

THE LIFE-BOAT

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Notes of the Quarter

ONCE again figures show that life-boats have been called out on service more often in one particular month than in the corresponding month in any year, either in peace or war, since the Royal National Life-boat Institution was founded in 1824. The significance of this fact lies not in the mere establishment of a record, but in the clear light it throws on the nature of the life-boat service today. The record month this year was June, when life-boats were launched on service 98 times. The previous record figure for June of 84 launches was set up as recently as 1959. There were not in fact exceptional weather conditions in June this year, and the establishment of yet another record simply reveals that year by year, in spite of all technical developments and aids to safety at sea, more and more calls are made on the life-boat service.

THE SECRETARY'S RETIREMENT

The retirement of Colonel A. D. Burnett Brown from the post of Secretary of the Institution ends a period of twenty-nine years in the Institution's active service. The essence of the life-boat service is, of course, to be found in its voluntary workers, in the crews who man the life-boats and in those who raise money to make the service possible. The controlling body too, the Committee of Management, is composed of those who give their services voluntarily. However, it would clearly be impossible to co-ordinate the work of all the voluntary workers in all parts of the country, or to provide the facts and reasoned arguments on which the Committee of Management can base its decisions, without an efficient secretariat. The secretariat has always been a small one in accordance with the Institution's policy of keeping its administrative costs as low as possible, but the Institution has been extremely fortunate in the

quality of those who have filled the post of Secretary. Among the very able men who have done so were Richard Lewis, who was a young barrister when he was appointed Secretary in 1850, at a time when the Institution's finances were in a poor state, and who remained Secretary until he died in 1883; Charles Dibdin, the founder of the Civil Service Life-boat Fund, who came to the Institution from the Savings Bank of the General Post Office; and Sir George Shee, who played such an important part in the successful development of the service in the earlier years of the present century. Colonel Burnett Brown carried on this tradition with outstanding ability. A note on his work by his successor, Lieut.-Colonel Charles Earle, appears on page 481.

LIFE-BOAT TO BE NAMED "DUKE OF CORNWALL"

The Queen's decision to allow the life-boat for the new station on the Lizard peninsula to be named *Duke of Cornwall* has given particular pleasure to those associated with the establishment of the new station. The new station is itself to be named the *Lizard-Cadgwith*, thereby incorporating in its name the traditions of two very fine life-boat stations. A new life-boat of the 52-foot Barnett type is being built at Cowes.

SCHOOL HOUSES' NAMES

The esteem felt for its life-boat station by the people of Cromer has been revealed in an interesting decision taken by the Cromer Secondary Modern School. There are four houses in this school, which were previously distinguished by having separate colours. They have now each been given names, and the names chosen are those of four life-boats which have served at Cromer: *H. F. Bailey, Louisa Heartwell, Henry*

Blogg and *Harriot Dixon*. The last two are, of course, the names of the Cromer life-boats in service today.

BABIES BORN IN LIFE-BOATS

The report in the last number of the *Life-boat* that a mother had given birth to a baby in the Barra Island life-boat, and that this was believed to be the first birth to occur in a life-boat of the Institution, has elicited a letter from the

French life-boat society, Société Centrale de Sauvetage des Naufragés, recording similar instances off the French coast. Among a number of births recorded was one which took place in 1939, when a baby boy was born on board the life-boat *Jean Charcot* of the Ile Molène. The young man bears today as one of his names "Charcot" as a memorial of the circumstances of his birth.

Vellum Accorded to National Trust Warden

ABOUT 9.45 on the morning of the 16th of April, 1960, a rubber and canvas collapsible canoe, which had left Burnham Overy Staiths for Blakeney, Norfolk, capsized in the surf off Blakeney Point. There were two men on board, who were brothers. The weather was cloudy but clear with a fresh northerly breeze blowing and a rough sea. About 10.30 Mr. W. E. R. Eales, a National Trust warden of Point House, Morston, was approaching the extreme tip of Blakeney Point in his 27-foot open motor boat to land passengers, when he saw an object in the surf some four hundred to five hundred yards off shore. At first he thought it was a seal, but then he realised it was a human being clinging to a floating object. He immediately beached his boat and landed the passengers, and after calling for two volunteers from among the passengers put out to help, accompanied by Mr. Herbert Metson and Mr. Duncan Waugh. It was then high water at Blakeney, but where the canoe had capsized the ebb stream had begun to run north-eastwards.

Through Narrow Cutting

As soon as the boat was clear of the beach Mr. Eales headed to the westward along the inshore edge of the shingle spit for about three hundred yards before turning northwards to bump his way through a narrow cutting in the shingle about five hundred yards east of Far Point. The sea was breaking heavily on the spit, and the boat touched bottom twice. With con-

siderable difficulty Mr. Eales reached the canoe, which was drifting in the surf, and found one man holding on to it. The man was so exhausted that he could do nothing to help himself.

With his boat lying across the wind in the trough of the sea in less than seven feet of water Mr. Eales and the other two men managed to haul the man aboard. They then returned through the same gap with the wind and sea astern and landed the survivor on the slipway of the life-boat station at Blakeney Point.

Helicopter and Life-boat Called

When the rescued man was able to speak he asked what had happened to his brother, who had also been in the canoe. This was the first indication Mr. Eales had that there had been another man aboard. He therefore telephoned the coastguard to ask for the help of a helicopter. The Wells life-boat *Cecil Paine* was also launched.

At eleven o'clock Mr. Eales put out again. This time he had on board with him, in addition to the two men who had gone out before, Mr. Martin Pumphrey, an experienced seaman. They made a thorough search of the inshore waters, but as conditions grew worse with the ebb tide he decided to return to the old life-boat station, not wishing to expose the men who had come out with him to further risk.

Thanks on Vellum

On returning ashore for the second time Mr. Eales found that the rescued

man needed medical help, and after making the necessary arrangements he took him in his boat to Morston quay, from which a police car drove him to hospital.

Mr. Eales then returned to continue the search for the missing man. The helicopter and the Wells life-boat had already reached the scene. About 1.55 Mr. Eales found the canoe in shallow water. On wading out to it he saw

that the dead body of the second man was entangled in some ropes attached to the canoe.

For this service the thanks of the Institution inscribed on vellum have been accorded to Mr. W. E. R. Eales.

Letters of appreciation have been sent to Mr. Herbert Metson, Mr. Duncan Waugh and Mr. Martin Pumphrey.

The Secretary Retires

COLONEL A. D. BURNETT BROWN, O.B.E., M.C., T.D., M.A., retired from the post of Secretary of the Institution on the 30th of June, 1960, after twenty-nine years in the Institution's service. He came to the Institution in 1931 from the Treasury to fill the post of Deputy Secretary on the appointment of Lieut.-Colonel C. R. Satterthwaite, O.B.E., as Secretary. In 1947, when Lieut.-Colonel Satterthwaite retired, Colonel Burnett Brown was appointed Secretary.

Colonel Burnett Brown is succeeded as Secretary by Lieut.-Colonel Charles Earle, D.S.O., O.B.E., who has been acting as his personal assistant since 1958. Details of the career of Lieut.-Colonel Earle, who served as an officer in the Grenadier Guards, as Adjutant of the Royal Military Academy, Sandhurst, and in the War Office, were given in the June 1958 number of the *Life-boat* on page 46.

Lieut.-Colonel Earle writes :

"Colonel Burnett Brown's career has been one of outstanding public service. As a young man he served in the first world war, when he was twice wounded, was awarded the military cross and was mentioned in despatches. When the war came to an end he went up to Oxford, and after taking his degree filled important posts in the administrative branch of the Treasury. He left the Treasury to begin a long and valued career in the service of the Royal National Life-boat Institution. This service was interrupted when war broke out again, and once more he served his country with notable distinction,

commanding battalions of the Oxfordshire and Buckinghamshire Light Infantry and the West Yorkshire Regiment.

Adapted to New Society

"Within two years of the end of the war he was appointed Secretary of the Institution at a time when the aftermath of the war presented grave and pressing problems. A major task of reconstruction was called for, as the building of life-boats had virtually ceased during the war; something of a social revolution was occurring, and the Life-boat Institution had to adapt itself to the new society which was emerging.

"In the year of Colonel Burnett Brown's appointment as Secretary the cost of the service amounted to approximately £600,000. Thirteen years later, when he retired, as much as a million pounds had to be raised every year. That the service as a whole overcame so many difficulties and problems with such conspicuous success is in very large measure attributable to Colonel Burnett Brown's unusual administrative ability and the scrupulous care with which he served the Committee of Management throughout.

"I am sure all those associated with the Life-boat Service will wish him many years of happy retirement, and all who have been privileged to know her will think too of Mrs. Burnett Brown, whose personal kindness and interest in the service have been so well known to so many."

Six Days Aboard Welsh Life-boats

FROM the 22nd to the 29th of June, 1960, the B.B.C. broadcast each evening a half-hour programme in the Welsh Home Service. The composite title of the series was *Over the Waves*, the narrator being Mr. Wynford Vaughan-Thomas. The six items were later repeated in the B.B.C. Light Programme. Mr. Wynford Vaughan-Thomas, together with a producer, a recording engineer and a cameraman, who was making a film which has since been shown on television, made a series of journeys along the Welsh coast mainly by life-boat. The editor of the *Life-boat* accompanied them and recorded the following impressions in diary form :

22nd June :

Departure at nine a.m. from the slipway at Barry Dock. On our way from the Cardiff hotel we talk of the gales which had been blowing along the Welsh coast throughout most of the previous week and of reports of a difficult service by the Mumbles life-boat over the week-end. Wind now blowing force 5: the sea a dull olive-green tipped with white, and clouds racing across the sky.

Pilots in Crew

Barry Dock is a station which I have visited only once, and then briefly. As we talk to the crew we learn that they are not one of the crews of fishermen. Most of them earn their livings in and around the docks. Two of them are pilots, including Coxswain Swarts.

It is not long before we are all well soaked and have become familiar with the feeling comparable perhaps to that of receiving showers of gravel over the face. The water soon seeps down inside one's clothing, and I wonder once again why it is that anyone ever goes to sea for pleasure. I find the coxswain has a healthy dislike for the sea when it is in an unfriendly mood, which he expresses virulently.

As we round Nash Point we begin

to bump fairly violently. The coxswain tells Wynford Vaughan-Thomas that if we had left an hour later the sea would have been over the mast. Wynford Vaughan-Thomas asks what would happen then, and the coxswain replies : " She comes up again quite dry as if to laugh at the sea and say : ' What do you think of that ? ' ".

Porpoises Rising

We pass a trading schooner, *Kathleen and May*, of the kind known as a Bideford man-o-war, a pretty picture from the past. Porpoises are seen rising, which the crew state is a certain sign of better weather ahead. We reach the Breaksea lightvessel but consider the seas are too rough for taking recording equipment on board. We do, however, deliver newspapers.

Arrival at the Mumbles about 2.15. The chairman of the branch, Mr. David Johns, who is with the honorary secretary, Captain E. H. Slayter, and Coxswain Scott, to meet us, tells us of a moment of anxiety felt on shore during the recent service by the Mumbles boat. For a time they were out of R/T contact, and at a station that has known a disaster in living memory anxiety is soon enough felt.

Launch on Television News

I hear too late that there was a good picture of the launch from Barry Dock on the television news. Wynford Vaughan-Thomas's broadcast from the Mumbles studio describes the day graphically. Among those with whom he had recorded interviews was a man who described sailing round Cape Horn, when, as he put it, his " ears had been whipped by hailstones as big as gooseberries".

In the evening we meet the Mumbles crew, with whom we are to sail tomorrow. There seems to be strong competition among amateur yachtsmen to be members of the crew.

23rd June :

Early departure from the Mumbles. The wind has dropped to between force 3 and 4, there is more green in the sea, and the clouds are wispy. We pass the green and grey bareness of the Gower peninsula with no living things but gulls, cormorants and puffins in sight. Our first call today is at the Helwick lightvessel. Among the lightvessel's crew is a man whom the Mumbles life-boat took off last December in a gale. He tells the life-boat crew that he was in hospital for four months before returning.

No Difficulty Getting Volunteers

Coxswain Scott is a most impressive, likeable figure. One of our youngest coxswains, soft spoken, almost gentle in manner, his power of command is quite unquestionable. Other members of the crew include an insurance agent, a fireman and a policeman. They ask me whether they may perhaps be the youngest life-boat crew. In a flourishing yachting centre they find no difficulty at all in getting volunteers.

The sea seems strangely empty. Not a vessel is sighted for hours except the Trinity House tender, which reaches the Helwick lightvessel at nearly the same time as we do. The second coxswain, a former trawlerman, tells me we have been passing many good fishing areas, but no fishing boats are to be seen. He himself abandoned trawlers some time ago for a job in the steel works.

Boat called a Masterpiece

Coxswain Scott describes his boat to Wynford Vaughan-Thomas as "a masterpiece". He speaks of improvements in design but adds that the hulls, which could not be better, do not alter essentially. At Tenby Coxswain Thomas, known as Billy Eiler, ferries us in his boat to the slipway.

24th June :

Six a.m. departure from Tenby. Tenby in the early morning with the

wide stretches of empty sand, the gaily-coloured boats, the gulls and the houses in which pinks and blues, rare enough on the Welsh coast, vary the traditional pattern of grey is a beautiful sight. We have the prospect of a perfect day ahead of us. It will be ideal cruising weather. We appreciate too the relative comfort of the most modern boats. Tea is soon produced with the help of the paraffin pressure cooker, and shelter can be had in the cabin. A journey such as this vividly reveals the steady progress made in recent years in the design as well as in the equipment of life-boats.

The district inspector, Lieut-Commander H. H. Harvey, has joined us for this day's trip. Billy Eiler, the coxswain, is a friendly, genial character. The second coxswain, Ivor Crockford, another attractive figure, who has been Deputy Mayor of Tenby, entertains us with stories of Polynesian life and of Zane Grey's yacht in the Pacific.

Bird Sanctuaries and Firing Ranges

More rugged grandeur of limestone cliffs with the change after a time to sandstone. We soon begin to see the pinks and purples of the Pembroke-shire coast. Our first visit is to Skomer Island, where we have a report of a gale warning. Grassholm is covered with gannets so thickly as to suggest a heavy snowfall. Still an empty sea. We pass the former Aberystwyth life-boat, which is now in the service of the naturalists who go to Skomer. We are also warned by an R.A.S.C. launch of a firing practice. This part of the Welsh coast seems to be given up almost entirely to bird sanctuaries and firing ranges.

After passing the Bishop Rock lighthouse we visit the Davies family, the only inhabitants of Ramsey Island, a contented, good-looking, happy couple, who have some three or four hundred sheep as well as cattle. As I listen to Wynford Vaughan-Thomas talking to them I reflect on his extraordinary skill as an interviewer and broadcaster, and

wonder what is the secret. Some of it lies in exceptional vitality, some in an evidently deep interest in people and places. He is certainly a delightful travelling companion with some deliciously funny stories. Altogether it is a happy party : Rowland Lucas, the producer, a tall, grey-haired man, had already impressed me in London as someone who knew what he wanted and how to get it with charm ; the photographer, Tom Hylton-Warner, startles me with his intrepidity in obtaining photographs while lying on his back in a pitching life-boat ; the recording engineer, Mansell Davies, has the quiet and easy assurance of the expert technician.

Extraordinary Musical Instrument

On arrival at St. David's we are entertained to eggs and bacon and whisky by the chairman of the South Wales Gas Board, Mr. Mervyn Jones, who played a considerable part in the preparatory stages of this programme.

A visit to the Farmer's Arms in the evening. Coxswain Dai Lewis sings songs to the accompaniment of an extraordinary musical instrument which he seems to have developed himself. Two powerfully built men from the Midlands inform me that their principal hobby is *finding ingenious ways of raising money for charity.*

One of the delights of this trip is to discover again how very many people are interested in the life-boat service. Everywhere we go we find people who seem to have listened to all the programmes. Much of this, of course, is attributable to Wynford Vaughan-Thomas's remarkable following.

25th June :

Transport by Fast Launch

The high winds in the night have died down to about force 4, and there is a good deal of sea mist. The landlord of the Farmer's Arms drives us down to the St. David's slipway. Coxswain Dai Lewis and ex-Coxswain William Watts-Williams are there to see us off. Today, because of the distance involved, our transport

to Pwllheli is to be by high-speed R.A.F. rescue launch. She is an impressive craft, 68 feet in length, with a comfortable cruising speed of 29 knots. When flat out heading into the sea the boat seems to become airborne, falling with thumps, which are more suggestive of an aircraft in an electric storm than of a ship in heavy seas. The skipper tells me that in conditions worse than a force 5 wind and a corresponding sea the launch would be of little use. It is sad to reflect that this type of craft seems to have reached perfection just about the time when it is becoming obsolete as a means of rescue and is being replaced by the helicopter. Yet this happens to be one of the days in which launches could be more effective than helicopters because of the bad visibility.

The skipper, Flight-Lieutenant Burgess, is a young ex-Merchant Navy officer. This branch of the R.A.F. service affords little prospect of promotion, for there is only one group-captain in the division, yet according to Flight-Lieutenant Burgess the men are a contented lot. The service has solved the problem facing so many married seamen of how to have a shore-based job and yet be able to go to sea.

Like Crouching Beasts

After calling at Fishguard harbour we race northwards. Through the mist St. Tidwal's Islands rise green and in the shapes of crouching beasts. The Pwllheli coxswain, William Gould, guides us to a point where we can anchor. He and Wynford Vaughan-Thomas immediately begin talking Welsh. We are with our first life-boat crew who normally converse with each other in Welsh.

In the evening I ask the barman at our hotel why there is no life-boat collecting box in the bar in view of the importance of the life-boat station in Pwllheli. He tells me that there is and points to a collecting box for the Missions to Seamen. When I suggest he may have made a mistake he answers : " It's all the same thing ".

26th June :

Seven a.m. departure from Pwllheli. The mayor has come down to the boathouse to see us off. Our first launch on this trip by tractor. I am impressed once again with the smoothness of this complicated operation.

Mist Settles on Sea

Coxswain Gould, who is about to retire and who may even be on his last trip in the life-boat as coxswain, confirms the impression he gave, when I saw him in his own boat yesterday, of a man to whom a boat seems the only natural setting. There is practically no wind, and the mist settles over the sea. Visibility is about one hundred yards. There is a bad moment when the mist is at its thickest and the tide is running strongly, for there is trouble with the starboard engine. Fortunately the mechanic puts it right, and we reach Bardsey Island. Captain Jones, who meets us there, tells us the strange story of the abandonment of the island. He describes it as having had "a perfect community, where a door was never locked and no work was ever done on a Sunday"; yet the population suddenly decided to leave it and migrate en masse.

The mist clears in the afternoon, and it is pleasant to have half-an-hour's sleep on deck in the sunshine. The B.B.C. party, whose main job has to be done on arrival, seem to work nearly a seventeen-hour day.

Entertained at Golf Club

There is a considerable reception committee at Porthdinllaen, including the honorary secretary, Mr. John Roberts, a powerfully built farmer. Porthdinllaen has as lovely a setting as any life-boat station I know. Our afternoon entertainment is at the golf club, to which most of the crew seem to belong.

27th June :

We leave Porthdinllaen at seven o'clock with Mr. Roberts aboard. The crew seems to have an extremely happy and friendly atmosphere. The

coxswain, Tom Moore, wears his authority lightly. Mr. Roberts tells me that when the crew discovered that he had served as honorary secretary for twenty-one years they made a collection and presented him with a barometer. One member of the crew tells me of a service in which they took a negro seaman, who had been struck in the jaw by a piston, off a ship. He adds that never before had he been so glad to be in the life-boat service. "The man meant nothing to us", he said, "but we saved his life".

The scenery today is perhaps the most magnificent of any. We pass the Rivals and in perfect weather come close in under the cliffs with Snowdon capping the hills in the background.

Transfer to Holyhead Boat

We reach Holyhead harbour, where we transfer to the Holyhead boat. This time we have not only the honorary secretary but the chairman of the branch and the honorary secretary of the Cemmaes Bay branch aboard. We have too short a time to come to know the crew at all well, but their pride in their boat is apparent. One could quite well use the brasses as shaving mirrors.

We call at the Skerries lighthouse, where one of the keepers gives me much interesting information about the habits of terns and oyster-catchers. Then the final stretch to Moelfre. We pass the still visible wreck of the *Hindlea*. It is difficult to believe on this peaceful day that she was the cause of perhaps the greatest life-boat service for a decade. Old friends in the Moelfre crew, who came to London earlier in the year for their medals, are there to greet us. Tom Corrigan, the honorary secretary, and his wife entertain us in their home.

In the final programme Wynford Vaughan-Thomas asks me what my strongest impression has been. I tell him it is the quality of the men who serve in our life-boats, which I describe as "a perpetual rediscovery". It is.

Conference on Safety at Sea

THE fourth International Conference on the Safety of Life at Sea was held at Church House, Westminster, from the 17th of May to the 17th of June, 1960. The three earlier conferences had been held in 1913, 1929 and 1948.

There were some six hundred participants at the conference, fifty-four countries being represented, of which forty-seven sent delegations. The organising body was the Inter-Governmental Maritime Consultative Organisation, the United Kingdom Government acting as host. Sir Gilmour Jenkins, the former permanent secretary of the Ministry of Transport and Civil Aviation, presided, representatives of the United States Coastguard and the Soviet Ministry of Merchant Marine acting as vice-presidents.

The conference adopted fifty-six recommendations on subjects connected with maritime safety. In his closing speech summarising the progress made Sir Gilmour Jenkins said: "I have never, in my long experience, seen a conference which faced and tackled so great a task with such speed and determination."

Supersedes Earlier Convention

He described the new convention adopted by the conference, which supersedes the convention of 1948, as a substantial advance on its predecessor, for it took full account of the lessons which experience had taught and of the scientific and technical advances made in the last twelve years.

Among the agreements which he singled out were the application of provisions for carrying radio equipment in cargo ships of 300 tons and over; a new requirement of periodical sur-

veys of the hull and machinery of cargo ships, in addition to the established surveys of safety and radio equipment; more stringent requirements affecting the sub-division of some types of passenger ships, their stability, watertight integrity, electrical installations and methods of dealing with fires.

In the field of life-saving applications he considered that the most spectacular change was the recognition of the inflatable life-raft. Other new provisions concerned the substitution of diesel for petrol engines in ships' boats and the wider use of gravity davits.

Not Applied to Fishing Vessels

For greater safety in navigation changes were made in distress and rescue procedures, in the use of direction finding apparatus and in the transmitting of navigational warnings. A number of recommendations to secure the improvement of air-sea rescue arrangements and of means of communication between ships and aircraft were also adopted.

Provisions affecting the carriage of grain and other bulk cargoes and dangerous goods were revised and brought up to date, and changes in regulations concerning collisions included the proper use of radar and guidance in the training of navigating officers. A number of recommendations concerning nuclear ships were also adopted.

After considerable discussion the conference decided not to extend the provisions of the new convention to fishing vessels, but governments are being recommended to apply the provisions of the convention as far as is reasonable and practicable both to fishing vessels and to smaller cargo ships.

THE LIFE-BOAT FLEET

152 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service
in 1824 to 30th June, 1960 - - 82,605

Landmarks in Station Histories

THE life-boat station at the Humber this year celebrated the 150th anniversary of its foundation. A certificate inscribed on vellum, signed by H.R.H. the Duchess of Kent, President of the Institution, was presented to the station by Admiral Sir William R. Slayter, a member of the Committee of Management, at a ceremony held at the life-boathouse on the 22nd of June. A service of thanksgiving was conducted by the Bishop of Hull (the Right Rev. G. F. Townley) assisted by the Rev. L. F. Erving, Vicar of Easington. The party, which then went afloat, included among others the Lord Mayor and Lady Mayoress of Hull and ex-Coxswain Robert Cross, now aged 84, who was twice awarded the Institution's gold medal for gallantry.

The Humber station at Spurn Point was established in 1810, and until 1908 was maintained by the Hull Trinity House. In that year it came under the control of the Humber Conservancy Board, and not until 1911 was it taken over by the Institution. No complete record exists of lives saved by the station before 1911, but there is documentary evidence indicating that more than 760 lives were rescued between 1810 and 1854. Since the station came under the control of the Institution Humber life-boats have been launched on service 400 times and have rescued

414 lives. The life-boat *City of Bradford II*, which was at the station from 1929 to 1954, had the remarkable distinction of rescuing no fewer than 305 lives. Three of the Humber life-boats have been presented by the Bradford branch.

The life-boat station at Margate celebrated the hundredth anniversary of its foundation at a ceremony at the Rendezvous car park in Margate on the 28th of May. A service of thanksgiving was conducted by the Reverend Canon S. A. Odom, Vicar of Margate and Rural Dean of Thanet, assisted by the Reverend D. T. Scotland, President of the Margate Free Church Council and Minister of the Union Crescent Congregational Church. The Mayor of Margate, Alderman G. A. Kirby, was in the chair, and Captain the Hon. V. M. Wyndham-Quin, R.N., deputy chairman of the Committee of Management, presented the vellum signed by the Duchess of Kent.

In the past hundred years Margate life-boats have been launched on service 791 times and have rescued 886 lives. This impressive figure of lives rescued does not include the 600 men taken off the beaches at Dunkirk by the Margate life-boat in 1940.

The last three life-boats to be stationed at Margate have all been provided by the Civil Service Life-boat Fund.

Portrait on the Cover

THE portrait on the cover is of Coxswain Robert Brown of Swanage, who has been coxswain since 1941. He was assistant mechanic from 1928 to 1934 and second coxswain from 1934 to 1941. During his period of service Swanage life-boats have been launched on service 231 times and have rescued 156 lives.

When he was assistant mechanic he

was awarded the bronze medal for an outstanding individual act of gallantry in March, 1934. In a strong southerly gale a yacht went aground and one of her crew of two was flung into the sea. Without hesitation Assistant Mechanic Brown went overboard and succeeded in holding the man until the life-boat was able to pick them both up. The photograph is by courtesy of Joan Muspratt.

New Teesmouth Life-boat Named

LADY CRATHORNE named the new Teesmouth life-boat *Sarah Jane and James Season* at a ceremony at the life-boat house on the 28th of May, 1960. The life-boat, which is one of the 47-foot Watson type, was provided out of legacies from the late Mr. Arthur Season of Ilkley, Mr. Frederick Wright of York, Miss Ellen Lax of Leeds, and Mrs. Harriet Ellen Pearson of Sowerby Bridge, and the general funds of the Institution.

Colonel Thomas Eustace Smith, chairman of the Teesmouth branch, took the chair. After Commander L. F. L. Hill, the district inspector, had

described the new boat Admiral Sir John Eccles, a member of the Committee of Management, handed her over to the branch, Mr. E. R. Copeman, honorary secretary of the branch, accepting her.

The life-boat was then dedicated by the Venerable William Palin, Archdeacon of Cleveland, assisted by the Rev. C. Kettle, Tees Chaplain to the Missions to Seamen, and the Rev. Carl Landahl, Chaplain to the Scandinavian Seamen's Mission.

Music was provided by the Eston Silver Band conducted by Mr. A. W. Turner and the Stainsby school choir, whose choirmaster was Mr. Gwynne Morris.

Shield for Best Wreck Service

MR. ERNEST MARPLES, Minister of Transport, has awarded the shield for the best wreck service for the year 1959/60 jointly to the Rattray Head and Fraserburgh life-saving appliance companies of H.M. Coastguard for the rescue of the crew of eighteen of the Finnish cargo steamer *Anna* off the Aberdeenshire coast in December 1959.

The rescue took place in a gale of extreme violence. The *Anna*, after drifting helplessly along the coast, ran aground off St. Combs about 7.40 on the evening of the 7th of December. The two life-saving teams, as they tried to make contact with the *Anna*, which

was lying battered and broken 350 yards offshore, had to work knee deep and sometimes up to their waists in water. The lines fired to the vessel were fouled by baulks of timber, which had snapped off. For three hours efforts were made to keep the lines clear, and only when both electric generators had been clogged by flying sand was it decided to suspend operations until daylight. The next day the whole crew were taken off.

Unfortunately the man who directed the operation, Mr. E. J. Clout, the district officer, Peterhead, was taken ill and died a few weeks after the rescue.

Royal Aeronautical Society Award

FLIGHT SERGEANT B. BREACH, of No. 228 Squadron R.A.F., has been awarded the Alan Marsh medal for the rescue of the crew of five of the North Carr lightvessel in December 1959. It was after putting out in an attempt to render help to the North Carr lightvessel that the Broughty

Ferry life-boat capsized with the loss of the whole of her crew on the 8th of December. The Alan Marsh medal can be awarded by the Royal Aeronautical Society "to a British pilot in recognition of an outstanding helicopter pilotage achievement".

Christmas Cards and Calendars

THE Institution will again have a Christmas card and a pocket calendar for sale. The card will be a reproduction in colour of the picture on this page. It is a photograph of the 45' 6" Penlee life-boat *W. and S.* launching. The photograph

Supporters of the Institution living in the Irish Republic are asked to order Christmas cards from the Dublin office, 32 South Frederick Street, Dublin, C.2.

The pocket calendar will have on the front a photograph of the Scarborough



By courtesy of]

[Mr. G. M. Baker

is reproduced by courtesy of Mr. G. M. Baker, of Mousehole, Cornwall.

The card will be of four pages, with the picture on page one, greetings on page three and the Institution's crest on page two. The price of the card, with the envelope, will be 9d. Name and address can be printed in, if not fewer than twenty-five are ordered, at an added cost of 16/- for 25 and under 50, 19/6 for 50 and under 100, 25/- for 100 up to 200.

life-boat launching on service. It can be obtained in dozens. The price is 2s. for the first dozen and 1s. 6d. for each additional dozen.

There will also be a hanging calendar, with a picture in colour, a reproduction of a photograph of the life-boat *Kathleen Mary* stationed at Newhaven, Sussex. This calendar is not for sale and is produced primarily for distribution to solicitors' offices.

Birthday Honours

AMONG those associated with the life-boat service upon whom honours were conferred in the Birthday Honours were :—

O.B.E. MR. T. O. GRAY, deputy treasurer and vice-president of the Institution ; ALDERMAN H. L. GROVES, patron of the Lake District branch.

M.B.E. ALDERMAN HARRY BLACKBURN, a member of the Fleetwood committee ; MR. B. V. HOWELL, honorary secretary of the Pwllheli station branch ; CAPTAIN J. J. KELLY, chairman of the Fishguard branch ; MRS. S. E. NEWMAN, chairman of the Warton Crag (Lancashire) branch.

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

102 Lives Rescued

APRIL

DURING April life-boats were launched on service 55 times and rescued 32 lives.

MAN TAKEN OFF CONVERTED SHIP'S BOAT

Howth, Co. Dublin. At 4.16 on the afternoon of the 1st of April, 1960, the Garda informed the honorary secretary that a boat was in distress off Malahide bar. At 4.36 the life-boat *Elizabeth Elson*, on temporary duty at the station, put out two and a half hours after high water in a strong easterly wind and a very rough sea. The life-boat found an 18-foot converted ship's boat with her engines broken down. The man on board, who had attracted attention by waving a coat attached to an oar, was exhausted. He was transferred to the life-boat and given hot soup. The life-boat took his boat in tow to Howth, arriving at 6.10. Rewards to the crew, £5; rewards to the helpers on shore, £1 16s.

ESCORT FOR TWO BOATS OUT LOBSTER FISHING

Arbroath, Angus. On the morning of the 2nd of April, 1960, anxiety was felt for the safety of two fishing boats, *Sunbeam* and *Bairn's Pride*, which were lobster fishing off the harbour. It was an hour and a half after high water, there was a strong south-easterly wind, and the sea was very rough. Weather conditions were deteriorating rapidly, and at 8.30 the life-boat *The Duke of Montrose* was launched. She escorted the *Bairn's Pride* into harbour, but by the time the *Sunbeam* appeared off the harbour it was almost low water. The *Sunbeam's* skipper was advised to wait for the flood tide, and at one o'clock the life-boat put out again. She escorted the *Sunbeam* into harbour and reached her station at 2.50. Rewards to the crew, £14 5s.; rewards to the helpers on shore, £1 16s.

FISHING VESSEL FOUND IN GALE

Stronsay, Orkneys. At 5.36 on the evening of the 2nd of April, 1960, the coastguard informed the honorary

secretary that the fishing vessel *Fisher Lass* of Sanday was overdue on passage from Kirkwall to Sanday. At 6.20 the life-boat *J.J.K.S.W.*, on temporary duty at the station, slipped her moorings two hours before low water in a south-easterly gale and a very rough sea. Visibility was poor because of heavy rain squalls. In Sanday Sound the life-boat found the *Fisher Lass* making towards Stronsay for shelter. She escorted her into harbour and reached her moorings at 7.15. Rewards to the crew, £7; reward to the helper on shore, 12s.

LIGHTHOUSE KEEPER REPORTS YACHT IN DISTRESS

St. Abbs, Berwickshire. At 6.16 on the evening of the 3rd of April, 1960, the coastguard informed the honorary secretary that the principal keeper at St. Abbs Head lighthouse had reported a yacht burning distress flares off St. Abbs Head. At 6.25 the life-boat *Howard D.*, on temporary duty at the station, was launched one hour before high water. There was a gentle south-easterly wind and a choppy sea with a slight haze. The life-boat found the yacht *Southern Cross* with her engine broken down. The yacht had a crew of three. The life-boat towed her into St. Abbs, arriving at 7.9. Rewards to the crew, £6; rewards to the helpers on shore, £1 16s.

NINE FISHING BOATS ANCHOR IN GALE

North Sunderland, Northumberland. On the evening of the 3rd of April, 1960, nine local fishing boats left for Berwick Bay. By midnight the weather had deteriorated, and the southerly gale was accompanied by a very rough sea. The boats could not return to harbour and had to anchor in the lee of one of the Farne islands. By seven o'clock on the morning of the 5th of April the wind and sea had moderated and the boats decided to enter harbour. The life-boat *Grace Darling* stood by as they crossed the bar. Rewards to the crew, £6; rewards to the helpers on shore, £6 13s.

COBLE ESCORTED THROUGH HEAVY GROUND SEA

Whitby, Yorkshire. On the 4th of April, 1960, there was a heavy ground sea on the bar, which made it dangerous for boats to enter harbour. As the local fishing fleet was still at sea, including a number of small cobles, it was decided to launch the life-boat *Mary Ann Hepworth* at 9.15. There was a light southerly breeze, and it was shortly after high water. One coble was found four miles off Whitby and was escorted back to harbour, and the life-boat stood by until all the other seven boats had returned. She finally reached her station at 1.22. Rewards to the crew, £9 12s. ; rewards to the helpers on shore, £1 16s.

COBLE ESCORTED TO HARBOUR

Scarborough, Yorkshire. On the morning of the 4th of April, 1960, conditions at the entrance to the harbour were deteriorating, and it was decided to launch the life-boat *J. G. Graves of Sheffield* at 12.55 to escort the local fishing coble *Betty* into harbour. There was a light north-westerly wind and a heavy ground swell, and the tide was nearly half ebb. After escorting the coble in the life-boat reached her station at 1.35. Rewards to the crew, £5 ; rewards to the helpers on shore, £7 5s.

CREW OF FISHING VESSEL RESCUED

Lerwick, Shetlands. At 9.45 on the evening of the 4th of April, 1960, the assistant honorary secretary told the honorary secretary that he had heard the motor fishing vessel *Gleaner* of Fraserburgh wirelessly for help as she was ashore at the south entrance to Lerwick harbour. At 10.10 the life-boat *Claude Cecil Staniforth* put out at low water in a strong south-south-easterly gale and a very rough sea. Visibility was poor. The life-boat found the *Gleaner* drifting towards the Ness of Sound, and using his searchlight, the coxswain closed her port side. Two of the fishing vessel's crew jumped aboard the life-boat and told the coxswain that the fishing vessel's skipper was adrift in an inflatable dinghy.

The life-boat found the dinghy, which was empty, as the motor fishing vessel *Fragrant* had rescued the skipper. The life-boat returned to her station at 11.5. Rewards to the crew, £7.

LIFE-BOAT FINDS SUBMARINE AGROUND

Campbeltown, Argyllshire. At 10.15 on the night of the 4th of April, 1960, the coxswain told the honorary secretary that the keeper at Davaar lighthouse had reported a submarine ashore at the entrance to Campbeltown harbour. At 10.35 the life-boat *City of Bradford II* put out. It was low water and the weather was overcast with squally showers. A south-south-westerly gale was blowing, and the sea was choppy. The life-boat found H.M. submarine *Narwhal* aground on the Millbeg bank, and at the captain's request the coxswain read the submarine's draft fore and aft and gave him his bearing and distance from the Fairway buoy. The life-boat returned to her station at 11.50 as no further help was needed. The *Narwhal* was eventually refloated with the assistance of two tugs at 7.10 on the morning of the 5th April. The coxswain received a letter of thanks from the captain of the Third Submarine Squadron at Faslane. Rewards to the crew, £8 15s. ; reward to the helper on shore, 18s.

TOW FOR BOAT WITH GIRL AND FOUR YOUTHS ABOARD

Clacton-on-Sea, Essex. At 6.29 on the morning of the 9th of April, 1960, the coastguard informed the honorary secretary that a small boat was alongside the Mid Barrow lightvessel and that her crew were asking for the assistance of a life-boat. At 6.50 the life-boat *Sir Godfrey Baring* was launched two and a half hours before high water in a gentle south-south-westerly wind and a slight sea. She found the former ship's boat *Tot Morgen* with a young woman and four youths on board. They had run short of fuel on passage from Gravesend to the Channel Isles. The life-boat towed the boat to Brightlingsea, where an ambulance took one of the youths and the woman, who were exhausted and suffering from exposure,

to hospital. The life-boat reached her station at 3.30. Rewards to the crew, £15 1s.; rewards to the helpers on shore, £6 7s.

YOUNG MAN RESCUED FROM JET SPEED-BOAT

Pwllheli, Caernarvonshire. At 12.50 on the afternoon of the 9th of April, 1960, the coastguard informed the honorary secretary that a jet speed-boat with a young man aboard was adrift between Abersoch beach and Llanbedrog point. As no other suitable boat was available, the life-boat *Kathleen and Virgoe Buckland* was launched at 1.47. It was low water, and there was a moderate wind between south-west and west-south-west with a slight sea. The man was taken on board the life-boat, which then towed the speed-boat, which was without anchor or oars, to Pwllheli. The life-boat reached her station at 4.25. The father of the young man made a gift to the Institution's funds. Rewards to the crew, £6; rewards to the helpers on shore, £8 9s.

CANOEIST RESCUED IN NEAR GALE

Great Yarmouth and Gorleston, Norfolk. At 12.52 on the afternoon of the 10th of April, 1960, the coastguard informed the honorary secretary that a man was adrift and in difficulties in a canoe off Yarmouth beach, approximately one mile off shore. At 1.3 the life-boat *Louise Stephens* was launched one hour before low water in a west-south-westerly wind of near gale force and a moderate swell. The life-boat found the man lying exhausted in his canoe three miles north-north-east of Gorleston pier. He was taken aboard and given first aid and food and drink, and the coxswain wirelessed for a doctor to meet the life-boat on her arrival at Gorleston. After recovering the canoe the life-boat returned to her station, arriving at two o'clock. Rewards to the crew, £11 5s.; rewards to the helpers on shore, £4 15s.

MEN PICKED UP FROM YACHT DURING EXERCISE

Dover, Kent. At 11.35 on the morning of the 12th of April, 1960, the life-

boat *Southern Africa* left her moorings at high water on a routine exercise with the district inspector on board. There was a fresh south-westerly wind and a rough sea. While the life-boat was on her way through the outer harbour, a yacht was seen to capsize off the east cliff jetty, throwing her crew of two into the water. The life-boat made for the position, a scrambling net was lowered, and the two men were picked up. After several attempts the yacht *Impudence* was righted and towed on to a slipway in the camber. The life-boat reached her station at 12.40. Rewards to the crew, £7.

STEAM TRAWLER REFLOATED IN ROUGH SEA

Fleetwood, Lancashire. At 5.50 on the evening of the 12th of April, 1960, the coastguard informed the honorary secretary that the steam trawler *Spurnella*, of Fleetwood, was ashore on the banks of Lune Deep. The life-boat *Anne Letitia Russell* was launched one hour before low water at 5.55 in a fresh west-south-westerly wind and a rough sea. She found the Trinity House vessel *Argus* standing by the *Spurnella*, and with some help from the life-boat the *Argus* refloated the trawler. The life-boat then accompanied both vessels to an anchorage off Wyre light before returning to her station at ten o'clock. Rewards to the crew, £12 19s.; rewards to the helpers on shore, £4 4s.

CREW TAKEN OFF SALMON YAWL

Youghal, Co. Cork. On the 13th of April, 1960, the local fleet of open salmon yawls were fishing at the entrance to the harbour. At 12.30 one of the boats was carried out into the rough confused water on the bar, and the life-boat *Herbert John* was therefore launched at one o'clock. There was a south-westerly gale with a very rough sea, and it was one hour before low water. The life-boat found the boat off Cabin Point and took her crew of three on board. With the yawl in tow the life-boat returned to her station, arriving at 3.30 in the afternoon. Rewards to the crew, £9 16s.; rewards to the helpers on shore, £4 5s.

BOAT ESCORTED AFTER OIL SPREAD ON WATER

Appledore, Devon. On the 13th of April, 1960, the motor vessel *Lundy Gannet* was returning from Lundy Island to Bideford on the evening tide with six people on board, including four passengers, when the keel band came adrift and threatened to foul the propellers. The second coxswain of the Clovelly life-boat was the skipper of the *Lundy Gannet*, and he asked for the Appledore life-boat to escort her over the bar. At 6.25 the life-boat *Violet Armstrong* put out two hours before high water in a south-westerly wind of near gale force and a rough sea. After oil had been spread on the water the life-boat escorted the *Lundy Gannet* safely into harbour, returning to her station at eight o'clock. The owner of the *Lundy Gannet* and one passenger made gifts to the life-boat crew. Rewards to the crew, £7 ; rewards to the helpers on shore, £2 8s.

INJURED MAN TAKEN OFF STEAMER

Shoreham Harbour, Sussex. At five o'clock on the afternoon of the 14th of April, 1960, the shipping agents for the s.s. *Bosworth*, of London, asked the honorary secretary if the life-boat could be launched to bring ashore a man from the steamer who had been badly burnt. At 6.20 the life-boat *Rosa Woodd and Phyllis Lunn* was launched with a doctor on board two hours before low water in a gentle west-south-westerly wind and a slight sea. The life-boat met the *Bosworth* six and a half miles east of Owers lightvessel. The injured man, who was the ship's cook, was transferred to her and landed at Shoreham at 10.45. An ambulance was waiting to take him to hospital. The owners made a donation to the branch funds. Rewards to the crew, £14 16s. ; rewards to the helpers on shore, £4 9s.

TOW OF YACHT TAKEN OVER FROM COASTER

Fowey, Cornwall. At eight o'clock on the evening of the 14th of April, 1960, the coastguard informed the honorary secretary that a yacht was firing red flares three miles south of

Fowey. At 8.13 the life-boat *Deneys Reitz* put out at high water in a gentle north-westerly wind and a slight sea. The life-boat found the yacht *Irene* of Boston in tow of the coaster *Lady Sylvia*. The life-boat took over the tow of the *Irene*, which had a crew of two, and reached her station at ten o'clock. Property salvage case.

NUMBER TWO LIFE-BOAT ESCORTS CRAB BOAT

Cromer, Norfolk. Shortly after noon on the 16th of April, 1960, weather conditions began to deteriorate and some anxiety was felt for two Sheringham crab boats fishing off Cromer. The Sheringham coxswain made enquiries about them and was told that the Cromer coxswain had the boats under observation. Both boats were hauling pots, the *Windsor Rose* half a mile north of Cromer and the *June Rose* three quarters of a mile north-east of Cromer. The weather grew steadily worse, and at 2.30 the no. 2 life-boat *Harriot Dixon* was launched at low water in a strong northerly wind and a rough sea. She escorted the *June Rose* to Cromer. The *Windsor Rose* made for Sheringham and was eventually escorted into harbour by the Sheringham life-boat. The Cromer life-boat reached her station at 3.15. Rewards to the crew, £9 ; rewards to the helpers on shore, £6 15.

FISHING BOAT ESCORTED IN NEAR GALE

Sheringham, Norfolk. At 1.45 on the afternoon of the 16th of April, 1960, the coastguard informed the honorary secretary that the local fishing boat *Windsor Rose* was trying to make harbour in worsening weather conditions. At 2.15 the life-boat *Foresters Centenary* was launched in a north-easterly wind of near gale force and a rough sea. The tide was half ebb. One of the fishing boat's crew, who was suffering from exposure, was transferred to the life-boat, and the second coxswain was put aboard to replace him. The life-boat then escorted the *Windsor Rose* into harbour and reached her station at 2.50. Rewards to the crew, £9 ; rewards to the helpers on shore, £19 4s.

CREWS RESCUED AND DINGHIES TOWED ASHORE

Newhaven, Sussex. At 3.57 on the afternoon of the 16th of April, 1960, the coastguard informed the honorary secretary that a sailing dinghy had capsized in Seaford bay a quarter of a mile off Buckle Inn. The life-boat *Kathleen Mary* was launched at 4.10, two hours after high water, in a light north-easterly wind and a slight sea. The dinghy was righted and towed ashore, her crew of two having already been saved by a rescue boat belonging to the local sailing club. While they were returning to their station the life-boat crew saw another dinghy capsize, and the coxswain altered course to make for her. The dinghy's sole occupant was taken on board the life-boat. His dinghy was then righted, and the life-boat towed it ashore to Buckle Inn, where the man was landed. The life-boat reached her station at six o'clock. Rewards to the crew, £9; rewards to the helpers on shore £3 13s.

TOW FOR YACHT ADRIFT WITH CREW OF TWO

Bembridge, Isle of Wight. At 6.9 on the evening of the 16th of April, 1960, the coastguard informed the honorary secretary that a resident of Seaview had reported seeing a yacht apparently in distress off Seaview. At 6.15, when the tide was about half ebb, the life-boat *Jesse Hunt* was launched in a light north-easterly wind and a moderate sea. The life-boat found the yacht *Saint Iluce*, with a crew of two, drifting with her engine out of action and her sails carried away. She took her in tow to her station, arriving at 8.30. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £3 5s.

FISHING BOAT TOWED TO LANDING

Runswick, Yorkshire. About noon on the 17th of April, 1960, the weather began to deteriorate, and as the fishing boat *Dolphin* of Staithes was at sea with a crew of three, it was decided to launch the life-boat *The Elliott Gill* to escort the boat to Runswick, because it would have been dangerous to enter Staithes harbour. The life-boat put out

at 12.50, two hours before low water, in a light north-easterly wind and a moderate sea. She found the *Dolphin* one mile north of Staithes and towed her to Runswick, arriving at 3.15. Rewards to the crew, £6; rewards to the helpers on shore, £8 5s.

TWO YACHTS TAKEN IN TOW

Swanage, Dorset. At 5.57 on the evening of the 17th of April, 1960, the coastguard informed the honorary secretary that the Anvil Point lighthouse keeper had seen a yacht with a dinghy astern drifting to the westward, with the yacht's crew waving for help. At 6.19 the life-boat *R.L.P.* was launched in a gentle north-easterly breeze. There was a slight sea and the tide was half ebb. The life-boat found the yacht *Goosander* with a crew of four about four miles west of Anvil Point. She had a broken boom track, and the life-boat took her in tow. Another yacht *Barbar*, with a crew of three, was found weatherbound one mile south of Peveril Ledge with her engine broken down. She was also taken in tow, and the life-boat reached her station at nine o'clock. The owners of both yachts made donations to the Institution's funds. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £2 16s.

CAPSIZED DINGHY RIGHTED AND BALED OUT

Dungeness, Kent. At 7.10 on the evening of the 17th of April, 1960, the coastguard told the honorary secretary that a sailing dinghy had capsized off Dymchurch. Ten minutes later the life-boat *Mabel E. Holland* was launched in a moderate north-easterly wind and a choppy sea. The tide was half ebb. The life-boat found the sailing dinghy, and the life-boat crew righted her and baled her out. The dinghy was then handed over to the occupants of a small boat, who had earlier rescued her crew of two. The life-boat reached her station at 9.20. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £16 16s.

FISHING YAWL TAKEN IN TOW

Peterhead, Aberdeenshire. At 8.17 on the evening of the 17th of April,

1960, the coastguard informed the honorary secretary that a small vessel was showing distress signals three and a half miles north-east of Peterhead. At 8.30 the life-boat *H.C.J.*, on temporary duty at the station, was launched two hours after high water in a light southerly breeze and a smooth sea. The life-boat found the fishing yawl *Jewel* with a crew of three and took her in tow, arriving at Peterhead at ten o'clock. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £3 8s.

YACHT TOWED INTO HARBOUR

Newhaven, Sussex. At 9.12 on the evening of the 17th of April, 1960, the coastguard informed the honorary secretary that a yacht needed help off the west pier. At 9.30 the life-boat *Kathleen Mary* was launched at low water in a light north-north-easterly wind and a slight sea. She found the yacht *Geordie*, which had six people on board, with her engine broken down. The life-boat towed the yacht to harbour, arriving at 10.15. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £5 2s.

COBLE TOWED INTO HARBOUR

North Sunderland, Northumberland. At 12.40 on the afternoon of the 18th of April, 1960, the coastguard informed the honorary secretary that the Longstone lighthouse keepers had reported a boat flying distress signals about half a mile south of the lighthouse. At 12.55 the life-boat *Grace Darling* was launched an hour and a half before low water in a gentle south-easterly wind and a slight sea. She found the fishing coble *Glad Tidings* of North Sunderland, which had a crew of three, with her engine broken down. The life-boat towed the coble to harbour, arriving at 3.50. Rewards to the crew, £8 14s. ; rewards to the helpers on shore, £9 9s.

THREE RESCUED BEFORE BOAT BECOMES WRECK

Dungeness, Kent. At 2.14 on the morning of the 19th of April, 1960, the coastguard informed the honorary secretary that red flares had been seen

two to three miles off Lade. At 2.35 the life-boat *Mabel E. Holland* was launched two hours after low water in a gentle north-north-easterly wind and a moderate ground sea. The life-boat found the ex-fishing boat *Morag* with her engine broken down and water-logged. Her crew of three were rescued, and the life-boat reached her station at 3.55. The *Morag* later became a total wreck. Her owner made a donation to the Institution's funds. Rewards to the crew, £9 ; rewards to the helpers on shore, £10 8s.

TRAWLER TOWED AFTER ENGINE BREAKDOWN

Newhaven, Sussex. At 11.10 on the morning of the 19th of April, 1960, the coastguard told the honorary secretary that the fishing vessel *Denrow* of Shoreham, which had left Newhaven at 9.52 the morning before to fish to the westward of Brighton, had not returned. At 11.30 the life-boat *Kathleen Mary* was launched in a moderate north-easterly wind and a rough sea. It was low water. The fishing vessel, which had a crew of two, was found nine miles south-west of Newhaven with her engine broken down. The life-boat took her in tow and reached her station at 2.45. Property salvage case.

FAMILY OF FIVE TAKEN OFF ROCKS

Plymouth, Devon. At 12.10 on the afternoon of the 21st of April, 1960, the coastguard informed the honorary secretary that the police had asked if the life-boat could take off a family of five who were stranded on Renney rocks off Heybrook bay. The life-boat *Thomas Forehead and Mary Rowse* left her moorings at 12.23 with the boarding boat in tow. The tide was half flood, there was a light southerly breeze, and the sea was smooth. The life-boat stood off the rocks, and the boarding boat manned by the motor mechanic and the second coxswain went in and took off a man and his wife and their three children. They were transferred to the life-boat, which reached her station at two o'clock. Rewards to the crew, £5.

SIX-YEAR-OLD BOY RESCUED FROM DINGHY

Tenby, Pembrokeshire. At 11.35 on the morning of the 23rd of April, 1960, the coastguard informed the honorary secretary that a boy was drifting out to sea in a dinghy off Amroth. Four minutes later the life-boat *Henry Comber Brown* was launched with the second coxswain in command at low water in a moderate easterly wind and a choppy sea. She found the boy, who was six years old, two miles off the beach. She took him and his dinghy on board and then returned to her station, arriving at 12.50. The owner of the dinghy made a donation to the Institution's funds. Rewards to the crew, £7; rewards to the helpers on shore, £3 15s.

TOW FOR FISHING BOAT WITH ENGINE BREAKDOWN

Workington, Cumberland. At one o'clock early on the morning of the 24th of April, 1960, the coastguard informed the honorary secretary that the fishing boat *Beaver*, which had sailed from Maryport the morning before, had not returned. Flares had been seen north of Maryport, and at 1.15 the life-boat *Manchester and Salford XXIX* put out in a fresh north-westerly wind and a calm sea. The tide was half ebb. The life-boat found the fishing boat *Beaver* with a crew of six three miles north of Maryport. The boat's engine had broken down, and the life-boat towed her into Workington harbour, arriving at four o'clock. Rewards to the crew, £8 8s.; reward to the helper on shore, 14s.

FISHING BOAT TOWED IN AND BEACHED

Coverack, Cornwall. At 3.20 on the afternoon of the 25th of April, 1960, the motor fishing vessel *Jennie* left Coverack for Falmouth to have her engine overhauled. There was a gentle north-westerly wind and a smooth sea. Later she was seen a mile and a half south-east of the Manacles with her engine broken down, and the life-boat *William Taylor of Oldham* was launched at 5.15. It was nearly high water. The life-boat found the fishing vessel with her

owner on board and took her in tow to Helford river, where she was beached. The life-boat reached her station at 7.40. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £4 16s.

DOCTOR TAKEN TO LIGHTVESSEL Great Yarmouth and Gorleston,

Norfolk. At 12.13 early on the morning of the 26th of April, 1960, the coastguard informed the honorary secretary that a member of the crew of the Smiths Knoll lightvessel was unconscious and needed a doctor. At 12.40 the life-boat *Louise Stephens* was launched with a doctor on board. It was two hours before low water. There was a gentle north-westerly wind, and the sea was smooth. The doctor went aboard the lightvessel and found that the man had died. His body was transferred to the life-boat and landed at Gorleston at 7.20. Rewards to the crew, £19 5s.; rewards to the helpers on shore, £4 17s. Refunded to the Institution by Trinity House.

SICK MAN TAKEN OFF SWEDISH LINER

Stornoway, Hebrides. At 2.10 on the morning of the 27th of April, 1960, the coastguard informed the honorary secretary that the liner *Kungsholm* of Gothenburg, which was on passage to Sweden from the United States of America, would be off Stornoway at 4.30. She wanted to land a passenger who was suffering from kidney trouble. The life-boat *The James and Margaret Boyd* put out at 4.25 with a doctor on board. It was low water, and there was a light variable wind with a slight sea. The life-boat reached the *Kungsholm* and found that the passenger and his wife had been put aboard a fishing boat. They were transferred to the life-boat, which reached Stornoway at 5.50. Rewards to the crew, £6.

LIFE-BOAT STANDS BY TILL LAUNCH REFLOATS

Beaumaris, Anglesey. At 7.12 on the evening of the 27th of April, 1960, the coastguard informed the honorary secretary that a motor launch on passage from Mostyn to the Menai Straits with a crew of three was aground



By courtesy of]

[Chichester Photographic Service

SELSEY LIFE-BOAT LAUNCHED FROM NEW SLIPWAY



By courtesy of]

[The Journal, Newcastle

CANOEISTS LANDED FROM REDCAR LIFE-BOAT

(See page 518)



By courtesy of]

[Scottish Daily Express

THE QUEEN VISITS THE ROYAL HIGHLAND SHOW

The Dunbar life-boat is seen in the background



By courtesy of]

[Northern Daily Mail

TEESMOUTH LIFE-BOAT LAUNCHED DURING NAMING CEREMONY

(See page 488)



By courtesy of]

[Northern Daily Mail

HARTLEPOOL LIFE-BOAT ON EXERCISE



By courtesy of]

[W. J. Webber

MINEHEAD LIFE-BOAT AT SEA



By courtesy of]

[Planet News Ltd,

EASTBOURNE LIFE-BOAT RETURNS FROM SERVICE TO LIGHTVESSEL

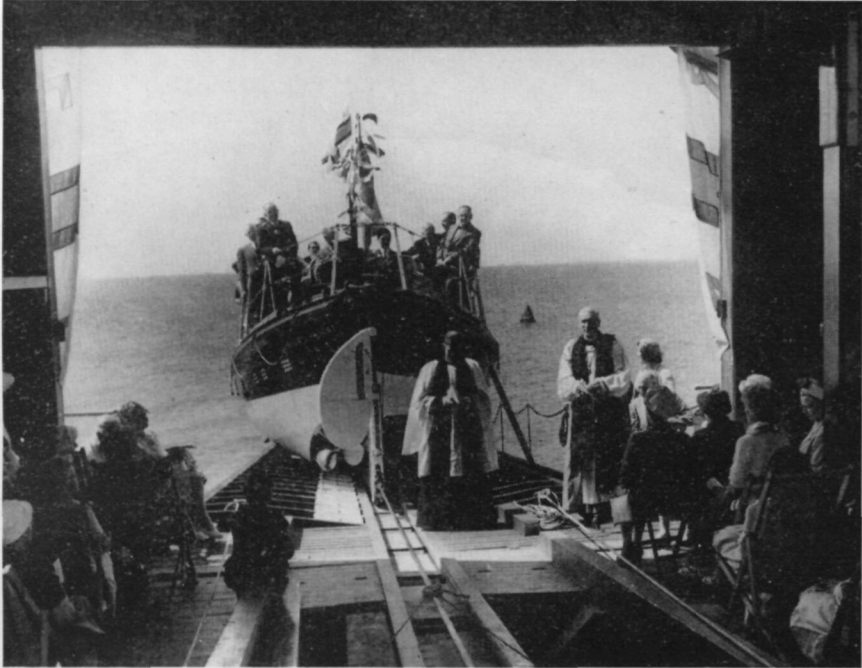
(See page 514)



By courtesy of]

[Harry C. Deal

SICK MAN FROM LIGHTVESSEL LANDED AT EASTBOURNE



By courtesy of]

[The Yorkshire Post

SERVICE OF DEDICATION AT THE HUMBER

(See page 487)



By courtesy of]

[Herald of Wales

LIFE-BUOY USED TO SIMULATE MAN OVERBOARD

This was one of the last exercises carried out by the Ferryside life-boat



LIEUT.-COLONEL CHARLES EARLE, D.S.O., O.B.E.
The newly appointed Secretary of the Institution



By courtesy of]

[Hull Daily Mail

ON BOARD THE HUMBER LIFE-BOAT

Left to right : Coxswain Superintendent Robertson Buchan, Admiral Sir William Slayter, ex-Coxswain Robert Cross.
(see page 487)



By courtesy of]

[G. M. Cowie

ANSTRUTHER LIFE-BOAT AND A FISHING BOAT

(see page 515)



By courtesy of]

[East Kent Times

FIRING A MAROON AT RAMSGATE

on Dutchman Bank. At 7.45 the life-boat *Field Marshal and Mrs. Smuts* was launched at low water in calm weather. The life-boat stood by the motor launch *Montreal* until she refloats and then returned to her station, arriving at 9.45. Rewards to the crew, £7; rewards to the helpers on shore, £1 19s.

FIVE MEN LANDED AFTER SHIP CATCHES FIRE

Torbay, Devon. At 9.29 on the evening of the 29th of April, 1960, the coastguard informed the honorary secretary that a ship was on fire off the mouth of the River Dart. At 9.55 the life-boat *Princess Alexandra of Kent* left her moorings at high water in a light north-easterly wind and a smooth sea. The casualty was further to seaward than had been reported, and the life-boat found her nine miles east-south-east of Berry Head. Her crew of five had abandoned their vessel, which was the auxiliary schooner *J.T. & S.*, and had taken to a small boat, from which they had been picked up by the tanker *Esso Lambeth*. They were later transferred to the life-boat and landed at Brixham at one o'clock. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £1 10s.

YOUNG MAN AND CANOE TAKEN ON BOARD

Hartlepool, Co. Durham. At 11.20 on the morning of the 30th of April, 1960, the coastguard informed the honorary secretary that the police at Seaton Carew had reported that two boys and two girls in a canoe were in difficulties and drifting towards South Gare. The life-boat *Princess Royal (Civil Service No. 7)* was launched at 11.36, two hours before low water, in a light north-westerly wind and a slight sea. The coxswain found the canoe with one youth in it, the other three young people having been landed on Seaton sands. The youth was trying to paddle the canoe round North Gare breakwater into the Tees when the life-boat arrived. This was a dangerous manoeuvre because of the strong spring ebb tide and the rocks at the end of the breakwater. The young man and his canoe were taken on board the life-

boat and landed at Hartlepool at 1.13. Because of the state of the tide the life-boat entered the Victoria dock and was not rehoused until 3.15. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £2 11s.

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

Eastbourne, Sussex.—April 3rd.—Rewards, £22 5s.

Weston - super - Mare, Somerset.—April 4th.—Rewards, £19 6s.

Margate, Kent.—April 6th.—Rewards, £11 4s.

Lytham - St. Anne's, Lancashire.—April 12th.—Rewards, £7 5s.

Walmer, Kent.—April 12th.—Rewards, £20 5s.

Valentia, Co. Kerry.—April 13th.—Rewards, £12.

Baltimore, Co. Cork.—April 13th.—Rewards, £16 13s.

Broughty Ferry, Angus.—April 13th/14th.—Rewards, £45 1s.

Rhyl, Flintshire.—April 16th.—Rewards, £20 12s.

Wells, Norfolk.—April 16th.—Rewards, £15 4s.

Newhaven, Sussex.—April 17th.—Rewards, £12 2s.

Stornoway, Hebrides.—April 18th.—Rewards, £9 12s.

Selsey, Sussex.—April 21st.—Rewards, £11 17s.

Humber, Yorkshire.—April 22nd.—Paid Permanent Crew.

Torbay, Devon.—April 29th.—Rewards, £8 6s.

MAY

DURING May life-boats were launched on service 60 times and rescued 17 lives.

MISSING BOYS FOUND AFTER SEARCH

Southend-on-Sea, Essex. At 11.15 on the night of the 4th of May, 1960, the coastguard informed the honorary secretary that two boys, who had been fishing from a rowing boat fitted with an out board motor to the westward of the pier, were reported missing. The

life-boat *Cunard*, on temporary duty at the station, was launched at 11.40, two hours before low water, in a light south-westerly wind and a moderate sea. She searched the area indicated but found nothing and returned to the pier for further information. She then searched to the east of the pier and later made for Canvey Island, where she found the two boys on Canvey Point. They were taken aboard the life-boat, which returned to her station, arriving at 3.30 in the morning. Rewards to the crew, £9 16s. ; rewards to the helpers on shore, £2 5s.

SICK MAN TAKEN ASHORE FROM LIGHTVESSEL

Penlee, Cornwall. At 1.10 early on the morning of the 8th of May, 1960, the port medical officer told the honorary secretary that a member of the crew of the Seven Stones lightvessel was ill and asked if the life-boat could land him. At two o'clock, one hour before high water, the life-boat *W. and S.* was launched with the doctor and ambulance men on board. The weather was fine with a light south-easterly breeze and a slight sea. The life-boat reached the lightvessel at 5.10. The sick man was transferred to the life-boat and landed at Newlyn at 9.30. Rewards to the crew, £15 17s. ; rewards to the helpers on shore £1 4s.

MAN PICKED UP AFTER FALL FROM CLIFF

Weston-super-Mare, Somerset. At 1.20 on the afternoon of the 8th of May, 1960, the police told the honorary secretary that a man had fallen into the sea from the cliffs at Brean Down. As the exact position was not known, the police made further enquiries, which led them to give the position as the shoreward end of the down on the Weston side. The life-boat reached this position and found a man on the shore. He was taken on board and told the coxswain that a companion, with whom he had been bathing on the Weston mud flats, had disappeared. The man was landed at Uphill and handed over to the care of the police. The life-boat then carried out a search for the second man accompanied by a

helicopter, but he could not be found. The life-boat reached her station at 5.25. Rewards to the crew, £9 16s. ; rewards to the helpers on shore, £5 5s.

CABIN CRUISER TOWED AFTER LOSING RUDDER

Clacton-on-Sea, Essex. At 8.50 on the evening of the 8th of May, 1960, the coastguard informed the honorary secretary that a cabin cruiser needed help a mile and a half south-east-by-south of the Bench Head buoy. The life-boat *Sir Godfrey Baring* was launched at 9.10 in a light east-north-easterly wind and a slight sea. The tide was half flood. The life-boat found the cabin cruiser *Cheviot Wind* of Great Yarmouth, which had a crew of four, anchored. She had lost her rudder, and the life-boat took her in tow to Brightlingsea, reaching her station at two o'clock. Property salvage case.

FISHING BOATS ESCORTED TO HARBOUR IN GALE

North Sunderland, Northumberland. Around noon on the 12th of May, 1960, considerable anxiety was felt for two local fishing vessels which were overdue. At 12.30 the life-boat *Grace Darling* was launched two hours after low water in an easterly gale and a very rough sea. She found the fishing vessels *Faithful* and *Twilight Star* sheltering in the lee of the Inner Farne and escorted them into harbour. The life-boat reached her station at two o'clock. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, £6 14s.

NINE BOATS ESCORTED IN GALE

Bridlington, Yorkshire. On the 12th of May, 1960, nine local motor fishing boats put to sea at four o'clock in the morning to enable the fishermen to attend to their crab pots. A fresh easterly wind was blowing, and during the morning the weather deteriorated. By two o'clock in the afternoon the wind, which was blowing from the south-south-east, had increased and there was a correspondingly rough sea. At 2.25 the life-boat *Tillie Morrison, Sheffield II* was launched at low water just as the fishing vessels arrived outside the

harbour. She escorted them all safely in. The life-boat was placed at moorings at 5.23 and rehoused at 9.40. Rewards to the crew, £11 8s. ; rewards to the helpers on shore £13 5s.

TOW FOR DINGHIES WITH ARMY CADETS ABOARD

Swanage, Dorset. At 1.30 on the afternoon of the 14th of May, 1960, two sailing dinghies, one fitted with an outboard motor and each with two people on board, left Swanage Bay for Ringstead Bay near Weymouth. The dinghies belonged to the Army Sailing Association at Bovington Camp, Dorset, and the crews consisted of three army cadets with a sergeant in charge. A member of the life-boat crew was watching the dinghies in Durlston Bay when the outboard motor broke down. He contacted the coxswain, and at 2.40 the life-boat *R.L.P.* was launched. The tide was half ebb, and there was a light south-westerly wind with a choppy sea and some ground swell. The life-boat reached the dinghies, which were flying a red pull-over on an oar to attract attention. She took them in tow to Swanage, which she reached at 4.18. The Army authorities had arranged transport to take the sergeant and the three boys to camp at Ringstead. A letter of appreciation was received from the cadets' commanding officer. Rewards to the crew, £7 ; rewards to the helpers on shore, £2 12s.

BOY AND GIRL PICKED UP FROM CANOE

Humber, Yorkshire. At 1.42 on the afternoon of the 15th of May, 1960, the coastguard informed the coxswain superintendent that a canoe had capsized two miles south-west of Spurn Point. At 3.50 the life-boat *City of Bradford III* was launched an hour and a half before low water in a light south-easterly breeze and a slight sea. She made for the position but was unable to find the canoe. A message was then received that a boy and a girl with their canoe had been picked up by the coaster *Tolsta* two miles south of Spurn. The coxswain made a rendezvous with the coaster, and the children were

transferred to the life-boat. They were landed at Grimsby at four o'clock, and an ambulance took them both to hospital. The life-boat reached her station at 5.20. The girl's father, who was waiting at Grimsby, gave the coxswain a donation to the Institution's funds. Paid permanent crew.

COXSWAIN DIRECTS CLIFF SEARCH FOR BOYS

Swanage, Dorset. At 8.55 on the evening of the 15th of May, 1960, the coastguard informed the honorary secretary that a number of boys were stranded on the cliff face at Ballard Head. A shore rescue party was trying to reach them, and the honorary secretary was asked if the life-boat could try to locate the boys and help direct the rescue with the aid of her searchlight and loud-hailer. At 9.3 the life-boat *R.L.P.* was launched one hour before high water. The weather was fine with light westerly airs and a calm sea. A coastguardsman assisted by the police was lowered two hundred feet over the cliff, and the coxswain, using the loud-hailer, directed him to a position where two boys had been sighted. The life-boat's searchlight illuminated the cliff face, and the boys were helped to the beach a hundred and fifty feet below them and led by the coastguardsman a mile and a quarter along the beach to a police car. The life-boat reached her station at 11.15. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £2 16s.

FISHING VESSELS AGROUND IN FOG

Thurso, Caithness-shire. At 2.45 on the morning of the 17th of May, 1960, the life-boat *Pentland (Civil Service No. 31)* was launched one hour after high water to the help of the motor fishing vessel *Fame* of Lossiemouth, which was ashore on Clarendon Head in dense fog. The sky was heavily overcast, and there were light north-easterly airs and a smooth sea. The life-boat found the *Fame*, which had a crew of seven. Four of the crew were taken on board and landed at Scrabster, the skipper and two men remaining with their vessel, which was in no

danger. The life-boat reached her station at 6.30. Rewards to the crew, £9 16s. ; rewards to the helpers on shore, £4 1s.

ESCORT FOR COBLES FISHING NEAR CLIFFS

Filey, Yorkshire. On the morning of the 18th of May, 1960, three local fishing cobles were working under Bempton cliffs in bad weather, and it was decided to launch the life-boat *The Isa & Penryn Milsted*. She left at 9.50, with the second coxswain in command, two hours before high water in a strong north-north-easterly wind and a rough sea. The weather was overcast with poor visibility. The life-boat escorted the three cobles to harbour and reached her station at noon. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, £8 13s.

COXSWAIN ADVISES COBLE TO SEEK SHELTER

Flamborough, Yorkshire. At 9.36 on the morning of the 18th of May, 1960, the coxswain informed the honorary secretary that as the local fishing coble *Margaret Ann* was still at sea in a fresh north-easterly wind he was going to the north landing to look at conditions outside. At ten o'clock he reported to the honorary secretary that the weather was worsening and advised launching. At 10.30 the life-boat *Lucy Lavers*, on temporary duty at the station, was launched at high water in a rough sea. She found the coble half a mile east of the coastguard signal station. The coxswain advised her skipper to proceed to Bridlington bay for shelter, as it was impossible to make the north landing. The life-boat then escorted the vessel into the bay before returning to her station at 1.5. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, £13 4s.

LIFE-BOAT STANDS BY COASTER AGROUND

Clacton-on-Sea, Essex. At 10.41 on the morning of the 18th of May, 1960, the coastguard informed the honorary secretary that a small coaster was aground on the West Barrow sands in

fine weather. No distress signals had been made, and as it was two hours before low water it was decided not to despatch the life-boat at that time. With the flood tide the wind began to freshen from the north-east, and the life-boat *Sir Godfrey Baring* was launched at 1.50. She found the converted motor fishing vessel *Watchful* of London, but her master declined help. The life-boat stood by for a short time and then returned to Clacton, arriving at seven o'clock. Rewards to the crew, £12 12s. ; rewards to the helpers on shore, £6.

CREW OF THREE TAKEN OFF DINGHY

Hastings, Sussex. At 5.8 on the afternoon of the 18th of May, 1960, the coastguard informed the motor mechanic that a small sailing dinghy had capsized off St. Leonards about a quarter of a mile from the shore. At 5.18 the life-boat *M.T.C.* was launched three quarters of an hour before high water in a moderate easterly wind and a choppy sea. On reaching the position the coxswain found that an outboard motor dinghy from the local sailing club had arrived and had taken aboard two men from the sailing dinghy. The third person in the dinghy was a woman, who was suffering from slight shock. She was hauled aboard the life-boat, wrapped in a blanket and given hot soup. Both the sailing dinghy and the outboard motor dinghy were taken in tow, and the two men and the woman were landed at the sailing club. The two dinghies were hauled ashore at the life-boat station at 6.25. Rewards to the crew, £7 ; rewards to the helpers on shore, £20 16s.

GERMAN SEAMAN TAKEN OFF SUBMARINE

Penlee, Cornwall. At 10.15 on the morning of the 19th of May, 1960, a message was received that there was a sick German seaman on board H.M. submarine *Undine* and that a request had been made for the life-boat to land him. The sick man had been taken off the motor vessel *Saarland* four hundred miles from Lands End. A rendezvous

was arranged with H.M.S. *Undine*, and at 8.15 the life-boat *W. and S.* left Newlyn with a doctor and ambulance men on board. It was low water, and there was a moderate easterly wind and a slight sea. The submarine was met four and a half miles south-east of Penzance, where the seaman, who was suffering from appendicitis, was transferred to the life-boat. He was landed at Newlyn at 9.25. The owners of the *Saarland* made a gift to the Institution's fund. Rewards to the crew, £8 8s.; reward to the helper on shore, 12s.

MOTOR BOAT TOWED IN AFTER BREAKDOWN

Fishguard, Pembrokeshire. At 11.15 on the night of the 22nd of May, 1960, the coastguard informed the honorary secretary that the motor boat *Girl Pat* was overdue on passage from Newport, Pembrokeshire, to Tresaeth near Aberporth. The honorary secretary decided that further enquiries should be made, but as no clear information was forthcoming the life-boat *Elizabeth Elson*, on temporary duty at the station, left her moorings at 11.30 early on the morning of the 23rd of May. The tide was half ebb, and there was a moderate south-south-westerly wind with a moderate sea. The life-boat found the *Girl Pat* broken down three quarters of a mile off shore from Penrhyn Point. She had a crew of three. The life-boat took her in tow to Fishguard harbour, arriving at 6.30. Rewards to the crew, £10 18s.; rewards to the helper on shore, 17s.

ESCORT FOR CABIN CRUISER

Margate, Kent. At 2.40 on the afternoon of the 22nd of May, 1960, the coastguard informed the honorary secretary that a cabin cruiser, which had been under observation, appeared to have broken down and was drifting with the tide about seven miles north-north-east of Margate. The life-boat *North Foreland (Civil Service No. 11)* was launched at 2.59. The tide was half ebb, and there was a light southerly breeze with a choppy sea. The life-boat reached the cabin cruiser *Gull*, which had a crew of three, and found she had had engine trouble, but the

engine had been repaired. She escorted the *Gull* as far as North Foreland and then returned to her station, arriving at 2.59. Rewards to the crew, £9 12s.; rewards to the helpers on shore, £4 4s.

VESSEL WITH FOULED PROPELLER TAKEN IN TOW

Dunbar, East Lothian. At 11.36 on the morning of the 23rd of May, 1960, the coastguard informed the honorary secretary that the motor fishing vessel *Devotion* of Dunbar had fouled her propeller off the South Carr beacon and needed help. At 11.40, two and a half hours before high water, the life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, put out in a fresh southerly wind and a slight swell. She took the fishing vessel in tow to Dunbar, arriving at 12.45. Rewards to the crew, £7.

TOW FOR YACHT AFTER ENGINE BREAKDOWN

St. Peter Port, Guernsey. At 3.38 on the morning of the 25th of May, 1960, the signalman at St. Peter Port harbour told the honorary secretary that a red flare had been seen about four miles south of the harbour. At 4.3 the life-boat *Lloyd's*, on temporary duty at the station, put out half an hour after low water in a light north-north-easterly wind and a smooth sea. The life-boat found the yacht *Lyreen* of Lymington with her engine broken down. She took her in tow to St. Peter Port harbour, reaching her moorings at six o'clock. Rewards to the crew, £7; reward to the helper on shore, 13s.

MOTHER AND CHILD TAKEN OFF MOTOR VESSEL

Penlee, Cornwall. At seven o'clock on the evening of the 25th of May, 1960, the honorary secretary was informed that a woman who was a passenger on board the m.v. *Sangara* of Liverpool, had had a haemorrhage and needed a doctor. The life-boat *W. and S.* left Newlyn with three doctors and with ambulance men on board, at 8.10 half an hour after high water. There was a light southerly wind and a slight sea. The life-boat met the *Sangara* ten miles south-west of Penzance, where the

doctors boarded the ship. After receiving medical attention the woman and her ten-month old baby were transferred to the life-boat. They were landed at 11.35 at Newlyn, where an ambulance was waiting. The life-boat reached her moorings at 12.15. Rewards to the crew, £8 8s. ; reward to the helper on shore, 15s. The owners made a donation to the Institution's funds.

BOAT FOUND WITH HELP OF AIRCRAFT

Portrush, Co. Antrim. At 10.10 on the night of the 25th of May, 1960, the coastguard informed the honorary secretary that a small boat fitted with an outboard motor, which had left Portrush for Portstewart, was overdue. At 10.50 the life-boat *Lady Scott* (Civil Service No. 4) was launched with the Irish district inspector on board two hours after low water in a gentle south-westerly breeze and a moderate sea. After the life-boat had searched all night a Hastings aircraft found the small boat eleven miles off Portrush with her engine broken down. The aircraft indicated the boat's position by a smoke flare, and the life-boat found the boat, which had a crew of three. She took her in tow to Portrush, arriving at eleven o'clock. Rewards to the crew, £20 13s. ; rewards to the helpers on shore, £1 16s.

FISHING VESSEL ESCORTED INTO HARBOUR

Blyth, Northumberland. At 9.40 on the evening of the 26th of May, 1960, the coastguard informed the honorary secretary that a resident of Seaton Sluice had seen a red flare two miles east of Collywell Bay. Further enquiries were made, after which the life-boat *Winston Churchill* (Civil Service No. 8) was launched at 10.30 two and a half hours after low water. There was a light south-south-easterly wind and a smooth sea. The life-boat found the motor fishing vessel *Good Fellowship*, which had engine trouble. The vessel had a crew of four. The life-boat escorted her into Blyth harbour and reached her station at 11.20. Rewards to the crew, £7 ; rewards to the helpers on shore, £2 8s.

FISHING VESSEL TOWED INTO HARBOUR

Walton and Frinton, Essex. At 3.21 on the afternoon of the 27th of May, 1960, the coastguard informed the honorary secretary that a fishing boat was anchored about a quarter of a mile east of the Medusa buoy and that a fisherman was standing on the wheel-house waving his arms. At 3.40 the life-boat *Edian Courtauld* left her moorings one hour after high water in a light westerly wind and a slight sea. She found the motor fishing vessel *Alpha* of Harwich with the owner and one other man aboard. The vessel had run out of fuel, and the life-boat took her in tow to Harwich, returning to her moorings at 6.53. The owner sent a letter of appreciation. Rewards to the crew, £11 4s. ; rewards to the helpers on shore, £4 19s.

MOTOR VESSEL AGROUND ON SANDS

Great Yarmouth and Gorleston, Norfolk. At 5.22 on the morning of the 28th of May, 1960, the coastguard told the honorary secretary that a small vessel was aground on the eastern side of the Middle Scroby sands. At six o'clock the life-boat *Louise Stephens* was launched at low water in a fresh north-westerly wind and a smooth sea. The coxswain found the motor vessel *Authenticity* of London with a crew of ten, and stood by her until she refloated on the flood tide. The life-boat then returned to her station, arriving at 8.30. Rewards to the crew, £11 4s. ; rewards to the helpers on shore, £3.

BOY'S BODY FOUND AFTER FALL FROM CLIFF

Tenby, Pembrokeshire. At noon on the 28th of May, 1960, the coastguard informed the honorary secretary that a ten-year-old boy had fallen from the top of a cliff a hundred and eighty feet high into the sea half a mile north-west of Stackpole Head. Four minutes later the life-boat *Henry Comber Brown* was launched in a light north-easterly wind and a calm sea. The tide was half ebb. The life-boat carried out a search in which a helicopter and a Royal Air Force air-sea rescue launch

also took part, but the boy's body was not found, and the life-boat returned to her station at five o'clock. The next morning at 10.10 the life-boat was launched again, this time with a diver aboard. The boy's body was recovered and was landed at Tenby at 11.45. Rewards to the crew: first service, £11 4s.; second service, £9 16s. Rewards to the helpers on shore: first service, £4 4s.; second service, £4 11s.

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

Beumaris, Anglesey.—May 2nd.—Rewards, £15 13s.

Barrow, Lancashire.—May 3rd.—Rewards, £7 9s.

Hastings, Sussex.—May 3rd.—Rewards, £32 14s.

Yarmouth, Isle of Wight.—May 3rd.—Rewards, £7.

Torbay, Devon.—May 4th.—Rewards, £5 6s.

Exmouth, Devon.—May 7th.—Rewards, £7 16s.

Weymouth, Dorset.—May 7th.—Rewards, £12 12s.

Poole, Dorset.—May 8th.—Rewards, £14 8s.

Amble, Northumberland.—May 8th.—Rewards, £7.

Margate, Kent.—May 11th.—Rewards, £11 4s.

Holy Island, Northumberland.—May 12th.—Rewards £14 8s.

St. David's, Pembrokeshire.—May 14th.—Rewards, 12 16s.

Aberdeen.—May 14th.—Rewards, £7 12s.

Aberdeen (Torry L.S.A.).—May 14th.—Rewards, £13 10s.

Newhaven, Sussex.—May 14th.—Rewards, £13 18s.

Cromer, Norfolk.—May 14th.—Rewards, £17 16s.

New Brighton, Cheshire.—May 15th.—Rewards, £9 18s.

Dungeness, Kent.—May 16th.—Rewards, £23 8s.

Torbay, Devon.—May 16th.—Rewards, £7 8s.

Teesmouth, Yorkshire.—May 17th.—Rewards, £16 12s.

Redcar, Yorkshire.—May 17th.—Rewards, £17 10s.

Ramsgate, Kent.—May 20th.—Rewards, £6 6s.

Clacton-on-Sea, Essex.—May 21st.—£20 6s.

Holyhead, Anglesey.—May 21st.—Rewards, £8 12s.

Hartlepool, Co. Durham.—May 21st.—Rewards, £10 4s.

Seaham, Co. Durham.—May 21st.—Rewards, £7 16s.

Yarmouth, Isle of Wight.—May 22nd.—Rewards, £7.

St. Peter Port, Guernsey.—May 27th.—Rewards, £10 15s.

Hastings, Sussex.—May 27th.—Rewards, £31 4s.

Fowey, Cornwall.—May 27th.—Rewards, £7.

Angle, Pembrokeshire.—May 28th.—Rewards, £12 6s.

Tenby, Pembrokeshire.—May 28th.—Rewards, £14 7s.

Fowey, Cornwall.—May 28th.—Rewards, £7.

Swanage, Dorset.—May 30th.—Rewards, £10.

JUNE

DURING June life-boats were launched on service 98 times and rescued 53 lives.

STEWARDESS TAKEN OFF RUSSIAN TRAWLER

Stornoway, Hebrides. At 7.40 on the evening of the 1st of June, 1960, the coastguard informed the honorary secretary that a Russian trawler was due to arrive off Stornoway about one o'clock in the morning with a sick woman on board who needed hospital treatment. The coastguard asked if the life-boat could meet the vessel and take the patient off. The life-boat *J.J.K.S.W.*, on temporary duty at the station, slipped her moorings at 1.40. It was high water, and there was a light south-south-easterly wind and a choppy sea. By two o'clock visibility had become very poor because of fog, and as the trawler had not arrived the life-boat returned to her moorings. She put out again at 4.37 after a message

had been received stating that the trawler *Koltsov* would be off Stornoway at five o'clock. The life-boat met the trawler three miles off Stornoway lighthouse and took the patient, who was a stewardess suffering from appendicitis, ashore, arriving at 7.30. The Russian doctor and the trawler's mate, who had accompanied the woman to hospital at Stornoway, were returned to their vessel by the life-boat during the afternoon. Rewards to the crew, £9 1s.

BADLY INJURED MAN TAKEN OFF SUBMARINE

St. Mary's, Scilly Islands. At 6.50 on the morning of the 2nd of June, 1960, the honorary secretary was informed by the honorary medical adviser of a message from the commanding officer of H.M. submarine *Trump* that the submarine was entering St. Mary's Roads with a badly injured man on board who needed immediate surgical treatment. The doctor had been asked if he could come and superintend the removal of the injured man to hospital. The honorary secretary decided that the life-boat should be launched, and at 7.15 the life-boat *John R. Webb*, on temporary duty at the station, put out with two doctors on board to meet the submarine. The tide was nearly half flood, and there was a light easterly wind and a calm sea. The two doctors boarded the submarine, which entered harbour and anchored. The injured man was transferred to the life-boat and landed. He was then taken to hospital. The officer commanding, who had accompanied the injured man, was returned to his submarine in the life-boat, which finally reached her station at ten o'clock. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £2 8s.

LIFE-BOAT STANDS BY NORWEGIAN VESSEL

Walton and Frinton, Essex. At 6.58 on the morning of the 2nd of June, 1960, the coastguard passed on to the honorary secretary a message from the Norwegian vessel *Arasjo*, of Oslo, that she was aground on the outer side

of the Longsand about eleven miles from Walton. At 7.30 the life-boat *Edian Courtauld* put out, two hours after high water, in light airs and a smooth sea. She reached the *Arasjo* at 9.55, and the coxswain was transferred to her in the ship's launch to discuss the situation with the master. At the master's request the life-boat stood by through the morning and the afternoon, and at 4.45 the *Arasjo* refloated under her own power. The life-boat then returned to her station, arriving at 6.40. Rewards to the crew, £24; Rewards to the helpers on shore, £6 12s.

LINE FIRED TO BOYS ON CLIFF

Swanage, Dorset. At 4.58 on the afternoon of the 4th of June, 1960, the coastguard informed the honorary secretary of a report that a boy was stranded on the cliffs at the north end of *Ballard Down near Old Harry Rocks*. Police and coastguardsmen had already gone to look for him and had asked for the help of the life-boat. At 5.17 the life-boat *R.L.P.* was launched. She took a dinghy in tow. It was two hours before high water, and the weather was fine with a calm sea. On reaching the position the coxswain saw the youth some forty feet up a rocky islet, and it was apparent that the police and coastguard would not be able to reach him. The coxswain decided to send a party of four ashore in the dinghy with the second coxswain in charge. After two unsuccessful attempts a line was fired by the second coxswain over the top of the rock and made fast. The boy was able to climb down the line to the beach. He had a companion with him, and the two boys, who had been looking for gulls' eggs, were ferried out to the life-boat in the dinghy. The life-boat then returned to her station, arriving at 7.30. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £3 6s.

SPEEDBOAT TOWED IN AFTER ENGINE BREAKDOWN

Yarmouth, Isle of Wight. At 9.20 on the evening of the 4th of June, 1960, the coastguard informed the honorary

secretary that the police at Lymington had reported a small boat in distress off the West Lepe buoy. At 9.35 the life-boat *S.G.E.* put out, two hours after high water, in a light easterly breeze and a smooth sea. She found a speedboat with two people on board. The boat's engine had broken down and the life-boat took her in tow to Yarmouth, arriving at 10.40. The owner of the speedboat made a gift to the Institution's funds. Rewards to the crew, £8.

LIFE-BOAT AND HELICOPTER SEARCH FOR ROWING BOAT

Weymouth, Dorset. At 9.55 on the evening of the 4th of June, 1960, the coastguard informed the honorary secretary that a hired rowing boat with three men on board had not returned to Weymouth pier. The honorary secretary decided not to launch the life-boat until daylight to allow further enquiries to be made. At 4.35 in the morning the life-boat *Frank Spiller Locke* put out one hour after low water, in a light north-easterly wind and a calm sea. She carried out a search over a wide area in which a helicopter co-operated and eventually found the missing boat ashore at Binleaves. There was no sign of the three men and the boat was brought back to Weymouth, the life-boat reaching her station at 7.50. No lives are reported to have been lost. Rewards to the crew, £9 16s.; reward to the helper on shore, 16s.

ESCORT FOR FIVE BOATS TO ESTUARY

Lytham-St. Anne's, Lancashire. On the afternoon of the 5th of June, 1960, the weather deteriorated rapidly. There were thundery showers and the south-westerly wind increased suddenly from force 4 to force 8. A number of small craft were afloat near Salters Bank, four and a half miles west of Lytham, and the life-boat *Sarah Townsend Porritt* put out at 4.50, two and a half hours after low water. She escorted five boats to the Ribble estuary and reached her station at six o'clock. Rewards to the crew, £6; rewards to the helpers on shore, £1 16s.

CABIN CRUISER TOWED TO HARBOUR

Broughty Ferry, Angus. At 12.14 early on the morning of the 6th of June, 1960, the coastguard informed the honorary secretary that a cabin cruiser was making distress signals in the River Tay, two miles west of the railway bridge. At 12.38 the life-boat *City of Bradford II* was launched at high water in a light east-north-easterly wind and a calm sea. She found the cabin cruiser *Margaret* anchored, with five men and a small boy on board. The cabin cruiser's engine had broken down, and the life-boat took her in tow to Dundee harbour, reaching her station at 3.6. Rewards to the crew, £8 14s.; rewards to the helpers on shore, £4 5s.

YACHT'S CREW OF FOUR RESCUED

Walmer, Kent. At 2.38 on the morning of the 7th of June, 1960, the coastguard informed the honorary secretary that the South Goodwin lightvessel had reported a flashing light three miles east-north-east of her position. At 2.55 the life-boat *Charles Dibdin* (*Civil Service No. 2*) was launched at low water in a gentle south-westerly wind and a moderate sea. She found the yacht *Eider Duckling* two miles east of the lightvessel with her mast and sail blown overboard and her engine broken down. She had a crew of four. The life-boat towed the yacht to Dover harbour, reaching her station at 7.5. Property salvage case.

ESCORT FOR BOAT ROWED BY TWO BOYS

Youghal, Co. Cork. At 11.20 on the morning of the 7th of June, 1960, the coxswain informed the honorary secretary that a small rowing boat with two boys on board was in a dangerous position outside the harbour. The honorary secretary and coxswain went to the lighthouse, where the boat was seen well to leeward off Blackball Head making little or no progress in a fresh west-south-westerly breeze and a choppy sea. At 11.40 the life-boat *Herbert John* was launched one hour

after low water. By the time she reached the rowing boat the wind had decreased and the two boys were making headway, helped by a flood tide. Although almost exhausted they would not accept help, and the life-boat escorted them to safety, reaching her station at 12.10. Rewards to the crew, £6; rewards to the helpers on shore, £4 2s.

TOW FOR YACHT IN GALE

Falmouth, Cornwall. At 3.10 on the morning of the 8th of June, 1960, the dock police informed the honorary secretary that two officers had seen red flares being fired in Falmouth harbour. At 3.45 the life-boat *Crawford and Constance Conybeare* put out at high water in a southerly gale and a rough sea. She found the yacht *Otter* of Helford with a crew of three. The yacht's engines had broken down, and the life-boat took her in tow, reaching her station at 5.3. Rewards to the crew, £7.

TOW FOR YACHT AGROUND IN NEAR GALE

Swanage, Dorset. At 11.15 on the morning of the 8th of June, 1960, the coastguard informed the honorary secretary that a yacht was being heavily pounded by a rough sea while at anchor off Hardfast Point. Because of the state of the weather the honorary secretary decided that the life-boat *R.L.P.* should be launched. She put out at noon, two hours after high water, in a stormy south-westerly wind of near gale force. She found the yacht *Periwinkle*, a converted ship's boat, with two men on board, anchored in a dangerous position on the Milkmaid shoal. After weighing the yacht's anchor the life-boat towed her to a safe anchorage in Studland Bay and reached her station at 1.30. Rewards to the crew, £7; rewards to the helpers on shore, £2 12s.

SICK MEMBER OF LIGHTVESSEL'S CREW TAKEN OFF

Eastbourne, Sussex. At one o'clock on the afternoon of the 8th of June,

1960, the coastguard asked the coxswain for the help of the life-boat to take off a member of the crew of the Royal Sovereign lightvessel, who was seriously ill. At 1.17 the life-boat *Beryl Tollemache* was launched in a south-south-westerly gale and a rough sea. The tide was half ebb. The sick man was transferred to the life-boat and landed at 3.23 at Eastbourne, where he was taken to hospital by ambulance. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £13 8s.

MAN OVERBOARD IN SERVICE TO GERMAN TRAWLER

Longhope, Orkneys. At 2.46 on the morning of the 9th of June, 1960, the coastguard told the honorary secretary that a lightkeeper at Dunnet Head had seen a red flare in the direction of the Island of Swona. At 3.10 the life-boat *Thomas McCunn* was launched one hour before low water in a light variable breeze and a smooth sea. She found the German trawler *Adolph Hennecke* of Rostock ashore between two ledges of rock near Bow Skerry on the western side of Swona. The life-boat stood by, and as the tide made, the stern of the trawler swung on to a rocky ledge. The coxswain then offered to put out a kedg anchor, but the trawler's skipper did not agree. He asked the coxswain to pull the stern of the vessel round into deep water. This was done, and the life-boat held her there until 6.45, when the trawler floated off. The trawler then came full astern, causing a rope, which had earlier been rigged from amidships on the port side of the trawler to the forward bollard of the life-boat, to sweep across the life-boat's deck. It threw a member of the life-boat's crew overboard and also caused minor damage to the boat. The man was quickly recovered, and the trawler was taken in tow to Longhope pier, arriving at 9.15. Property salvage case.

TOW FOR DINGHY IN ROUGH WEATHER

Tenby, Pembrokeshire. At 1.55 on the afternoon of the 9th of June, 1960, the coastguard informed the honorary

secretary that a small boat was in difficulties in Saundersfoot Bay. At 2.1 the life-boat *Henry Comber Brown* was launched at low water in a moderate westerly wind and a rough sea. She found the dinghy *Dainty* with her outboard motor broken down two miles east of Saundersfoot. The life-boat took the dinghy in tow and landed her two occupants. She reached her station at four o'clock. Rewards to the crew, £7; rewards to the helpers on shore, £3 15s.

TOW FOR CATAMARAN IN ROUGH SEA

Troon, Ayrshire. At 2.50 on the afternoon of the 9th of June, 1960, the coastguard informed the honorary secretary that a small boat was in difficulties three miles south-east of Brodick pier. The life-boat *James and Barbara Aitken* put out at 3.12, two hours after high water, in a moderate north-westerly wind and a rough sea. She found a catamaran, which had a crew of two, a quarter of a mile south of Holy Isle with a broken mast. She towed her to Whiting Bay and reached her station at 7.40. Rewards to the crew, £11 4s.

DRIFTING FISHING VESSEL TAKEN IN TOW

Anstruther, Fifeshire. At seven o'clock on the evening of the 11th of June, 1960, the coastguard informed the honorary secretary that a motor fishing vessel had fired a red flare on a bearing west-by-south of Elie Ness. At 7.10 the life-boat *James and Ruby Jackson* was launched in a fresh westerly breeze and a moderate sea. The tide was half ebb. The life-boat found the motor fishing vessel 651 drifting, with her engine broken down and a crew of three on board. She took her in tow to Anstruther, arriving at 8.45. Rewards to the crew, £23 15s.

TOW FOR COBLE WITH ENGINE BROKEN DOWN

Seaham, Co. Durham. At seven o'clock on the evening of the 11th of June, 1960, some local fishermen told

the coxswain that the fishing coble *Marjory Joan* of Sunderland was overdue. At 7.10 the life-boat *George Elmy* was launched, an hour and a half after high water, in a fresh-north-westerly wind and a rough sea. She found the coble four and a half miles south-east of Seaham with her engine broken down. The coble, which had a crew of five, was taken in tow to Seaham, arriving at nine o'clock. Rewards to the crew, £6; rewards to the helpers on shore, £1 16s.

YACHT'S CREW OF THREE RESCUED

Selsey, Sussex. At 8.49 on the evening of the 11th of June, 1960, the coastguard informed the honorary secretary that a yacht was in distress one mile south-by-west of Selsey Bill. At 8.57 the life-boat *Canadian Pacific* was launched, two hours after high water, in a moderate to strong westerly breeze and a rough sea. The life-boat found the yacht *Dawn Wind*, of Hamble, in broken water. She had lost her rudder and also had engine trouble. The life-boat took the yacht's crew of three on board, but an attempt to tow the yacht failed, and she was abandoned. The life-boat landed the three survivors at Selsey and reached her station at 11.35. The *Dawn Wind* eventually came ashore at Bognor a total loss. Rewards to the crew, £9 12s.; rewards to the helpers on shore, £8 18s.

MAN RESCUED FROM FISHING VESSEL AGROUND

Mumbles, Glamorganshire. At 7.15 on the morning of the 12th of June, 1960, the coastguard told the honorary secretary that a small boat was ashore one mile north of Sker Point. At 7.55 the life-boat *The William Gammon—Manchester and District XXX* was launched at high water in a south-south-westerly gale and a very rough sea. She found the motor fishing vessel *Altmark* aground on the foreshore with her deck awash. There were no signs of life aboard, and for this reason, and because of the extreme weather

conditions, the coxswain decided not to close the fishing vessel at that stage. At ten o'clock the coxswain received a message by radio-telephone informing him that when the *Altmark* had left Briton Ferry the owner had had his wife and child on board. By this time members of the life-saving apparatus team had reached the *Altmark*. They boarded her and rescued her owner, who was in fact the only person aboard. The life-boat stood by until the rescue had been completed and then returned to her station, arriving at 12.30. Rewards to the crew, £12 16s. ; rewards to the helpers on shore, £6 8s.

FIVE RESCUED FROM YACHT IN GALE

Hoylake, Cheshire. Between nine o'clock and 10.50 on the morning of the 12th of June, 1960, the coxswain kept the yacht *Clytie*, which was lying at anchor in the Swash to the north of Hilbre Island, under observation. During this time the weather became worse, and the sea increased rapidly with a spring flood tide. It was therefore decided to launch the life-boat. At 11.5 the life-boat *Oldham IV* put out to the yacht's assistance in a west-south-westerly gale and a rough sea. She found the *Clytie* dragging her anchor, and at the third attempt the coxswain succeeded in bringing the life-boat alongside. The crew of five, who were in a very distressed condition, were rescued and landed at Hoylake, where they were taken to the sailing club. The life-boat was rehoused at 3.30. Rewards to the crew, £9 12s. ; rewards to the helpers on shore, £8 12s.

COBLE ADRIFT TAKEN IN TOW

Sunderland, Co. Durham. At 11.52 on the morning of the 12th of June, 1960, the coastguard informed the honorary secretary that the fishing coble *Thankful II* had broken down four miles north of Seaham. The life-boat *Edward and Isabella Irwin* was launched at 12.25 at low water in a moderate to strong south-westerly wind and a slight sea. She found the coble, which had a crew of two, broken down

and drifting. The life-boat took the coble in tow and reached her station at three o'clock. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £1 16s.

SEVEN TAKEN OFF CONVERTED SHIP'S BOAT

Cullercoats, Northumberland. At 12.16 on the afternoon of the 12th of June, 1960, the coastguard told the honorary secretary that a small pleasure fishing boat was drifting one mile east of Cullercoats and making what appeared to be distress signals. At 12.30 the life-boat *Isaac and Mary Bolton* was launched at low water in a strong south-south-westerly wind and a choppy sea. She found the converted ship's boat *Emily* of South Shields with seven men on board. The boat's engine had broken down and the men were transferred to the life-boat. The coxswain put two of his crew aboard the *Emily*, and the life-boat then took her in tow. Rough water was encountered on the return trip, and the cabin windows of the *Emily* were stove in before she reached the River Tyne. The seven men were landed at North Shields landing stage, and the life-boat reached her station at 2.35. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, £9 14s.

CABIN CRUISER FOUND AFTER SEARCH

Southend-on-Sea, Essex. At eleven o'clock on the night of the 12th of June, 1960, the coastguard informed the honorary secretary of a report that the cabin cruiser *Dolphin* of Southend, on passage to Wallasea Bay was overdue. At 11.50 the life-boat *Greater London II* (Civil Service No. 30) was launched at low water in a strong south-westerly wind and a moderate sea. After a four-hour search she found the *Dolphin* anchored three quarters of a mile west of the West Buxey buoy. The cabin cruiser's crew of six were seasick and were waiting until daylight before continuing up river. The coxswain put one of his crew aboard, and the cabin cruiser followed the life-boat to

the mouth of the River Roach. The *Dolphin* then made for Wallasea Bay, and the life-boat returned to her station, arriving at 8.15. Rewards to the crew, £19 17s; rewards to the helpers on shore, £6.

SICK WOMAN TAKEN OFF ISLAND

Galway Bay. At 3.30 on the afternoon of the 13th of June, 1960, the local medical officer asked the honorary secretary if the life-boat would go to Inishere Island and take a sick woman to Rossaveal on the mainland for hospital treatment. At four o'clock the life-boat *Mabel Marion Thompson* put out at low water in a north-westerly wind and a rough sea. The patient was taken on board at Inishere, and the life-boat returned to Kilronan pier, where a local nurse boarded her to look after the woman during the passage to Rossaveal. The life-boat reached the mainland, where an ambulance was waiting to take the patient to hospital, and finally reached her station at eleven o'clock. Rewards to the crew, £12 5s.; reward to the helper on shore, 18s.

DOCTOR TAKEN TO MOTOR VESSEL

Penlee, Cornwall. At seven o'clock on the evening of the 15th of June, 1960, the honorary secretary was informed that a man on board the motor vessel *Rowallen Castle*, of London, which was expected to arrive in Mounts Bay at midnight, needed medical attention. At 11.30 the life-boat *W. and S.* put out with a doctor on board, at high water, in a fresh south-westerly wind and a moderate sea. She met the *Rowallen Castle* four miles south of Penzance and put the doctor on board. The man, who had a swollen left leg, was treated by the doctor and was then transferred to the life-boat, which landed him at Newlyn at 1.30. The life-boat reached her moorings at two o'clock. Rewards to the crew, £8 8s.; reward to the helper on shore, 12s.

SEVEN MEN TAKEN OFF ISLAND

Barry Dock, Glamorganshire. At 11.58 on the night of the 18th of June,

1960, the coastguard informed the honorary secretary that the sand dredger *Ron Woolaway* had capsized near Flatholm Island but that her crew of seven were safely ashore on the island. A request was made for the life-boat to take dry clothing to the men and return with them to Barry. Enquiries were made at the offices of the British Sailors' Society. No clothing was immediately available, but the life-boat *Rachel and Mary Evans* put out at 12.20 in foggy weather, when the tide was half flood. The life-boat picked up the seven men and landed them at Barry at 2.10, where they were provided with dry clothing, which the British Sailors' Society had by then obtained for them. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £2 2s.

WATERLOGGED BOAT TOWED IN

Dun Laoghaire, Co. Dublin. At 6.15 on the morning of the 20th of June, 1960, the keeper of the East Pier lighthouse informed the honorary secretary that a ship's boat was drifting two and a half miles north-north-east of the lighthouse. At 6.40 the life-boat *Dunleary II* put out in fine weather and a flood tide. She found an empty converted ship's boat waterlogged, and took her in tow. The life-boat reached her station at 7.40. Rewards to the crew, £5; rewards to the helpers on shore, £14s.

SICK BOY TAKEN OFF MOTOR VESSEL

Humber, Yorkshire. At 2.50 on the afternoon of the 20th of June, 1960, the coastguard informed the coxswain superintendent that a boy on board the motor vessel *Gloxinia* of North Shields had suspected appendicitis and needed medical attention. At 3.15 the life-boat *City of Bradford III* was launched, half an hour before high water, in a light east-by-northerly wind and a slight sea. She met the vessel two miles south of Spurn Point, where the boy was transferred to the life-boat. He was landed at Spurn and taken by ambulance to hospital. The life-boat reached her station at 4.10. Next morning the shipping agents informed

the coxswain superintendent that the boy had had a successful operation and was progressing satisfactorily. They expressed their thanks for the help given. Paid permanent crew.

SICK CHILD TAKEN TO MAINLAND

Galway Bay. On the evening of the 21st of June, 1960, the island medical officer asked if the life-boat would take a sick child to Rossaveal on the mainland, where an ambulance was waiting to drive the child to hospital. As there was no other suitable boat available, the life-boat *Mabel Marion Thompson* left her moorings at 9.30 with the sick child on board. It was low water, the sea was slight with a light easterly wind, and the weather was thundery. The life-boat landed the child at Rossaveal pier and reached her station at 2.30 in the morning. It was later learnt that the child was operated on immediately after she had been admitted to the hospital. Rewards to the crew, £11 4s.; rewards to the helpers on shore, 16s.

TWO BOYS TAKEN FROM CANOE

Redcar, Yorkshire. At 10.30 on the morning of the 21st of June, 1960, the coastguard told the honorary secretary that the beach patrol at Saltburn had seen two boys leave Saltburn at 9.30 that morning in a small canoe. He had lost sight of them and was concerned for their safety, for he had noticed that they had shipped water when launching. The life-boat *City of Leeds* was launched at 10.40 and made for the position given. The boys were found off Skinningrove, and although they were in no immediate danger, they and their canoe were taken on board the life-boat, which reached her station at 12.45. Rewards to the crew, £6; rewards to helpers on shore, £6 2s.

TWO CHILDREN RESCUED FROM RAFT

Rhyl, Flintshire. At 6.37 on the evening of the 22nd of June, 1960, the coastguard passed on to the honorary

secretary a report from the Rhyl police that a child was adrift on a rubber raft, which was floating out to sea off the Golden Sands holiday camp at Towyn. At 6.45 the life-boat *Anthony Robert Marshall* was launched and made for the position given. She found the raft at 7.8 with two children on it. They were quickly taken on board the life-boat, and the coxswain sent a radio-telephone message to the honorary secretary asking for a doctor and an ambulance to meet him. The life-boat reached her station at 7.50, and the children were treated for exhaustion and taken to hospital. Rewards to the crew, £6; rewards to the helpers on shore, £5 9s.

PATIENT BROUGHT IN FOG TO MAINLAND

Islay, Hebrides. At 8.15 on the evening of the 24th of June, 1960, the local medical officer told the honorary secretary that he needed help urgently to convey a seriously ill patient to hospital on the mainland. Owing to dense fog the air ambulance service was unable to operate from Renfrew airport. The coxswain of the life-boat immediately offered to take the patient to the mainland in spite of the very poor visibility, and at eleven o'clock, one hour after low water, the life-boat *Charlotte Elizabeth*, on temporary duty at the station, left her moorings. The patient, who had come by ambulance to Port Askaig, and the doctor were taken on board. After landing them both at Oban the life-boat returned to her station, arriving at four o'clock on the afternoon of the 25th of June. Rewards to the crew, £26 15s.; rewards to the helpers on shore, £1 8s.

MAN WITH FRACTURED ARM TAKEN OFF BOAT

Barrow, Lancashire. At 3.35 on the afternoon of the 25th of June, 1960, the coastguard told the coxswain that the tanker *Kellia* had reported that there was a small fishing boat alongside her with one man on board who had broken an arm through catching it in the winch. He was semi-conscious

and a doctor was urgently needed. At five o'clock the life-boat *Herbert Leigh* was launched with the honorary medical adviser on board in a moderate north-westerly wind and a moderate sea. The tide was half ebb. She reached the fishing boat at 4.45, when it was discovered that the man had fractured his right arm and had lost a lot of blood. He was treated by the doctor and transferred to the life-boat, which reached Roa Island, with the fishing boat in tow, at 6.15. The injured man was taken to an ambulance, which was waiting, and the life-boat returned to her station at 7.45. The fishing boat was handed over to a friend of the owner. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £2 11s.

BOAT ABANDONED AFTER FUEL RUNS OUT

Sunderland, Co. Durham. At 5.15 on the afternoon of the 25th of June, 1960, when the life-boat crew were in the boathouse after an exercise, the coxswain received a report from the owner of the fishing boat *Linda* that he had lent the boat to two men for fishing, who were now overdue. He was concerned, as there was thick fog and the boat did not have a compass. The honorary secretary decided the life-boat should carry out a search, and at 5.25 the life-boat *Edward and Isabella Irwin* was launched at high water in a gentle north-north-easterly wind. After searching for some time the life-boat found the fishing boat on the beach about five miles south of Sunderland. The men who had taken her out could not be traced, and it was later learned that after they had used all the petrol they had beached the boat and returned to Sunderland overland. The life-boat towed the fishing boat back to Sunderland and returned to her station at 7.45. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £1 16s.

GUNNER PICKED UP AFTER FALL FROM CLIFF

Tenby, Pembrokeshire. At 12.23 on the afternoon of the 26th of June, 1960, the coastguard informed the honorary

secretary that a man had fallen over the cliff between Manobier camp and Lydstep and that the police had asked for the help of the life-boat. The life-boat *Henry Comber Brown* was launched at 12.28. The sea was calm with a light northerly breeze, and it was one hour before low water. On reaching the scene of the accident the coxswain decided to send some of the crew ashore in a small boat to rescue the injured man while the life-boat stood off. The injured man together with a nurse and a man who had climbed down to the beach to tend the injured man were brought to the life-boat, which landed them at Lydstep. There the injured man, who was a gunner from the anti-aircraft artillery school at Manobier, was put into a waiting ambulance. The life-boat reached her station at two o'clock. Rewards to the crew, £9; rewards to the helpers on shore, £7 10s.

TOW FOR WHALER WITH SEA CADETS ABOARD

Great Yarmouth and Gorleston, Norfolk. At 2.39 on the afternoon of the 26th of June, 1960, the coastguard informed the honorary secretary that a whaler with a crew of six sea cadets was being carried by the ebb tide on to a lee shore off Corton. The life-boat *Louise Stephens* was launched at 3.5, two hours before low water. There was a strong north-easterly breeze and a moderate sea. The life-boat came up with the whaler and escorted her into Lowestoft harbour. There the cadets were taken on board the life-boat, which towed the whaler back to Yarmouth and reached her station at 5.11. Rewards to the crew, £12; rewards to the helpers on shore, £3.

LIFE-BOAT BROUGHT ALONGSIDE YACHT WITH DIFFICULTY

Sheringham, Norfolk. At four o'clock on the afternoon of the 26th of June, 1960, the coastguard informed the coxswain that a yacht heading for Sheringham appeared to be in distress in weather which was rapidly deteriorating. There was a north-north-easterly

wind of near gale force and a rough sea with poor visibility. The tide was half ebb. The life-boat *Foresters Centenary* was launched at 4.20. She reached the yacht *Sulaire*, which was rolling heavily, at 5.59. The coxswain succeeded in bringing the life-boat alongside the yacht, and three of the yacht's crew of four were taken aboard. The fourth member of the crew remained aboard the yacht and was able to steer her into Wells, escorted by the life-boat. The life-boat reached her station at 11.15. The man who had stayed aboard the yacht afterwards described the seas as being "like embankments". Rewards to the crew, £18 ; rewards to the helpers on shore, £20 2s.

COMBINED SEARCH FOR AIRCRAFT IN SEA

Donaghadee, Co. Down. At 12.25 on the afternoon of the 29th of June, 1960, the coastguard informed the honorary secretary that an aircraft had crashed into the sea near North Briggs buoy. The life-boat *Sarah Ward and William David Crossweller*, on temporary duty at the station, was launched at 12.35 in a flood tide. There were light northerly airs and a choppy sea. The life-boat carried out an extensive search, in company with other vessels, and some wreckage was recovered, but there was no sign of life. The life-boat arrived back at her station at 8.20. Rewards to the crew, £16 7s. ; rewards to the helpers on shore, 19s.

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

Caister, Norfolk.—June 3rd.—Rewards, £14.

Weston-super-Mare, Somerset.—June 3rd.—Rewards, £13 6s.

Hastings, Sussex.—June 5th.—Rewards, £37 10s.

Swanage, Dorset.—June 5th.—Rewards, £8 8s.

Barmouth, Merionethshire.—June 5th.—Rewards, £17 9s.

Weymouth, Dorset.—June 5th.—Rewards, £10 8s.

Peel, Isle of Man.—June 5th.—Rewards, £38 17s.

Blackpool, Lancashire.—June 5th.—Rewards, £12 14s.

Port St. Mary, Isle of Man.—June 5th.—Rewards, £23 17s.

Skegness, Lincolnshire.—June 5th.—Rewards, £13 19s.

Cromer No. 1, Norfolk.—June 5th.—Rewards, £15 12s.

Cullercoats, Northumberland.—June 5th.—Rewards, £13 16s.

Weymouth, Dorset.—June 6th.—Rewards, £7.

Poole, Dorset.—June 7th.—Rewards.—£9 12s.

Bembridge, Isle of Wight.—June 7th.—Rewards, £9.

Caister, Norfolk.—June 7th.—Rewards, £14 5s.

Girvan, Ayrshire.—June 7th.—Rewards, £7.

Wicklow, Co. Wicklow.—June 7th.—Rewards, £12 3s.

Buckie, Banffshire.—June 8th.—Rewards, £7 12s.

Caister, Norfolk.—June 8th.—Rewards, £15 14s.

Broughty Ferry, Angus.—June 8th.—Rewards, £20 10s.

Bembridge, Isle of Wight.—June 11th.—Rewards, £9.

Bembridge, Isle of Wight.—June 11th.—Rewards, £9 5s.

Bembridge, Isle of Wight.—June 12th.—Rewards, £17 7s.

Sunderland, Co. Durham.—June 12th.—Rewards, £10 4s.

New Brighton, Cheshire.—June 12th.—Rewards, £7 4s.

New Brighton, Cheshire.—June 12th.—Rewards, £7 6s.

Skegness, Lincolnshire.—June 12th.—Rewards, £20 16s.

Donaghadee, Co. Down.—June 12th.—Rewards, £7 13s.

Walton and Frinton, Essex.—June 12th.—Rewards, £14 10s.

Dover, Kent.—June 12th.—Rewards, £7 5s.

Great Yarmouth and Gorleston, Norfolk.—June 13th.—Rewards, £8 8s.

Troon, Ayrshire.—June 13th.—Rewards, £8 8s.

Donaghadee, Co. Down.—June 14th.—Rewards, £7 13s.

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

Margate, Kent.—June 14th.—Rewards, £11 4s.

Troon, Ayrshire.—June 15th.—Rewards, £18 12s.

Selsey, Sussex.—June 15th.—Rewards,

Dun Laoghaire, Co. Dublin.—June 16th.—Rewards, £9 14s.

Girvan, Ayrshire.—June 17th.—Rewards, £7 17s.

Sennen Cove, Cornwall.—June 18th.—Rewards, £17 3s.

Hartlepool, Co. Durham.—June 19th.—Rewards, £8 16s.

Porthdinllaen, Caernarvonshire.—June 21st.—Rewards, £16.

Hartlepool, Co. Durham.—June 21st.—Rewards, £8 16s.

Rhyl, Flintshire.—June 22nd.—Rewards, £13 1s.

Amble, Northumberland.—June 24th.—Rewards, £7.

Salcombe, Devon.—June 25th.—Rewards, £9 4s.

Lowestoft, Suffolk.—June 26th.—Rewards, £9 4s.

Hastings, Sussex.—June 26th.—Rewards, £33 4s.

Walton and Frinton, Essex.—June 26th.—Rewards, £12 17s.

Hoylake, Cheshire.—June 26th.—Rewards, £15 18s.

Tenby, Pembrokeshire.—June 27th.—Rewards, £16 15s.

St. Peter Port, Guernsey.—June 27th.—Rewards, £10 11s.

Salcombe, Devon.—June 27th.—Rewards, £11.

Longhope, Orkney Islands—June 28th.—Rewards, £10 12s.

Donaghadee, Co. Down.—June 29th.—Rewards, £16 16s.

The following account of a service carried out by the Longhope, Orkneys, life-boat on the 26th of March, 1960, was received too late for inclusion in the June 1960 number of the *Life-boat* :

At 5.5 in the afternoon, the coast-guard informed the honorary secretary that the trawler *Little Ouse* had engine trouble three miles south-west of the Old Man of Hoy. At 5.25 the life-boat *Thomas McCunn* was launched two hours after low water in a light easterly breeze and a calm sea. When she reached the trawler she found the engine had been repaired. The trawler was able to proceed at eight knots and was escorted by the life-boat until she was clear of Torness. The life-boat then returned to her station, arriving at 7.45. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £3 14s.

James Bower Awards

COXSWAIN Richard Evans of Moelfre, Mr. Kenneth Derham of Christchurch, Hampshire, Coxswain Daniel Kirkpatrick of Longhope, Motor Mechanic Evan Owens of Moelfre, Coxswain Harry Thomas of Torbay and Coxswain Albert Watson of Cromarty

have received gifts from the James Michael Bower Endowment Fund established by the Peninsular and Oriental Steam Navigation Company. Awards from this fund are made to those who receive either the gold or silver medal of the Institution for gallantry.

Opening of New Boathouse

THE new life-boat house at Lytham-St. Anne's was opened by the Mayor of Lytham-St. Anne's, Councillor N. S. Utley, on Sunday, the 26th of June, 1960. The ceremony followed the tradi-

tional fishermen's and life-boat crews' service, which was held in St. John's Church, Lytham, and conducted by the Rev. A. R. Allen, Vicar of St. John's.

Obituary

JAMES BRYCE ALLAN

Mr. James Bryce Allan, who had been a member of the Committee of Management since 1930, died on the 12th of May, 1960. He had served on the Construction and General

Purposes Committees of the Institution.

Mr. Allan was a son of the founder of the Allan Line and at one time a director of J. & P. Coats Ltd. He was a member of the Royal Yacht Squadron and lived in Perthshire, and later at Saltash in Cornwall.

Notice

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

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

The next number of THE LIFE-BOAT will be published in DECEMBER, 1960.