloated about eleven o'clock and arrived back at her station at 11.35.—Rewards, £6 10s.

## CONVERTED SHIP'S BOAT TOWED TO HARBOUR

**Skegness, Lincolnshire.**—At 9.20 on the evening of the 18th of July, 1954, a life-boatman, who was at Gibraltar Point, reported that a yacht was flying a distress signal three miles south-south-west of Skegness. At 9.50 the life-boat *The Cuttle* was launched in a choppy sea. There was a strong north-westerly breeze, and it was one hour after high water. The life-boat found the *Venture*, a converted ship's boat fitted with an auxiliary engine, with two people on board. She had broken down. The life-boat towed her to Wainfleet Haven and reached her station again at three o'clock on the morning of the 19th. The owner made a donation to the Institution.—Rewards, £18 3s.

## LANDING CRAFT TOWED TO YARMOUTH

**Yarmouth, Isle of Wight.**—At 8.35 on the evening of the 20th of July, 1954, the Needles coastguard telephoned that a vessel needed help off South West Shingles Buoy. At 8.44 the life-boat *The Lord Southborough*, Civil Service No. 1, on temporary duty at the station, put out. The sea was choppy,

a light south-westerly breeze was blowing, and it was low water. The life-boat found the motor vessel *Althea*, of Southampton, a landing craft with a crew of two, off Hatherwood Rocks. She was leaking and her bow was sinking. The life-boat towed her stern first to Yarmouth, arriving at 10.15.—Rewards, £5 13s.

### THREE IRISH LIFE-BOATS JOIN IN SEARCH

Youghal, and Ballycotton, Co. Cork, and Helvick Head, Co. Waterford.—At ten o'clock on the night of the 21st of July, 1954, a woman told the Youghal life-boat coxswain that her husband and another man had put out from Youghal on a fishing trip in a fourteen-foot rowing boat fitted with an outboard motor, but had not returned. At 10.30 the life-boat *Herbert John* was launched, with the honorary secretary, Commander B. Arbuthnot, D.S.C., R.N., on board. She made a search in a slight sea, with a light north-westerly breeze blowing and an ebbing tide. She found nothing and went to Ardmore at 11.45 for news. It was learnt there that the boat was still missing, and the honorary secretary telephoned the Helvick Head and Ballycotton life-boat stations to ask for help in the search. At 12.30 early on the 22nd the Helvick Head life-boat *H. F. Bailey* was launched, and a quarter of an hour later the Ballycotton life-boat *Mary Stanford* put out. The Youghal life-boat resumed the search between Ardmore and Capel Island and the *Mary Stanford* searched in the Ballycotton area. The Helvick Head life-boat searched off Youghal, and about four o'clock she found the boat between eight and nine miles south of Youghal harbour. She rescued the two men and towed their boat to Helvick, reaching her station again at seven o'clock. The other life-boats then returned to their stations, Ballycotton arriving at 5.30 and Youghal at 6.30.—Rewards: Youghal, £18 6s.; Ballycotton, £18 5s.; Helvick Head, £11 11s.

### FISHING BOAT TOWED TO BARROW

Barrow, Lancashire.—At 9.30 on the morning of the 22nd of July, 1954, the Walney Island coastguard telephoned

that a fishing vessel was reported to have been at anchor five miles north-by-east of Selker buoy since the previous afternoon and to be showing the "not under command" signal. The Bootle coastguard kept watch on her, and at 11.20 the life-boat *Herbert Leigh* was launched. The sea was moderate, a moderate west-north-west breeze was blowing, and it was half an hour after low water. The life-boat found the fishing boat *Tranquillity*, of Peterhead, which had a crew of three, broken down. She towed her to Fleetwood and reached her station again at 12.30 early on the 23rd.—Rewards, £26 14s.

### MOTOR CRUISER MADE FAST TO LIGHTVESSEL

Clacton-on-Sea, Essex.—At 4.19 on the afternoon of the 22nd of July, 1954, the coastguard telephoned that the Mid-Barrow lightvessel had wirelessed that the motor cruiser *Holliwell*, which had broken down with a crew of three, had made fast to her and needed help. At 4.33 the life-boat *Sir Godfrey Baring* was launched in a slight sea, with a light westerly breeze blowing and a flood tide. She towed the *Holliwell* to Brightlingsea and arrived back at her station at 11.39.—Property Salvage Case.

### STOLEN YACHT FOUND BY LIFE-BOAT

Wicklow.—At 3.50 on the afternoon of the 23rd of July, 1954, a man at Brittas Bay telephoned that the yacht *Monk*, which had been stolen from Dun Laoghaire, was in Brittas Bay. No one was aboard, and as no other boat was available to take her in tow, the life-boat *Lady Kylsant* was launched at 7.15. The sea was choppy, a fresh south-south-west breeze was blowing and the tide was ebbing. The life-boat found the yacht in shallow water, dangerously near the rocks, and towed her to Wicklow, arriving at 6.30.—No expense to the Institution.

### FISHING BOAT TOWED TO BRODICK

Troon, Ayrshire.—At one o'clock early on the morning of the 24th of July, 1954, the Kildonan coastguard telephoned that the police had reported that a woman, who had been taken



**BEAUMARIS LIFE-BOATMAN MAKES TOW FAST**

(see page 779)



*By courtesy of]*

### **TAKEN FROM THE TORBAY LIFE-BOAT**

(see page 796)

*[Brixham Harbour Snaps*

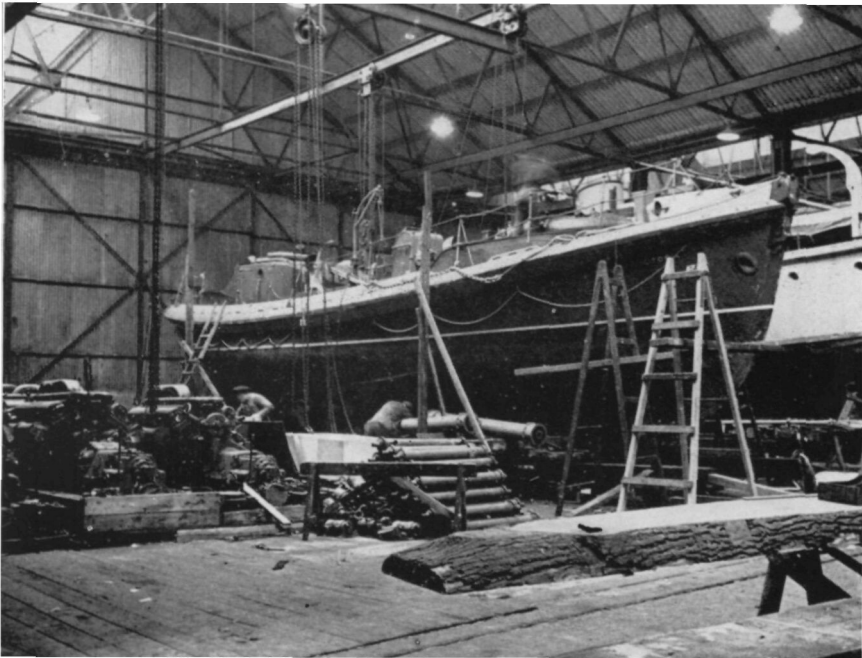


*By courtesy of]*

### **LANDED FROM THE LYTHAM LIFE-BOAT**

(see page 778)

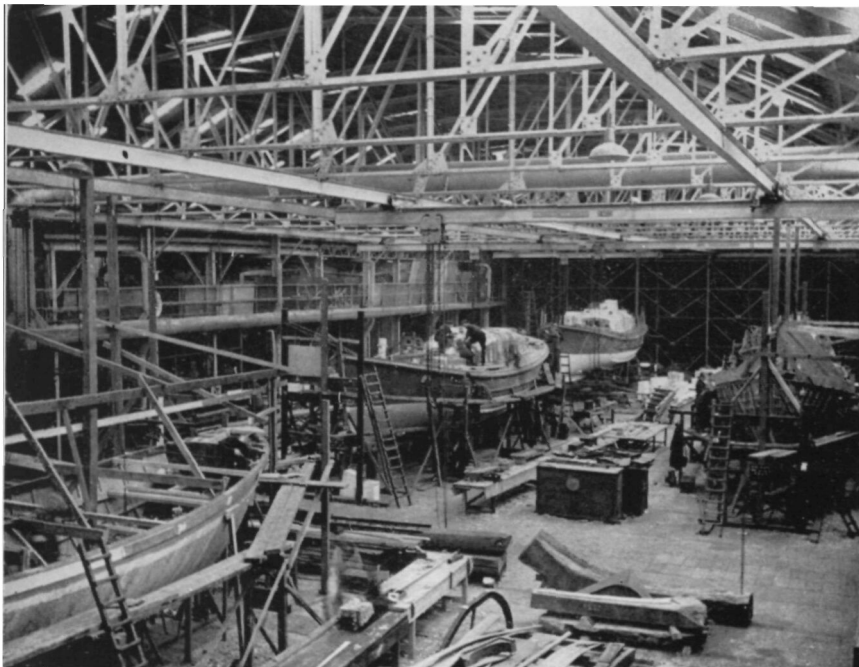
*[Blackpool Gazette & Herald*



*By courtesy of]*

**LIFE-BOAT UNDER CONSTRUCTION**

*[W. A. Beck*



*By courtesy of]*

**BUILDING IN WHITES' YARD**  
(see page 765)

*[W. A. Beck*



*By courtesy of]*

*Frank F. Burroughs, Gorleston*

**COXSWAIN WILLIAM FLEMING, G.C.**

(see page 774)





*By courtesy of]*

**A CALL TO THE SHOREHAM LIFE-BOAT**  
(see page 791)

*[Evening Argus*



*By courtesy of]*

**SIX BOYS RESCUED AT WALMER**  
(see page 779)

*[Norman Cavell of Deal*



*By courtesy of]*

*[IV. Cull*

# **LIVERPOOL STUDENTS ON BOARD NEW BRIGHTON LIFE-BOAT**

(see page 762)



*By courtesy of]*

*[Richard Tarr, Exmouth*

# **RETURN FROM THE MAER ROCKS**

(see page 764)



*By courtesy of]*

*Wallace A. S. Fussle, Helston*

**NAMING THE WILLIAM TAYLOR OF OLDHAM**

(see page 808)



*By courtesy of]*

*[Planet News*

**A NEW GERMAN LIFE-BOAT**

(see page 768)



*By courtesy of]*

*[Eastern Daily Press, Norwich*

**A TOW BY THE GORLESTON LIFE-BOAT**  
(see page 803)



**THE GORLESTON LIFE-BOAT RETURNS**

Photograph taken by 15-year-old Keith Harrison, son of a member of the local committee

ashore from the converted fishing boat *Silver Craig*, had stated that the boat had broken down and needed help one mile off Corrie. At 1.30 the life-boat *Sir David Richmond of Glasgow* put out. The sea was moderate, a light westerly breeze was blowing, and it was four hours after low water. The life-boat found the *Silver Craig*, with eleven people on board, towed her to Brodick, where she arrived at five o'clock, and reached her station again at eight o'clock.—Rewards, £10 10s.

#### LIFE-BOATMAN SWIMS TO YACHT

**Bembridge, Isle of Wight.**—At 11.40 on the morning of the 24th of July, 1954, the Foreland coastguard telephoned that a yacht had been reported in difficulties on the Chichester harbour bar. At 11.49 the life-boat *Jesse Lumb* was launched. The sea was rough, a moderate south-westerly breeze was blowing, and it was low water. The life-boat found the sailing yacht *Black Adder*, with a crew of two, bumping badly on the eastern side of the harbour. Her boom was broken, her mainsail split and her anchor was dragging. The life-boat came as near to her as she could, and a life-boatman went overboard and swam to the yacht with a breeches buoy, but the yacht's crew would not leave her. The yacht was in a dangerous position two hundred yards off shore and the life-boat stood by her. The crew and the life-boatman were later taken ashore by the Selsey coastguard. The life-boat returned to her station, arriving at 6.10.—Rewards, £19 2s. 6d.

#### LIFE-BOAT STANDS BY TILL YACHT REFLOATS

**Margate, Kent.**—At 12.42 on the afternoon of the 24th of July, 1954, the coastguard telephoned that a yacht had run ashore on the Hook Sands. At 12.50 the life-boat *North Foreland, Civil Service No. XI* was launched. The sea was rough, a fresh south-westerly breeze was blowing, and it was low water. The life-boat found the auxiliary yacht *Svenska*, of Brixham, with a crew of four, on the north side of the sands. She was listing, and the seas were breaking into her cockpit. The life-boat came as close to her as she could, and the skipper

asked her to stand by. The life-boat remained with the yacht until she refloated, escorted her clear, gave her a course for Ramsgate, and then returned to her station, arriving at seven o'clock.—Rewards, £15 18s. 6d.

#### YACHT TOWED TO INVERGORDON

**Cromarty.**—At 7.40 on the evening of the 25th of July, 1954, the coastguard rang up to say that the yacht *Aerielle*, which had a crew of two, appeared to be in difficulties six miles east-by-north of South Souther. At eight o'clock the life-boat *James Macfee* was launched. The sea was moderate, a moderate westerly breeze was blowing, and the tide was flooding. The life-boat found that the yacht's outboard motor had broken down and that she was unable to make any headway under sail. She towed her to Invergordon and then returned to her station, arriving at 10.30.—Rewards, £5 14s.

#### YACHT DRIFTING NEAR FILEY

**Filey, Yorkshire.**—At 10.15 on the night of the 25th of July, 1954, the coastguard telephoned that a man had reported that a yacht was drifting three miles east-north-east of Filey Brigg Buoy. At 10.55 the life-boat *The Isa & Penryn Milsted* was launched in a calm sea. The weather was fair, and it was an hour and a half before high water. The life-boat came up with the sailing yacht *Rousalka*, which had two people on board, off Speeton cliff, towed her to safety and reached her station again at 12.30 early on the 26th.—Rewards, £11 8s.

#### IRISH YACHT TOWED FROM PIER

**Rosslare Harbour, Co. Wexford.**—At 1.15 on the afternoon of the 26th of July, 1954, the owner of the yacht *Mabel*, of Dun Laoghaire, told the coxswain that he had tried to take the yacht out of the harbour, but that she had broken down and was now secured to the pier. She was in danger of being damaged against the pier, and the owner asked for help. No other boat was available, and at 1.30 the life-boat *Douglas Hyde* left her moorings. The sea was choppy, a moderate north-westerly gale was blowing, and the tide was half ebb. The life-boat towed the *Mabel*, which

had a crew of four, to a safe anchorage in Rosslare Bay and reached her moorings again at three o'clock.—Rewards, 15s.

#### AWARD FOR ABERYSTWYTH COXSWAIN

On the evening of the 26th of July, 1954, the Aberystwyth, Cardigan-shire, life-boat *Aguila Wren*, after standing by for an hour in rough seas with a gale blowing from the south-west, rescued three people from the motor fishing vessel *Lindy Lou*. The thanks of the Institution inscribed on vellum were accorded to Coxswain Baden Davies, and a letter of commendation was sent to the head launcher, Captain T. Brodigan, M.B.E.

For a full account of this service see page 762.

#### FAMILY TAKEN OFF TEN-TON YACHT

Skegness, Lincolnshire.—At 11.54 on the night of the 26th of July, 1954, the coastguard telephoned that the Lynwell lightvessel had reported that a cabin cruiser had burnt a red flare a hundred yards from the lightvessel. The Trinity House vessel *Warden* went to her and wirelessed that she was the 10-ton motor yacht *Petan*, with the owner, his wife, son and daughter on board. The *Warden* anchored the yacht, which had engine trouble, stood by her and then took off the woman and the children. The owner then got his yacht under way on one engine and made for Boston. The *Warden* remained with the *Petan*, but at 12.50 the next afternoon the *Petan's* owner asked for the life-boat. The yacht was now one mile west of North Lynn Knock Buoy. At 1.10 the life-boat *The Cuttle* was launched in a rough sea. There was a strong south-south-west breeze and it was two hours after low water. The life-boat took the woman and children off the *Warden*, took on board the owner of the *Petan*, towed the *Petan* to Boston, and reached her station again at 11.40.—Rewards, £25 10s. 6d.

#### LIFE-BOATMAN BOARDS YACHT

Ramsgate, Kent.—At 9.44 on the morning of the 27th of July, 1954, a message was received from the East Pier that a

motor yacht was burning red flares off Quern Buoy in the Ramsgate channel. At 9.52 the life-boat *Michael and Lily Davis* put out. The sea was slight, a moderate west-south-west wind was blowing, and it was high water. The life-boat found the motor yacht *Venturous*, with a crew of three, with her engines broken down. A life-boatman boarded her and the life-boat towed her to Ramsgate harbour, reaching her station again at 10.4.—Property Salvage Case; Rewards, 12s. 6d.

#### CLOVELLY COXSWAIN WINS BRONZE MEDAL

On the afternoon of the 28th of July, 1954, the Clovelly, Devon, life-boat *William Cantrell Ashley* rescued three people from the ketch *Progress*. The life-boat had to be brought some ten times under the lee of the ketch before the ketch's crew were taken off. Coxswain George Lamey was awarded the bronze medal.

For a full account of this service see page 763.

#### SEARCH FOR DRIFTING PONTOON

New Brighton, Cheshire.—At 10.15 on the night of the 27th of July, 1954, the Superintendent of Wallasey Ferries reported that a large pontoon beneath the New Brighton landing stage had severed its securing bolts and was adrift. It was a danger to navigation, so at eleven o'clock the life-boat *Norman B. Corlett* put out. The sea was rough, a moderate west-north-west gale was blowing, and it was one hour after high water. The life-boat searched with the help of her searchlight and was joined by a salvage vessel. The pontoon was found near C.18 red buoy. The salvage vessel put a man on the pontoon, but the weather was so bad that he could not make a rope fast to it. The pontoon eventually drifted out of the fairway, and the life-boat returned to her station, arriving at 1.10 early on the 28th. The pontoon went ashore at Crosby.—Rewards, £7 8s.

#### DOCTOR TAKEN TO FLEETWOOD TRAWLER

Fleetwood, Lancashire.—At 4.45 on the afternoon of the 28th of July, 1954, the

police reported that a member of the crew of the local steam trawler *Phrontis*, which had left for a fishing trip, was ill and that she was returning to Fleetwood. She was expected at the Wyre Light about six o'clock, but would be unable to enter the harbour because of the low tide. At 5.30 the life-boat *Ann Letitia Russell* was launched, with a doctor and an ambulance man on board. The sea was moderate, and a moderate breeze was blowing from the north-west. The life-boat came up with the *Phrontis* off the Wyre Light, but found the man had died. She landed his body at Fleetwood at seven o'clock. The owners made a donation to the funds of the Institution.—Rewards, £7 9s.

#### IRISH BOAT TOWED TO HARBOUR

Dun Laoghaire, Co. Dublin.—At 10.15 on the night of the 29th of July, 1954, a message was received that a man had returned to the harbour in a sailing boat with the news that a motor boat had broken down two miles east of East Pier. At 10.55 the life-boat *Dunleary II* put out in a smooth sea. There was a light westerly breeze and a flood tide. The life-boat found the motor boat *Martha*, of Dublin, with a crew of three, and towed her to Dun Laoghaire, arriving at 11.35. The owner made a gift to the life-boatmen.—Rewards, £6 17s. 6d.

#### YACHT TOWED TO SWANAGE

Swanage, Dorset. — About seven o'clock on the morning of the 31st of July, 1954, the St. Albans Head coast-guard telephoned that the yacht *Tarka* was in distress three miles south-south-west of Anvil Point. At 7.14 the life-boat *R.L.P.* was launched. The sea was smooth, there was a light south-westerly breeze and it was one hour after low water. She found the yacht three miles south-west of Anvil Point, with two people on board. The yacht's fore-stay had carried away. The life-boat towed her to Swanage Bay, reaching her station again at eight o'clock.—Rewards, £6 15s.

#### DISTRESS CALL DURING PUBLICITY TRIP

Shoreham Harbour, Sussex.—The life-boat *Rosa Woodd* and *Phyllis Lunn*

went to Brighton on the morning of the 31st of July, 1954, for a special trip for publicity purposes. About 12.15 a speed boat broke down three hundred yards west of Brighton West Pier. The piermaster signalled the life-boat, which made for the position. The sea was moderate, and a light south-westerly breeze was blowing. The life-boat found the speed boat *Brigand*, with one person on board, and two other boats with her. One of the boats tried to take the *Brigand* in tow, but fouled her propeller. The life-boat towed the *Brigand* to Shoreham Harbour, arriving at 4.20.—Property Salvage Case.

#### WOMAN FOUND CUT OFF BY TIDE

Swanage, Dorset.—At 2.30 on the afternoon of the 31st of July, 1954, when the life-boat was about to be launched for the life-boat flag-day, a police sergeant told the coxswain that a woman was missing and was thought to be on a cliff at Anvil Point. The life-boat put out at once in a smooth sea. A light south-westerly breeze was blowing, and it was two hours after high water. She found the woman on a ledge at the foot of a cliff at Tillywhim caves, cut off by the tide. The life-boat went as close in-shore as she could, and the second coxswain swam about twenty yards to the woman. He helped her to climb to the top of the cliff, and the life-boat left the position at 3.10. She remained afloat until 4.30.—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:

St. Peter Port, Guernsey.—July 2nd.—Rewards, £10 1s.

Shoreham Harbour, Sussex.—July 6th.—Rewards, £10 10s.

Dover, Kent.—July 6th.—Rewards, £4 6s.

The Lizard, Cornwall.—July 6th.—Rewards, £21.

Skegness, Lincolnshire.—July 7th.—Rewards, £15 7s.

Margate, Kent.—July 9th.—Rewards, £8 1s.

Margate, Kent. — July 12th. — Rewards, £8 1s.

Arbroath, Angus.—July 13th.—Rewards, £8 19s.

Montrose, Angus.—July 14th.—Rewards, £9 6s.

St. Abbs, Berwickshire.—July 14th.—Rewards, £5 17s.

Kirkcudbright.—July 15th.—Rewards, £7 7s.

The Mumbles, Glamorganshire.—July 15th.—Rewards, £9 18s.

Walmer, Kent.—July 17th.—Rewards, £15 13s.

Clacton-on-Sea, Essex.—July 17th.—Rewards, £17 7s.

Eastbourne, Sussex.—July 17th.—Rewards, £17 13s.

Courtmacsherry Harbour, Co. Cork.—July 18th.—Rewards, £5 6s.

Filey, Yorkshire.—July 19th.—Rewards, £20 1s.

Weston-super-Mare, Somerset.—July 19th.—Rewards, £7 8s.

Padstow, Cornwall.—July 19th.—Rewards, £9 3s.

Dun Laoghaire, Co. Dublin.—July 20th.—Rewards, £6 9s.

Great Yarmouth and Gorleston, Norfolk.—July 20th.—Rewards, £8 17s. 6d.

Cromer, Norfolk.—July 20th.—Rewards, £11 5s.

Dungeness, Kent.—July 21st.—Rewards, £16 18s.

St. Ives, Cornwall.—July 21st.—Rewards, £12 16s. 6d.

Dover, Kent.—July 22nd.—Rewards, £5 10s.

Llandudno, Caernarvonshire.—July 25th.—Rewards, £19 15s.

Rhyl, Flintshire.—July 25th.—Rewards, £16 15s.

Howth, Co. Dublin.—July 25th.—Rewards, £8 10s.

Newhaven, Sussex.—July 25th.—Rewards, £9 7s. 6d.

St. Ives, Cornwall.—July 26th.—Rewards, £17 4s.

Dunmore East, Co. Waterford.—July 26th.—Rewards, £2 17s.

Angle, Pembrokeshire.—July 26th.—Rewards, £9 9s.

Bembridge, Isle of Wight.—July 26th.—Rewards, £7 10s.

Ramsgate, Kent.—July 26th.—Rewards, £6 12s. 6d.

Yarmouth, Isle of Wight.—July 26th.—Rewards, £8 10s.

Caister, Norfolk.—July 27th.—Rewards, £19 10s. 6d.

Tenby, Pembrokeshire.—July 27th.—Rewards, £12 8s.

Skegness, Lincolnshire.—July 29th.—Rewards, £14 1s. 6d.

Ramsgate, Kent.—July 29th.—Rewards, £5 17s. 6d.

Arranmore, Co. Donegal.—July 29th.—Rewards, £7 13s.

Port Erin, Isle of Man.—July 30th.—Rewards, £8 15s. 6d.

Port Erin, Isle of Man.—July 30th.—Rewards, £12.

Donaghadee, Co. Down.—July 31st.—Rewards, £5 5s.

### AUGUST

DURING August life-boats were launched 68 times and rescued 27 lives.

### TWELVE ANGLERS EMBARKED

Port St. Mary, Isle of Man.—On the morning of the 1st of August, 1954, twelve members of an angling club went in a motor boat to the Calf of Man, but during the afternoon the weather grew worse and prevented them from returning. At three o'clock in the afternoon, as the weather was too bad for a shore-boat to put out, the life-boatmen manned the reserve life-boat *Helen Sutton*, which is stored at the station. The sea was rough, a fresh southerly wind was blowing and it was two hours after high water. The life-boat embarked the twelve people and returned to Port St. Mary at 4.30.—No expense to the Institution.

### FOUR MISSING IN TWENTY-FEET YACHT

New Brighton, Cheshire.—At 5.55 on the afternoon of the 1st of August, 1954, the coxswain reported that four people had left Rock Ferry for a cruise in the 20-foot yacht *Eilae* about 1.45 and were now overdue. The Formby coastguard reported that in the poor visibility nothing could be seen of the missing boat, but at 9.15 a vessel wirelessed that a yacht was in difficulties near C.14 red buoy. At 9.20 the life-boat *Norman B. Corlett* put out in a moderate sea. There was a fresh south-south-east breeze and heavy rain squalls, and it was an hour and a half after low water. The life-boat found the *Eilae*, which was short of fuel, in a dangerous position off C.18 buoy. The four people on board were cold and wet. The life-



boat towed the yacht to Rock Ferry and reached her station again at 12.15 early on the 2nd.—Rewards, £7 8s.

#### YACHT TOWED OFF SANDS

Walton and Frinton, Essex.—At 9.30 on the evening of the 4th of August, 1954, a boatman reported that while he had been in his boat on a pleasure trip from the Naze to Walton River with passengers on board, he had seen a yacht go ashore on Old Stone Point at the west end of the Pye Sands. After further enquiries had been made, the life-boat *Edian Courtauld* put out at 10.30, taking a dinghy with her. There was a moderate sea, a light easterly breeze and a flood tide. The life-boat found the 15-ton yacht *Dus-marie*, of Colchester, with the owner, his wife and three children on board, bound for Hamford Water. Using the dinghy, the life-boatmen made a rope fast to her and the life-boat pulled her clear and towed her to the entrance of Hamford Water. The life-boat then returned to her station, arriving at 5.30 on the morning of the 5th. The owner made a donation to the funds of the Institution.—Rewards, £21 11s.

#### BOY SWIMMER RESCUED FROM LEDGE

Walmer, Kent.—On the 6th of August, 1954, two boys walked round the cliff from St. Margaret's to Kingsdown, but were trapped by the tide at Kingsdown. They both tried to swim round the cliff, but one of them got into difficulties. His companion helped him to a small ledge on the cliff face and then swam for help and reached the Kingsdown range warden's house. The warden told the Deal coastguard, who passed on the news to the life-boat station at 4.15. Five minutes later the life-boat *Charles Dibdin*, Civil Service No. 2 was launched. The sea was moderate, a moderate south-south-west breeze was blowing, and it was high water. In the meantime a man swam out to the boy from Kingsdown, reached a ledge about fifteen yards away from him, and kept up his spirits until the life-boat arrived at five o'clock. The life-boat

had called at Kingsdown for a rowing boat, and two life-boatmen manned this boat and at some risk rowed to the cliff through a broken sea and jagged rocks. The boy and man jumped into the boat. They were then transferred to the life-boat, which returned to her station, arriving at 5.35.—Rewards, £16 12s.

#### BOYS RESCUED FROM CANOES

Great Yarmouth and Gorleston, Norfolk.—At 8.37 on the evening of the 6th of August, 1954, the Gorleston coastguard rang up to say there were two canoes half a mile east of the pier, one of which had capsized, and that three boys were in the sea. Five minutes later the life-boat *Louise Stephens* was launched in a slight sea. There was a light south-westerly breeze and an ebb tide. Two life-boatmen, who were returning to the harbour in their shrimp boat, also saw the canoes and rescued the boys just before the life-boat reached the position. The life-boat rescued two boys from the other canoe and then took on board the other three. Two of the three who had been in the sea were exhausted and the life-boatmen gave them rum and dry clothes. The life-boat took the canoes on board and made for the harbour, arriving at 8.57.—Rewards, £11 12s. 6d.

#### SECOND COXSWAIN JUMPS ABOARD CABIN CRUISER

Poole, Dorset.—At four o'clock on the afternoon of the 7th of August, 1954, a report was received that three boys in a cabin cruiser in Poole harbour were waving a white sheet. At 4.5 the life-boat *Thomas Kirk Wright* was launched. The sea was rough, a south-westerly gale was blowing, and the tide was half ebb. The life-boat found the 6-ton cabin cruiser *Elsie*, of Wareham, broken down and at anchor. Three boy scouts and the owner were on board. As the life-boat could not come alongside because of the conditions, the second coxswain jumped aboard. With difficulty he heaved up the anchor, and the life-boat towed the *Elsie* to Wareham, reaching her station again at 7.30.—Rewards, £9 8s.

### PILOT TAKEN TO GERMAN SHIP

Fraserburgh, Aberdeenshire. — At 11.18 on the night of the 10th of August, 1954, the coastguard reported that a vessel appeared to be aground off St. Combs, but at 11.50 she was seen to be under way. At midnight she anchored, but she was dangerously near the shore. At 12.5 early on the 11th the life-boat *The Duchess of Kent* was launched on service for the first time. She took a pilot with her. There was a heavy swell and a light west-north-west breeze, and it was half an hour before high water. The life-boat found the motor vessel *Audentia*, of Bremen, put the pilot aboard and escorted the *Audentia* to Fraserburgh, arriving at 1.45.—Rewards, £6 9s.

### MEN RESCUED WHILE ADVERTISING BREWERY

Shoreham Harbour, Sussex.—At 9.20 on the night of the 12th of August, 1954, the coastguard telephoned that a red flare had been seen four and a half miles south-east-by-east of Shoreham Harbour. At 9.30 the life-boat *Rosa Woodd and Phyllis Lunn* was launched. The sea was heavy, a moderate south-south-west gale was blowing and it was an hour before high water. The life-boat found the motor vessel *Bostonian VII*, which was on charter to a brewery for advertising purposes, bound for Newhaven with a crew of two. She had broken down, had anchored in a dangerous position, and was dragging. The life-boat rescued the two men on board and reached her station at 12.10 early on the 13th. Ten minutes later the life-boat was launched again. This time she towed in the vessel and arrived back at her station at 6.40.—Rewards: 1st service, £8; 2nd service, Property Salvage Case.

### DINGHY AND CANOE TOWED TO HOYLAKE

Hoylake, Cheshire.—At 2.5 on the afternoon of the 13th of August, 1954, the police reported that a sailing dinghy had capsized off Meols. At 2.49 the life-boat *Oldham IV* was launched. The sea was rough, a moderate westerly breeze was blowing, and the tide was half ebb. The life-boat found

the sailing dinghy *Imp* and a canoe at Crawford's Perch, Meols, but there was no sign of their crews. She searched for some time and then received a message that the two people who had been manning the boats were safely ashore. The life-boat towed the boats to Hoylake, arriving at 4.30.—Rewards, £11 14s.

### MOTOR CRUISERS AGROUND ON GOODWINS

Ramsgate, Kent.—At 4.49 on the morning of the 14th of August, 1954, the coastguard reported that a red flare had been seen from a vessel between Gull Stream Buoy and North Goodwin Buoy. At 5.2 the life-boat *Michael and Lily Davis* put out. The sea was slight, there was a light breeze, and it was two hours before low water. The life-boat found three motor cruisers aground on the North Goodwin Sands. They were the *Kon Tiki* and *Thyl*, of Nieuwport, Belgium, and the *Fraeya*, of London. They had been taking part in the Thames motor cruiser rally. The life-boat anchored close to them, and three life-boatmen walked over the sands. One went aboard each cruiser. The life-boat towed the Belgian cruisers clear, stood by while the *Fraeya* refloated, and then returned to her station, arriving at 10.12. The crews of the boats, twelve people in all, made gifts to the life-boatmen.—Rewards, £13 3s.

### FISHING BOAT TOWED TO SEAHAM

Seaham, Durham.—At 3.42 on the afternoon of the 17th of August, 1954, the coastguard reported that the fishing boat *Jean Horsley*, which had a crew of five, had broken down off Crimdon, about eight miles south of Seaham. At four o'clock the life-boat *George Elmy* was launched. There was a moderate sea and a moderate south-easterly breeze, and it was two and a half hours before high water. The life-boat found the *Jean Horsley* a hundred feet from the shore in a dangerous position. She had lost one of her anchors and was dragging the other. The life-boat towed her to Seaham, arriving at 7.30.—Rewards, £12 15s.

### SAILING BOAT TOWED TO WICKLOW

**Wicklow.**—At 6.10 on the evening of the 17th of August, 1954, a man at Arklow rang up to say that the 24-feet sailing boat *Sarah*, of Wicklow, had left Arklow for Wicklow earlier in the day with four men on board. At 7.30 the Wicklow Head lighthouse reported that the boat had been seen about two miles south-east of the Head about one and a half miles off shore. At 7.50 she was seen in Wicklow Bay drifting seawards, and at 9.20 the life-boat *Lady Kylsant* was launched. The sea was rough, a strong breeze was blowing from the west, and the tide was flooding. The life-boat towed the *Sarah* in and reached her station again at 10.35.—Rewards, £8 14s.

### ABANDONED YACHT TOWED IN

**Dover, Kent.**—At 1.55 on the afternoon of the 18th of August, 1954, a message was received from Lloyd's Signal Station that a dismasted yacht had been seen south of the South Goodwin lightvessel. At 2.15 the life-boat *Southern Africa* put out. The sea was very rough, a moderate gale was blowing from the south-west, and it was high water. An aircraft guided the life-boat to a position eight miles east of the East Goodwin lightvessel, and there the life-boat found the yacht *Barnklet*, of Burnham. A life-boatman boarded her, but he found no one aboard, and the life-boat towed the yacht to Ramsgate, reaching her station again at 2.10 early on the morning of the 19th. A man had chartered the yacht for a trip to Boulogne, but a French steamer had taken her in tow in the bad weather. The mast had broken, and the steamer had rescued the man and left the yacht.—Property Salvage Case.

### FOOD TAKEN TO STEAMER IN GALE

**Workington, Cumberland.**—On the 18th of August, 1954, the weather was too bad for the S.S. *Baron Yarborough*, of Ardrossan, which was at anchor off the harbour, to enter, and she wirelessed for provisions. As no other boat was available, the life-boat *Manchester and Salford XXIX* put off at 3.15 in the afternoon. The sea was rough, a moderate north-north-east

gale was blowing, and it was one hour after low water. The life-boat put the provisions aboard and returned to her station, arriving at 4.30.—Rewards £3 15s.

### BOYS RESCUED FROM ROWING BOAT

**Fowey, Cornwall.**—At 4.45 on the afternoon of the 18th of August, 1954, the Polruan coastguard telephoned that two boys were in difficulties in a rowing boat three miles south of Fowey. At 5.28 the life-boat *C.D.E.C.* put out in a flood tide. The sea was calm and a light breeze was blowing from the north-west. The life-boat rescued the boys, took their boat in tow and reached her station again at 6.10. A donation to the funds of the Institution was received.—Rewards, £5 5s.

### LIFE-BOATMAN BOARDS FISHING BOAT

**Eyemouth, Berwickshire.**—At 4.15 on the afternoon of the 19th of August, 1954, the life-boat coxswain reported that the fishing boat *Endeavour*, lying off Eyemouth, had wirelessed the fishing boat *Amelia*, which was in the harbour, asking if she would put out and guide her in. The *Amelia* put to sea, but both boats got into difficulties. At 4.30 the life-boat *Clara and Emily Barwell* was launched in a very rough sea and a flood tide. A moderate northerly gale was blowing. The life-boat went alongside the *Endeavour* and a life-boatman boarded her and gave the skipper advice about entering the harbour. The life-boat then escorted in both boats and reached her station again at 5.10.—Rewards, £9 14s.

### YACHT'S CREW RESCUED

**Beaumaris, Anglesey.**—At 9.15 on the morning of the 20th of August, 1954, the Penmon coastguard rang up to say that a yacht had anchored in a dangerous position off Dutchman's Bank. The coastguard kept watch on her and later in the morning she set sail, but got into difficulties. At 12.50 the life-boat *Field Marshal and Mrs. Smuts* was launched. There was a rough sea, a moderate north-north-east breeze and a flood tide. The life-boat found the 18-feet yacht *Eolet*, with a crew of two, two and a half

miles north-east of Penmaenbach. She rescued the two people, who were given rum and hot drinks, and towed the yacht to Beaumaris, arriving at 2.30.—Rewards, £10 3s.

#### SKIPPER TAKEN TO DUTCH FISHING VESSEL

**Berwick-on-Tweed, Northumberland.**—At 1.40 on the afternoon of the 23rd of August, 1954, the coastguard rang up to say that the motor fishing vessel *Ariadne Johanna*, of Scheveningen, which was one mile east of the pier, was making flag signals. She wished to land a sick man, and a local fishing boat took him and the skipper ashore. At 5.30 the life-boat *J. and W.* was launched in a moderate sea with a light north-easterly breeze blowing. She took the skipper back to his ship and reached her station again at 6.45.—Rewards, £14 2s. 6d.

#### CHILDREN PICKED UP FROM DINGHY

**Yarmouth, Isle of Wight.**—At 4.10 on the afternoon of the 24th of August, 1954, the police reported that a dinghy, with two children on board, was adrift off the entrance to Beaulieu River. At 7.28 the life-boat *The Lord Southborough*, *Civil Service No. 1*, on temporary duty at the station, put to sea in a flood tide. The sea was choppy, and a fresh breeze was blowing from the north. Off East Lepe Buoy the life-boat came up with a pilot cutter, which had picked up the children and their dinghy. The children were transferred to the life-boat, which then towed the dinghy to the shore. She landed the children and returned to her station, arriving at 6.40.—Rewards, £7 1s. 6d.

#### YACHT ESCORTED TO ABERSOCH

**Criccieth, Caernarvonshire.**—At 5.57 on the afternoon of the 24th of August, 1954, the Abersoch coastguard telephoned that a fishing boat was drifting and making heavy weather off St. Tudwal's Island. At 6.7 the life-boat *Richard Silver Oliver* was launched. The sea was rough, a strong north-north-east breeze was blowing, and it was high water. The life-boat found the yacht *Amy*, a converted fishing boat, in St. Tudwal's Sound, with two

men and two women on board. She had lost her sails and anchor and her engine had stopped. Two other boats were with her. Her crew re-started her engine, and the life-boat escorted the yacht to an anchorage at Abersoch, reaching her station again at ten o'clock.—Rewards, £21 11s.

#### BOY FALLS OVER CLIFF

**Torrey, Devon.**—At 5.25 on the afternoon of the 24th of August, 1954, the Berry Head coastguard rang up to say that a boy had fallen over a cliff at Sharkham Point and that a rescue party had gone to his help. At 6.34 the coastguard reported that the life-boat had been asked for, and at 6.50 the life-boat *George Shee* put out, with the second coxswain in charge, taking a small boat with her. The sea was calm, and a light north-westerly breeze was blowing. The life-boat made for the position in an ebb tide and found that the rescue party had strapped the boy in a stretcher. Using the small boat, the life-boatmen transferred him to the life-boat, which landed him at Brixham, where an ambulance was waiting, at 7.45.—Rewards, £5 13s.

#### LIFE-BOAT STANDS BY POLISH FISHING VESSEL

**Anstruther, Fifeshire.**—At 6.57 on the morning of the 25th of August, 1954, the Fifeness coastguard telephoned that the fishing vessel *Krab*, of Gdynia, had run ashore half a mile east of Leven. At 7.12 the life-boat *James and Ruby Jackson* was launched. There was a slight swell and a light north-westerly breeze. The life-boat stood by the *Krab* until she refloated on the flood tide and then returned to her station, arriving at 11.15.—Rewards, £11 14s.

#### MEN RESCUED FROM LIGHTHOUSE LADDER

**Poolbeg, Co. Dublin.**—At ten o'clock on the night of the 28th of August, 1954, the Dublin Port and Docks Board telephoned to say the Poolbeg lighthouse-keeper had reported that two men in a small yacht near North Bull lighthouse were shouting for help. At 10.35 the life-boat *Helen Blake* was launched in a flood tide. The sea was

rough, and a strong breeze was blowing from west-south-west. With the help of her Aldis lamp the life-boat found that the men had climbed the iron ladder outside the North Bull lighthouse, after making their yacht *Libera* fast to the ladder. The life-boat rescued them with difficulty, took the *Libera* in tow, and reached her station again at 12.12 early on the 29th.—Rewards, £6 10s.

#### CONVERTED SHIP'S BOAT TOWED IN

**Anstruther, Fifeshire.**—At 10.10 on the morning of the 29th of August, 1954, the coastguard rang up to say that a man at Pittenweem had reported that a small boat was drifting towards the shore east of Pittenweem. It was low water when the life-boat *James and Ruby Jackson* was launched at 10.15, and she made for Pittenweem in a calm sea with a light westerly breeze blowing. She found the converted ship's boat *Sun*, of Stonehaven, with a crew of three, a quarter of a mile east of the harbour. The *Sun* had run short of fuel, and the life-boat towed her to Anstruther, arriving at 10.48.—Rewards, £9 1s. 6d.

#### YACHT AGROUND NEAR NEEDLES

**Yarmouth, Isle of Wight.**—At 5.14 on the afternoon of the 29th of August, 1954, the Needles coastguard rang up to say that a yacht had gone ashore about two and a half miles north-north-east of Needles, but that she was in no immediate danger. At 6.19 the coastguard stated that she had burnt a red flare, and at 6.36 the life-boat *The Lord Southborough, Civil Service No. 1*, on temporary duty at the station, put out. The sea was rough and a moderate breeze was blowing from the south-west. She made for the position in a flooding tide and found the yacht *Trenchemer*, with a crew of three, on Shingles Bank. The life-boat stood by her until she refloated and got clear under her own power, and then escorted her to Yarmouth, reaching her station again at 8.45.—Rewards, £7 1s. 6d.

#### YACHT TOWED TO STAITHES

**Runswick, Yorkshire.**—About 8.30 on the evening of the 29th of August,

1954, a yacht off Staithes was seen to be in difficulties, and it was noticed that her crew of three had lowered her sails. Her engine did not appear to be very powerful, and watch was kept on her. At 10.21 the Kettleness coastguard reported that a flashing white light could be seen off Runswick, and at eleven o'clock the life-boat *The Elliott Gill* was launched at low water. The sea was very choppy and a strong west-south-west breeze was blowing. The life-boat found the yacht *Cor-morant* at Runswick Wyke, towed her to Staithes and reached her station again at 1.30 early on the 30th.—Rewards, £19 7s.

#### ENGINEER TAKEN OFF POLISH BOAT

**Broughty Ferry, Angus.**—At 11.44 on the morning of the 30th of August, 1954, the Carnoustie coastguard rang up to say that the motor fishing boat *Arka*, of Gydnia, which had a sick man on board, had run aground one and a half miles west-by-south of Buddon Ness. At 1.55 the life-boat *Mona* was launched. The sea was rough, and a strong westerly breeze was blowing. She made for the *Arka* in a flood tide and found that the *Arka's* engineer had injured an eye. The life-boat wirelessly for an ambulance to meet her at Broughty Ferry and landed the man there at 3.30. The *Arka* refloated at high water.—Rewards, £6 19s. 6d.

#### NINE TAKEN OFF SAILING BOAT

**Falmouth, Cornwall.**—At 10.32 on the night of the 31st of August, 1954, a man rang up to say that his sailing boat *Victory* had put out that morning with a crew of two and nine visitors, but had not returned. At 10.50 the life-boat *Hearts of Oak*, on temporary duty at the station, put out. The sea was calm, a light easterly breeze was blowing and the tide was ebbing. The life-boat found the *Victory* in Falmouth Bay. A dinghy was towing her with difficulty. The life-boat took the visitors on board, landed them at Falmouth and then towed in the *Victory*, arriving at her station at 12.15 early on the 1st of September.—Rewards, £4 18s.

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

Aldeburgh, Suffolk.—August 1st.—Rewards, £29 5s. 6d.

Rosslare Harbour, Co. Wexford.—August 1st.—Rewards, £4 2s., Partly Permanent Paid Crew.

Swanage, Dorset.—August 1st.—Rewards, £7 7s.

Workington, Cumberland. — August 2nd.—Rewards, £7 9s.

Southend-on-Sea, Essex.—August 2nd.—Rewards, £10 19s.

Blyth, Northumberland.—August 3rd.—Rewards, £8 7s.

Padstow, Cornwall.—August 4th.—Rewards, £4 10s.

Barmouth, Merionethshire.—August 5th.—Rewards, £7 16s. 6d.

Rosslare Harbour, Co. Wexford.—August 6th.—Rewards, £5 7s.—Partly Permanent Paid Crew.

Great Yarmouth and Gorleston, Norfolk.—August 7th.—Rewards, £11 12s.

Skegness, Lincolnshire.—August 7th.—Rewards, £16 6s.

Clacton-on-Sea, Essex.—August 7th.—Rewards, £26 2s. 9d.

Rosslare Harbour, Co. Wexford.—August 7th.—Rewards, £3 10s.—Partly Permanent Paid Crew.

Walmer, Kent.—August 9th.—Rewards, £14 12s.

Fowey, Cornwall.—August 9th.—Rewards, £5 5s.

Southend-on-Sea, Essex.—August 9th.—Rewards, £20 18s.

St. Ives, Cornwall.—August 10th.—Rewards, £14 13s.

Newhaven, Sussex.—August 11th.—Rewards, £7 12s. 6d.

#### FAULTY MOTOR HORN CALLS OUT LIFE-BOAT

Fowey, Cornwall. —At 2.3 early on the morning of the 12th of August, 1954, the Polruan coastguard reported that a vessel was sounding blasts on a fog-horn near Gwineas Rock about one mile west of Mevagissey. At 2.31 the life-boat C.D.E.C. put out. The sea was calm, there was a light southerly breeze and fog, and it was two hours before high water. The life-boat made a search, but it was then learnt that a faulty motor car horn sounding

continually had given rise to the report. The life-boat returned to her station, arriving at 6.40.—Rewards, £9 9s.

Holyhead, Anglesey.—August 12th.—Rewards, £7 16s.

Hastings, Sussex.—August 13th.—Rewards, £23 4s. 6d.

Padstow, Cornwall.—August 14th.—Rewards, £7 14s.

Howth, Co. Dublin.—August 15th.—Rewards, £5 13s.

Kirkcudbright.—August 17th.—Rewards, £22 12s.

Douglas, Isle of Man.—August 18th.—Rewards, £15 19s.

Bembridge, Isle of Wight.—August 18th.—Rewards, £8 1s. 6d.

Hoylake, Cheshire.—August 18th.—Rewards, £19 6s.

Girvan, Ayrshire.—August 19th.—Rewards, £5 13s.

New Quay, Cardiganshire.—August 21st.—Rewards, £11 2s. 6d.

New Brighton, Cheshire. — August 22nd.—Rewards, £5 10s.

Troon, Ayrshire.—August 23rd.—Rewards, £4 15s.

Falmouth, Cornwall. — August 24th.—Rewards, £4 18s.

Skegness, Lincolnshire.—August 24th.—Rewards, £12 12s.

Arbroath, Angus.—August 25th.—Rewards, £7 9s.

St. Ives, Cornwall.—August 27th.—Rewards, £12 9s.

Walmer, Kent.—August 29th.—Rewards, £16 6s. 6d.

Weston-super-Mare, Somerset. — August 29th.—Rewards, £14 19s.

Weston-super-Mare, Somerset. — August 29th.—Rewards, £11 5s.

Sennen Cove, Cornwall.—August 31st.—Rewards, £11 5s. 6d.

#### SEPTEMBER

DURING September life-boats were launched 76 times and rescued 79 lives.

#### FISHING BOAT AGROUND OFF FOWEY

Fowey, Cornwall.—At 2.30 on the morning of the 2nd of September, 1954, the Polruan coastguard reported that a vessel had gone ashore at Great Perhaver Beach. At 2.50 the life-boat C.D.E.C. put out in a calm sea, with a light southerly breeze blowing and fog.

She found the fishing boat *Ibis*, of Mevagissey, with a crew of three. The life-boat stood by her until she re-floated on the rising tide, then escorted her to Mevagissey, and reached her own station again at 5.40.—Rewards, £6 13s.

#### YACHT TOWED FROM PIER

Rosslare Harbour, Co. Wexford.—At 8.15 on the morning of the 3rd of September, 1954, the coxswain noticed that the yacht *Squall*, of Belfast, which was anchored in the harbour, was dragging towards the pier. At 8.30 the life-boat *Douglas Hyde* put out in a flooding tide. The sea was rough and a fresh gale was blowing from the south. The life-boat towed the yacht, which had a crew of two, clear of the pier, took her to a safe anchorage and reached her station again at 9.30.—Partly Permanent Paid Crew.—Rewards, 15s.

#### TOW FOR THE TRANQUILLITY

Barrow, Lancashire.—During the afternoon of the 8th of September, 1954, the Walney Island coastguard noticed a fishing boat near Half-Way buoy and saw later that she had anchored a mile south of it. At five o'clock the coastguard asked the local pilots to speak her when they put out in the pilot boat. This the pilots did and found that the fishing boat was the *Tranquillity*, of Peterhead, with a crew of three, and that her engine had broken down. The pilots wirelessed the life-boat station, and at 6.13 the life-boat *Herbert Leigh* was launched, with an ex-motor mechanic in charge, in a moderate sea with a moderate south-westerly breeze blowing. She made for the position in a flood tide, towed the *Tranquillity* to Fleetwood, and reached her station again at 10.35.—Rewards, £11 11s. 6d.

#### LIFE-BOAT'S SEARCH FOR BOY SWIMMER

Weymouth, Dorset.—At 9.17 on the evening of the 8th of September, 1954, the Wyke Regis coastguard rang up to say that a sailing dinghy, with two boys on board, had capsized in Portland harbour, about a quarter of a mile off Sandsfoot Castle, and that one of the boys had swum ashore. At 9.30 the life-boat *Milburn*, on temporary duty

at the station, put out in a choppy sea, with a strong south-westerly breeze blowing. She searched for the other boy in an ebb tide, but did not find him. She then took the dinghy on board and returned to Weymouth, reaching her station again at 12.20 early on the 9th.—Rewards, £7 1s. 6d.

#### THREE COBLES ESCORTED

Boulmer, Northumberland.—At 9.3 on the morning of the 9th of September, 1954, a man at Alnmouth reported that the fishing cobles *Brighter Dawn*, *Cathleen*, and *Golden Gleam*, of Boulmer, appeared to be in difficulties in Alnmouth Bay. At 9.15 the life-boat *Clarissa Langdon* was launched. The sea was rough and a strong breeze was blowing from the south-east. The life-boat made for the position in a flood tide, escorted the cobles to Boulmer, and reached her station again at ten o'clock.—Rewards, £10 1s. 6d.

#### STEAMER'S STEERING GEAR BREAKS DOWN

St. Peter Port, Guernsey.—At 12.38 on the afternoon of the 10th of September, 1954, the motor vessel *Island Commadore*, of London, bound for Cherbourg with thirty-seven people on board, wirelessed the life-boat station that her steering gear had broken down and that she needed help between Alderney and Burhou. At 1.3 the life-boat *Euphrosyne Kendal* put out in a very rough sea. A strong breeze was blowing from the south-west, and it was low water. The life-boat found the vessel at 3.20 drifting broadside to wind and sea. She had broken away from another vessel which had taken her in tow. The life-boat sprayed oil on the sea, passed lines to the *Island Commadore* and towed her to Alderney, reaching her station again at 9.30.—Property Salvage Case.

#### TOW TAKEN OVER FROM GREEK STEAMER

Swanage, Dorset.—About 3.23 on the afternoon of the 10th of September, 1954, the coastguard rang to say that the S.S. *Eptanissos*, of Ithaka, had wirelessed that she had found a yacht in difficulties two miles south-east of Bournemouth and had taken her in tow. She asked for a boat to take the

tow over, and at 3.28 the life-boat *R.L.P.* was launched. There was a heavy sea, and a strong breeze was blowing from the south-west. The life-boat made for the steamer in an ebb tide and came up with her five miles south-west of Hengistbury Head. She found that the yacht was the racing yacht *Osterling*, with a crew of four, towed her to Swanage, and reached her station again at 5.45.—Rewards, £9 6s.

#### FISHING BOAT TOWED TO TORBAY

**Torbay, Devon.**—At 7.49 on the evening of the 11th of September, 1954, the Brixham coastguard telephoned that red flares could be seen coming from a motor boat a quarter of a mile east of Great Rock. At eight o'clock the life-boat *George Shee* put out. The sea was calm and a light westerly breeze was blowing. The life-boat searched in a flooding tide and came up with the motor boat *Betsy Nora*, of Torquay, half a mile east of Great Rock. Six people had put out in her for a fishing trip, but her engine had broken down. At their request the life-boat towed the boat to Torquay. She reached her station again at ten o'clock.—Rewards, £4 18s.

#### DOCTOR TAKEN TO LIGHTVESSEL

**Bembridge, Isle of Wight.**—At 7.45 on the evening of the 11th of September, 1954, the Cowes Marine Superintendent of Trinity House rang up to ask if the life-boat would take a doctor to the Nab lighthouse to attend the assistant keeper. No other boat was available, so at 8.5 the life-boat *Jesse Lumb* was launched with a doctor on board. The sea was moderate and a fresh westerly breeze was blowing. The life-boat transferred the doctor to the lighthouse and he decided to land the man. The life-boat then took the sick man on board and landed him at Bembridge at 10.35. The Superintendent expressed his thanks.—Rewards, £8 1s. 6d. Refunded to the Institution by Trinity House.

#### SWIMMER'S BODY RECOVERED

**Salcombe, Devon.**—At 1.15 on the afternoon of the 12th of September, 1954, a man swimming off Gara Rocks was

reported to be in danger. At 1.30 the life-boat *Samuel and Marie Parkhouse* was launched. The sea was choppy and a moderate westerly breeze was blowing. The life-boat searched in a flood tide and found the man's body between Rickham Sands and Moor Sands. Using a dinghy, two life-boatmen recovered it and transferred it to the life-boat, which then returned to her station, arriving at four o'clock.—Rewards, £7 10s.

#### SIX RESCUED AFTER ALL-NIGHT SEARCH

**St. Peter Port, Guernsey.**—At 9.20 on the evening of the 12th of September, 1954, a man at Sark reported that the motor yacht *Dorian* had left Sark, with six people on board, for Guernsey at six o'clock that evening and ought to have arrived at 7.20. She was still missing when the life-boat *Euphrosyne Kendal* put out at 10.1 in a moderate sea with a moderate south-westerly breeze blowing. The life-boat searched extensively in an ebb tide, and at eight o'clock next morning found the yacht broken down four miles east of Quenard lighthouse, Alderney. The life-boat rescued the six people, towed the *Dorian* to Alderney, and then took the rescued people to St. Peter Port, arriving at 12.35 on the 13th.—Rewards, £21 14s.

#### LIFE-BOAT PUTS OUT TWICE TO COBLES

**Newbiggin, Northumberland.** — At 10.15 on the morning of the 16th of September, 1954, the coxswain reported that the weather was worsening and that three fishing cobsles were at sea. The coastguard stated that one of them was heading south, but that one of the others had broken down. At 11.5 the life-boat *Richard Ashley* was launched. The sea was rough, and there was a strong westerly breeze. The life-boat searched in an ebb tide, found the coble *Louisa Trezzell* one and a half miles north of Church Point and escorted her in. The life-boat then put off a second time, towed in the other coble, the *John and Margaret*, and reached her station again at 1.30. Rewards, £11 8s.



### YACHT TOWED FROM DANGEROUS POSITION

**Kirkcudbright.**—At 2.55 on the afternoon of the 19th of September, 1954, the Ross Island coastguard telephoned that a yacht was in difficulties. She had been burning flares and was now drifting rapidly towards rocks. At 3.15 the life-boat *J. B. Couper of Glasgow* was launched in a rough sea. A south-westerly gale was blowing. She searched in a flood tide and found the yacht *Larrios*, of Douglas, with a crew of two, near Milton Sands at the entrance to the River Dee. The yacht's engine had broken down and she was in a dangerous position. The life-boat towed her to Kirkcudbright and reached her station again at 9.30.—Rewards, £9 18s.

### TRANQUILLITY'S CREW RESCUED

**Barrow, Lancashire.**—At two o'clock on the afternoon of the 19th of September, 1954, the life-boat motor mechanic noticed that a fishing boat about six miles off shore between Barrow and Heysham appeared to be drifting. He told the coxswain, who kept the boat under observation. A report was received later from the Heysham pier-head lighthouse that she appeared to be flying a flag. At 3.35, one hour before high water, the life-boat *Herbert Leigh* was launched in a rough sea. A strong west-south-west breeze was blowing. The life-boat found the fishing boat *Tranquillity*, of Peterhead, with a crew of two, stranded on Lancaster Sands, four miles north-west of Morecambe jetty. The sea was rough and broken on the sands, but the life-boat came close to and passed a line to the boat, but she was unable to refloat her. She therefore rescued the two men and returned to her station, arriving at 6.30.—Rewards, £8 10s. 6d.

### SEARCH FOR TRAWLER IN GALE

**Weymouth, Dorset.**—At 8.55 on the evening of the 19th of September, 1954, the Wyke Regis coastguard telephoned that red flares had been seen one mile west of Portland Bill. At 9.20 the life-boat *William and Clara Ryland* put out. The sea was very rough and a gale was blowing from the south-west. The life-boat made for the position in a

flood tide and came up with the trawler *Naomi*, of Brixham. Her skipper stated that she had been towing the trawler *Flower of Fleet*, of Brixham, which had broken down, with a man and woman on board, but that the *Flower of Fleet* had broken adrift off Portland. The life-boat did not succeed in finding the *Flower of Fleet* and returned to her station, arriving at four o'clock on the morning of the 20th. At 7.23 the coastguard reported that a boat could be seen one and a quarter miles east of Grove Point, and at 7.44 the life-boat put to sea again. The wind had veered to the south-south-west, moderating slightly, and the tide was ebbing. The life-boat came up with the *Flower of Fleet* in tow of a naval tug, took her over and towed her to Weymouth, arriving at 9.20.—Rewards: 1st service, £12 15s. 6d.; 2nd service, £5 13s.

### TWO WOMEN RESCUED FROM MOTOR BOAT

**Appledore, Devon.**—At 9.20 on the evening of the 19th of September, 1954, a doctor told the coxswain that a woman and her daughter were in difficulties in the local motor boat *Mahala* of Crow Rocks and were burning flares. At 9.30 the life-boat *Violet Armstrong* put out in a rough sea, with a fresh north-westerly breeze blowing. She made for the position in a flooding tide and found the *Mahala* on the rocks in a dangerous position. The life-boat rescued the two women and towed the boat to Appledore, arriving at 11.15.—Rewards, £8 11s.

### MEDAL FOR EXMOUTH COXSWAIN

On the 20th of September, 1954, the Exmouth life-boat rescued the crew of five of the cabin cruiser *Nicky* which was in distress on Maer Rocks. For a full account of this service see page 764.

### MOTOR VESSEL LED THROUGH SOUND

**Stronsay, Orkneys.**—At 3.20 on the morning of the 20th of September, 1954, the owners of the motor vessel *Iona*, of Shapinsay, a passenger boat of 15 tons bound for Shapinsay from Stronsay with five people on board, reported that she was long overdue, as she had left Stronsay at 10.45 on the night of the

19th. The life-boat *Edward Z. Dresden* put out at 3.55 in a flooding tide, a smooth sea and fair weather. She found the *Iona* near Quiabow. The skipper needed help to find his way through Spurness Sound, so the life-boat led the *Iona* through the Sound to Eday Gruna buoy and then returned to her station, arriving at 5.45.—Rewards, £5 13s.

#### MAN AND WOMAN RESCUED FROM ROWING BOAT

Coverack, Cornwall.—At 10.55 on the morning of the 20th of September, 1954, a man reported that a rowing boat fitted with an outboard motor was in difficulties near Lowland Point. At 11.5 the life-boat *William Taylor of Oldham* was launched on service for the first time, with the second coxswain in charge. The sea was moderate and a strong breeze was blowing from west-north-west. The life-boat searched in a flooding tide and found the rowing boat *Alice* between three and four miles east of Coverack, with a man and woman on board. They had put off for a pleasure trip, but were being blown seawards. The life-boat rescued them and towed the boat to Coverack, arriving at 11.50.—Rewards, £8 4s.

#### THREE RESCUED FROM YACHT

Southend-on-Sea, Essex.—At 3.10 on the afternoon of the 20th of September, 1954, the Sheerness police reported that a yacht was in distress off Minster. At 3.30 the life-boat *Greater London, Civil Service No. 3* was launched. The sea was very rough and a strong breeze was blowing from the south-west. The life-boat searched in a flood tide and found the yacht *Scaup*, of Gravesend, with a crew of three, a quarter of a mile west of the boom defence off Minster. Her outboard engine was not powerful enough for such bad weather, and she was in a dangerous position. Her crew were wet and cold. The life-boat rescued them and towed the *Scaup* to Southend pier, arriving at 5.30.—Rewards, £14 5s.

#### ONE SERVICE IN LIFE-BOAT SECOND IN DINGHY

Walton and Frinton, Essex.—At 4.45 on the afternoon of the 20th of September, 1954, the life-boat coxswain reported

that while he was on his way in from sea in his fishing boat, he had seen the yacht *Schilleen* in a dangerous position about one mile north of Naze Point. She was pitching and rolling heavily and he had seen a man and woman on board. They had asked him for help, but they would not leave their yacht. At 5.25 the life-boat *Edian Courtauld* put out, with the coxswain in charge. The sea was choppy, a fresh westerly breeze was blowing and it was high water. Life-boatmen boarded the *Schilleen*, which was on private charter, and weighed her anchor with difficulty. The life-boat towed her to Walton River and moored her opposite Stone Creek. The coxswain then noticed three people and a baby marooned on Stone Marshes. With the help of a dinghy, the life-boatmen rescued them and two dogs and took them all to her station, which she reached at 8.20. The man who had chartered the *Schilleen* expressed his thanks. — Rewards, £12 6s.

#### FRIENDLY FORESTER ESCORTS COBLE

Flamborough, Yorkshire.—At 9.55 on the morning of the 22nd of September, 1954, the coxswain reported that the local fishing coble *Dennis* was still at sea and the weather was deteriorating. It was thought that she might be in danger making for the shore, and at 10.5 the life-boat *Friendly Forester* was launched. The sea was rough, a strong wind was blowing from the north, and the tide was flooding. The life-boat came up with the *Dennis*, escorted her to the North Landing and reached her station again at 10.25.—Rewards, £10 14s.

#### DOCTOR TAKEN TO NORWEGIAN STEAMER

Workington, Cumberland. — On the 23rd of September, 1954, the S.S. *William*, of Drammen, Norway, arrived off Workington and wirelessed that she had a sick man on board. She asked for a doctor, and at 4.15 the life-boat *Manchester and Salford XXIX* put off with one. There was a rough sea and a strong south-south-east breeze. The life-boat put the doctor on board and returned to her station, arriving at 5.45.—Rewards, £4 10s.

**AHAB NEEDS A LIFE-BOAT**

**Fishguard, Pembrokeshire.**—At 4.10 on the afternoon of the 23rd of September, 1954, the life-boat honorary secretary saw a motor fishing vessel driving towards the north breakwater. At 4.20 the life-boat *White Star* was launched and made for the *M.F.V.* in a rough sea. A fresh south-easterly gale was blowing, and the tide was half flood. The life-boat found *M.F.V.* 900, on charter to a film company, with nine film employees on board and a crew of three, aground on the breakwater. She was in danger of breaking up. The life-boat towed her to moorings in Fishguard harbour and reached her station again at 5.40. The film company, which was making the film *Moby Dick*, made a donation to the funds of the Institution.—Rewards, £5 4s.

**YACHT TOWED TO POOLE**

**Poole, Dorset.**—At one o'clock early on the morning of the 24th of September, 1954, a message was received from the coastguard that shouts for help could be heard from a yacht in Poole harbour. At 1.15 the life-boat *Thomas Kirk Wright* was launched. The sea was rough, and a gale was blowing from the south-south-east. The life-boat searched in an ebbing tide and found the local yacht *Mouette* driving ashore. She went alongside but the yacht's crew of three had been taken off by a motor launch. The life-boat towed the yacht to Poole quay, reaching her station again at 8.15.—Rewards, £13 16s. 6d.

**HERRING DRIFTER TOWED TO HARBOUR**

**Great Yarmouth and Gorleston, Norfolk.**—At 7.49 on the morning of the 24th of September, 1954, the Gorleston coastguard rang up to say that the herring drifter *Golden Gift*, of Yarmouth, had anchored in Yarmouth Roads and was showing a distress signal. At 8.4 the life-boat *Louise Stephens* was launched in a moderate sea with a fresh south-westerly breeze blowing. She made for the position in an ebbing tide and found that the drifter, which had a crew of two, had broken down. She towed her to harbour and reached her station again at 10.38.—Rewards, £12 6s.

**BOYS RESCUED FROM DRIFTING BOAT**

**Anstruther, Fifeshire.**—At 2.16 on the afternoon of the 25th of September, 1954, the coastguard telephoned that two boys were drifting in a rowing boat about two miles south-east of Elie Ness. At 2.25 the life-boat *James and Ruby Jackson* was launched. The sea was choppy, a fresh breeze was blowing from the north and it was one hour before high water. The life-boat found the rowing-boat three miles south-east of Elie Ness. The boys were cold and frightened. The life-boatmen rescued them, gave them rum and hot soup, and towed their boat to Elie. The life-boat reached her station again at 4.40. The boys' parents expressed their thanks.—Rewards, £10 3s.

**FISHING BOAT ESCORTED UP CHANNEL**

**Barrow, Lancashire.**—At 9.47 on the morning of the 26th of September, 1954, the life-boat motor mechanic noticed that a small fishing boat off Foulney had hoisted a distress signal. At 10.4 the life-boat *Herbert Leigh* was launched. The sea was moderate and a fresh westerly breeze was blowing. The life-boat made for the position in a flooding tide and came up with the local fishing boat *Nacelle* one mile north-east of Foulney Island. Her trawl had fouled her propeller, but her crew of two had cleared it and she was under way again. The life-boat escorted her up Walney Channel as far as Jubilee Bridge and then returned to her station, arriving at 12.25.—Rewards £7 11s. 6d.

**MEN PUT ABOARD BELGIAN TRAWLER**

**Great Yarmouth and Gorleston, Norfolk.**—At 2.16 on the afternoon of the 26th of September, 1954, the Gorleston coastguard rang up to say that a message had been received from the Humber radio station that the trawler *Irma Alice*, of Ostend, was leaking and needed help. She was stated to be near the Newarp light-vessel. At 2.26 the life-boat *Louise Stephens* was launched in a slight sea with a light south-westerly breeze blowing. She made for the trawler in an ebbing tide and found her at 4.21 one and a half miles north-west of the

lightvessel. A tug and two other trawlers were with her, and the life-boat passed messages to the trawler from the tug and later put two men aboard to rig pumps. The life-boat then helped the tug to tow the *Irma Alice* to Yarmouth harbour, helped to secure her at Bollard Quay and returned to her station, arriving at eight o'clock.—Rewards, £11 16s.

#### FISHING BOAT TOWED TO HARTLEPOOL

Hartlepool, Durham.—At 3.30 on the afternoon of the 27th of September, 1954, a police officer rang up to say that he had seen someone waving in a fishing boat one mile north of Heugh Light. The boat appeared to have broken down, and at 3.40 the life-boat *The Princess Royal, Civil Service No. 7* was launched in a flooding tide. She made for the position in a calm sea, with a light north-westerly breeze blowing, and found the local fishing boat *Provider*, with a crew of four. Her engine had broken down. The life-boat towed her to Hartlepool, arriving at 4.50.—Rewards, £4 19s.

#### TUG AGROUND WITH YACHT IN TOW

Margate, Kent.—At 6.35 on the morning of the 28th of September, 1954, the coastguard rang up to say that a tug with a yacht in tow had run ashore on the Hook Sands. At 6.45 the life-boat *North Foreland, Civil Service No. 11* was launched. The sea was choppy, a fresh south-westerly wind was blowing, and it was nearly low water. The life-boat found the tug *Sally*, of Whitstable, with a crew of two, towing an empty yacht, the *Sunbeam*. The tug had been bound for Rochester, but had lost her bearings and her crew had no food. The life-boatmen passed across soup and biscuits, and the life-boat stood by until the tug refloated and went on her way. The life-boat returned to her station at eleven o'clock.—Rewards, £12 15s. 6d.

#### MEN FOUND ON REEF AFTER NIGHT'S SEARCH

St. Helier, Jersey.—About nine o'clock on the evening of the 28th of September, 1954, it was reported that the harbour motor boat *Duchess of Nor-*

*mandy*, which had ten people on board, including a party of workmen, was overdue on a return trip from the Minquiers reef. Anxiety was felt for her safety. It was thought that the men might have landed on the reef, but a steamer later reported that no sign of them could be seen on Maitresse Island, the main island of Minquiers. At 10.10 the life-boat *Elizabeth Rippon* put out in a heavy sea, with a strong north-north-west breeze blowing. She searched widely, but found nothing, and returned to her station at 3.30 on the morning of the 29th for food, with the intention of putting to sea again at daybreak. She resumed the search at five o'clock and found the men on Maitresse Island. She took them on board, left their boat moored at the reef and landed them at St. Helier at 1.12.—Rewards, £28 18s. 6d.

#### TWO RESCUED FROM BARGE

Porthdinllaen, Caernarvonshire.—At 7.45 on the morning of the 29th of September, 1954, the coastguard telephoned that a vessel was burning flares three hundred yards off Porth Nant Quarry. At 8.10 the life-boat *Charles Henry Ashley* was launched. The tide was flooding, the sea was rough and a strong breeze was blowing from the north-west. The life-boat found the barge *Ellendale*, with a crew of two, anchored but rolling heavily in the backwash from the cliffs. She went alongside twice and rescued the men, who had had no food for twenty-four hours. The life-boatmen gave them rum and soup and landed them at their station at 9.40. The rescued men expressed their appreciation.—Rewards, £7 9s.

#### SAILING BOAT TOWED TO BRIXHAM

Torbay, Devon.—At 8.55 on the morning of the 30th of September, 1954, the Brixham coastguard telephoned that a small yacht was burning flares south-west of Thatcher Rock. At 9.12, at high tide, the life-boat *George Shee* put out. The sea was calm and a squally south-westerly breeze was blowing. The life-boat found the 22-feet sailing boat *Ripple*, with two men on board, anchored on a lee shore one and a half miles south of the rock. Her auxiliary engine had broken down. The life-

boat towed her to Brixham and reached her station again at 10.40.—Rewards, £5 6s.

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

Padstow, Cornwall.—September 1st.—Rewards, £6 11s.

Dover, Kent.—September 3rd.—Rewards, £5 19s.

St. David's, Pembrokeshire.—September 3rd.—Rewards, £5 19s.

Margate, Kent.—September 3rd.—Rewards, £8 1s.

Penlee, Cornwall.—September 3rd.—Rewards, £11 13s.

Clacton-on-Sea, Essex.—September 3rd.—Rewards, £25 17s. 6d.

Portpatrick, Wigtownshire.—September 4th.—Rewards, £6 13s.

Dungeness, Kent.—September 5.—Rewards, £22.

Teesmouth, Yorkshire.—September 5th.—Rewards, £9 14s.

Troon, Ayrshire.—September 7th.—Rewards, £10 17s.

Campbeltown, Argyllshire.—September 9th.—Rewards, £7 19s.

Walmer, Kent.—September 8th.—Rewards, £40 8s. (For a full account of this service see page 765.)

Dover, Kent.—September 9th.—Rewards, £12 3s. (For a full account of this service see page 765.)

Hoylake, Cheshire.—September 10th.—Rewards, £17 11s.

Margate, Kent.—September 11th.—Rewards, £9 11s.

Beaumaris, Anglesey.—September 11th.—Rewards, £17 8s.

Pwllheli, Caernarvonshire.—September 12th.—Rewards, £23 4s.

New Brighton, Cheshire.—September 12th.—Rewards, £5 7s.

Margate, Kent.—September, 13th.—Rewards, £14 7s.

Margate, Kent.—September 16th.—Rewards, £9 12s. 6d.

Selsey, Sussex.—September 17th.—Rewards, £14 17s.

Torbay, Devon.—September 18th.—Rewards, £6 7s.

Ramsey, Isle of Man.—September 19th.—Rewards, £16 1s.

Yarmouth, Isle of Wight.—September 19th.—Rewards, £5 5s.

Clogher Head, Co. Louth.—September 19th.—Rewards, £20 15s. 6d.

Bembridge, Isle of Wight.—September 20th.—Rewards, £8 1s. 6d.

Exmouth, Devon.—September 20th.—Rewards, £24 12s.

Sheringham, Norfolk.—September 21st.—Rewards, £23 18s.

Selsey, Sussex.—September 21st.—Rewards, £10 4s. 6d.

New Brighton, Cheshire.—September 21st.—Rewards, £8 14s.

Howth, Co. Dublin.—September 21st.—Rewards, £7 1s. 6d.

Dover, Kent.—September 23rd.—Rewards, £4.

Islay, Inner Hebrides.—September 23rd.—Rewards, £8 12s.

Islay, Inner Hebrides.—September 24th.—Rewards, £29 12s.

Ramsgate, Kent.—September 24th.—Rewards, £5 18s.

Hastings, Sussex.—September 25th.—Rewards, £25 14s. 6d.

Campbeltown, Argyllshire.—September 24th.—Rewards, £5 13s.

Bridlington, Yorkshire.—September 26th.—Rewards, £16 6s.

Valentia, Co. Kerry.—September 28th.—Rewards, £7 5s.

Ballycotton, Co. Cork.—September 28th.—Rewards, £14 14s.

Howth, Co. Dublin.—September 29th.—Rewards, £8 11s. 6d.

## Portrait on the Cover

THE portrait on the cover is of Hubert Ernest Petit, who has been coxswain of the St. Peter Port, Guernsey, life-boat since 1948. The photograph,

which was taken by Mr. Carel Toms, shows the coxswain at the wheel during the voyage of the life-boat from Cowes to her station.

## Naming Ceremonies

H.R.H. THE DUCHESS OF KENT, President of the Institution, named two new life-boats in 1954. These life-boats, *The Duchess of Kent* and *Edian Courtauld*, are now on service at Fraserburgh and at Walton and Frinton.

Ten new life-boats were named in 1954. Eight of them are in England, at Coverack, Exmouth, Filey, Humber, North Sunderland, Padstow, Ramsgate, and Walton and Frinton; one is in Scotland, at Fraserburgh; and one in the Channel Islands, at St. Peter Port. An account of the naming ceremonies at North Sunderland and Exmouth will appear in the next number of *The Life-boat*.

### FRASERBURGH

The new Fraserburgh life-boat *The Duchess of Kent* was named at the Harbour at Fraserburgh on the 7th of July. Lord Saltoun, Chairman of the Scottish Life-boat Council and President of the Fraserburgh branch, was in the chair. Commodore the Earl Howe, deputy chairman of the Institution, handed the life-boat over to the branch, Provost Harold J. Milne accepting her on the branch's behalf. Commander T. G. Michelmore, chief inspector of life-boats, described the life-boat. The Rev. Robert Clarkson, Minister of West Parish Church, Fraserburgh, dedicated the boat. H.R.H. the Duchess of Kent then named her. A vote of thanks was proposed by the Lord Lieutenant of the County, the Marquis of Aberdeen and Tenaair. A bouquet was presented to Her Royal Highness by Miss Margaret Ritchie, daughter of the late Andrew Ritchie, coxswain of the *John and Charles Kennedy* which capsized on the 9th of February, 1953.

The naming ceremony was televised and the B.B.C. broadcast extracts from the President's speech when she named the boat. Recalling the facts that the sole survivor of the tragedy, Second Coxswain Tait, at once offered his services again and that a new crew was formed within twelve days of the disaster, the President said: "It is typical of the spirit of Fraserburgh that these men came forward with such ready courage in order that the

life-boat service, essential on this hazardous coast, should be maintained. I am sure that all of you must feel very proud of these men, and of the fine record of rescue work undertaken by their predecessors in the old life-boat in which they served so well. I am confident that this new vessel will carry out her duties with the same distinction, and I am very touched to think that you have chosen to call her after me."

The new life-boat, which is a 46-feet 9-inches Watson cabin type boat, has been built out of the Institution's funds.

### ST. PETER PORT

The new St. Peter Port life-boat was named *Euphrosyne Kendal* at the Victoria Pier, Old Harbour, Guernsey, on the 17th of July. Mr. H. E. Marquand, chairman of the Guernsey branch, took the chair. Captain G. R. Cousins, R.N., district inspector of life-boats, described the new boat. Lord Saltoun, a vice-president of the Institution and a member of the Committee of Management, handed the life-boat over to the branch, and Air Marshal Sir Thomas Elmhirst, Governor of Guernsey, accepted her on the branch's behalf. The Very Rev. E. L. Frossard, Dean of Guernsey, dedicated the life-boat, the Rev. A. H. Pringle, president of the Guernsey Free Church Ministers' Council, reading the lesson. Lady Elmhirst then named the boat. A vote of thanks was proposed by Sir Ambrose Sherwill, Bailiff of Guernsey.

The new life-boat, which is a 52-feet Barnett type boat, was built out of a legacy from the late Mrs. Euphrosyne Kendal of Shepperton, Middlesex.

### WALTON AND FRINTON

The new Walton and Frinton life-boat was named *Edian Courtauld* at the Albion Breakwater, Walton-on-the-Naze on the 20th of July. Lieutenant-Colonel Sir Albert Stern, president of the Walton and Frinton branch, took the chair. Commander S. W. F. Bennetts, deputy chief inspector of life-boats, described the new boat. Mr. Augustine Courtauld, a member of the Committee of Management and the donor of the boat, presented her to the Institution. Captain the Lord

Ailwyn, R.N., a vice-president of the Institution and a member of the Committee of Management, handed her over to the Walton and Frinton branch, Mr. J. Woodruffe Eagle, chairman of the branch, accepting her. The Rev. C. H. Owen, vicar of Walton, assisted by the Rev. F. Geoffrey Jellyman, president of the Walton and Frinton Free Church Council, dedicated the life-boat. H.R.H. the Duchess of Kent then named her. A vote of thanks was proposed by Councillor A. C. South, chairman of the Frinton and Walton Urban District Council, and seconded by Captain W. J. Oxley, honorary secretary of the branch. A guard of honour was provided by the Frinton and Walton Red Cross Society. The new life-boat is a 46-foot 9-inches Watson cabin type boat.

#### FILEY

The new Filey life-boat was named *Isa and Penryn Milsted* at the life-boat station at Filey on the 21st of July. The Rev. P. V. Corner, chairman of the branch, took the chair. Lieut.-Commander H. H. Harvey, district inspector of life-boats, described the new boat. Mr. R. S. Robinson presented the life-boat to the Institution on behalf of the trustees of the late Mr. Milsted. Commodore the Earl Howe, deputy chairman of the Institution, handed her over to the branch. Mr. J. R. Wiseman, honorary secretary of the branch, accepting her. The Lord Archbishop of York, the Right Hon. and Most Rev. C. F. Garbett, dedicated the life-boat. The Countess Howe then named her. A vote of thanks was proposed by Colonel L. Hallam, chairman of the Filey Urban District Council, and seconded by Mr. A. Lawton, station officer, H.M. Coastguard, and a member of the branch committee.

The new life-boat, which is a 35-foot 6-inches Liverpool type boat, has been built out of a legacy of the late Mr. A. P. Milsted of London.

#### HUMBER

The new Humber life-boat was named *City of Bradford III* on the River Ouse at York, on the 24th of July. The Lord Mayor of Bradford, Alderman H. J. White, took the chair. Lieut.-Commander H. H. Harvey,

district inspector of life-boats, described the new boat. Sir Arthur Croft presented the life-boat to the Institution on behalf of the Bradford and District branch, Captain the Hon. V. M. Wyndham-Quin, R.N., a member of the Committee of Management, accepting her. The Lord Archbishop of York, the Right Hon. and Most Rev. C. F. Garbett, dedicated the life-boat. Lady Croft then named her. A vote of thanks was proposed by Alderman H. Hird, chairman of the Bradford branch.

The new life-boat, which is a 46-foot 9-inches Watson cabin type boat, is the seventh to bear the name "Bradford." A fund to meet the cost of this life-boat is being raised in Bradford.

#### PADSTOW

The new Padstow life-boat was named *Joseph Hiram Chadwick* at the North Quay, Padstow, on the 28th of July. Mr. N. W. R. Reynolds, president of the branch, took the chair. Captain G. R. Cousins, R.N., district inspector of life-boats, described the new boat. Captain Guy D. Fanshawe, R.N., a vice-president of the Institution and a member of the Committee of Management, handed the life-boat over to the Padstow branch, Mr. R. R. Wilton, honorary secretary of the branch accepting her. The Right Rev. J. Wellington, Assistant Bishop of Truro, assisted by the Rev. P. H. C. Slocombe, vicar of Padstow, and the Rev. W. E. Wall, Minister of the Methodist Church, dedicated the life-boat. Mrs. J. C. F. Prideaux-Brune then named her. A vote of thanks was proposed by Mr. C. J. George, chairman of the Padstow Urban District Council, and seconded by Mrs. R. R. Wilton, honorary secretary of the Padstow Ladies' Life-boat Guild.

The new boat, which is a 52-foot Barnett type boat, has been built out of a legacy from the late Miss Elizabeth Ellen Chadwick of Rochdale, Lancashire.

#### COVERACK

The new Coverack life-boat was named *William Taylor of Oldham* at the Pier at Coverack, on the 10th of September. Mr. S. D. Roddick, chairman of the branch, took the chair. Captain G. R. Cousins, R.N., district

inspector of life-boats, described the new boat. The Hon. Greville Howard, M.P., a member of the Committee of Management, handed the life-boat over to the branch, Mr. S. A. Roskilly, honorary secretary of the branch, accepting her. The Right Rev. J. Wellington, assistant Bishop of Truro, assisted by the Rev. E. J. Saunders, vicar of St. Keverne, and the Rev. H. Garner, Methodist Minister, St. Keverne Parish, dedicated the life-

boat. The Hon. Mrs. Greville Howard then named her. A vote of thanks was proposed by Mr. M. P. Williams, president of the branch, and seconded by Mr. J. V. Geach, chairman of the Kerrier Rural District Council.

The new life-boat, which is a 42-foot Watson type boat, is the first of its kind, and was described in the September Number of the *Life-boat*. She has been built out of a legacy of the late Miss Clara Selina Taylor of Oldham.

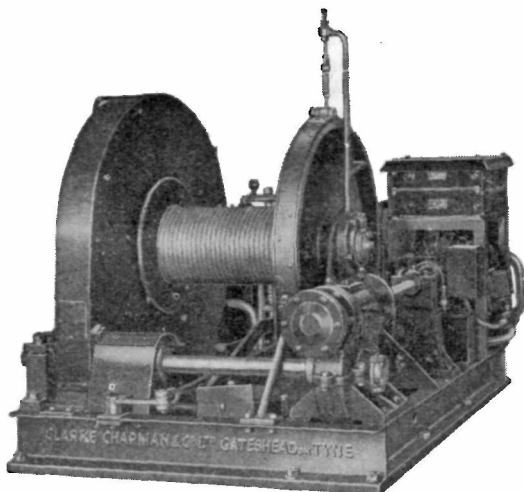
### Notice

*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, 1955.*

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