

# THE LIFE-BOAT

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## Notes of the Quarter

THE December number of the *Life-boat*, recording as it does the happenings in the months of July, August and September, invariably has a bulky section devoted to the detailed accounts of services by the life-boats, for it is in the summer months that the greatest number of services takes place. Once again this year the help given by life-boats to yachtsmen and others who have gone to sea for their own pleasure has been continual. During the two months of July and August, for instance, life-boats put out to the help of yachts and other pleasure craft no fewer than 76 times; there were 41 effective services, and 37 lives were rescued. Yet during July there was only one property salvage claim for the saving of a yacht, and in that instance the yacht had been abandoned by her crew, who had been taken off by another boat. In August there were only three property salvage claims in all, and in September only one.

Pleasure craft have, of course, given rise to only a proportion of the services rendered by life-boats during these summer months. Numerous fishing boats were also towed in, refloated or escorted; sick and injured men were taken off lighthouses and lightvessels; a motor vessel which was drifting near rocks was towed to safety; a life-boat stood by a tanker on fire; and another life-boat was launched to the help of a helicopter which had crashed into the sea.

### TELEVISION APPEAL

The first appeal on behalf of the Royal National Life-boat Institution by television will be made early next year. The date is Sunday, 19th February, but the time cannot yet be stated with certainty. A number of people who have been rescued by life-boats will record their impressions; the new life-boat station on the Lizard peninsula will be

shown in a film; and an appeal will be made by Mr. Wynford Vaughan Thomas, the well-known broadcaster. If every reader of the *Life-boat* were to persuade or invite a half-a-dozen friends to see and hear this appeal, the benefit to the service could be substantial.

### SURVEYS OF LIFE-BOATS

Those closely associated with life-boat stations know that it is the Institution's practice to take life-boats away from their stations for a thorough survey every four years, in addition to the normal annual inspection of all life-boats lying afloat. The average annual cost to the Institution of the surveys is over £40,000. One remarkable fact that has emerged from an analysis of these costs is that the annual expenditure on surveys is actually less than it was before the war, although wage rates have approximately trebled. The principal reason for this is that because of the continual changes in design and materials the amount of repair work, which surveys today show to be needed, has been greatly reduced.

### FILMS AND PUBLICATIONS

A new film on the life-boat service, which will be released for general distribution, is at present in the course of production. The film is being made by Independent Artists with the full co-operation of the Institution. It will be in colour and will run for approximately half-an-hour. The present provisional title is *The Green Stars*. Much of the film is being made at Tenby in Pembrokeshire and other parts at Appledore and Minehead. Another film being shown in cinemas entitled *Depth Charge* features the St. Abbs life-boat. Neither of these films is at present available for branch showings, but a new 12-minute colour film entitled *Life-boat Call*, which depicts a service by the Southend

life-boat and shows life-boats under construction, is now available to branches.

A revised edition of the illustrated 2s. 6d. booklet published by Pitkin Pictorials Ltd. entitled *The Pictorial Story of the Life-boat Service and its Heroes* has recently been put on sale. On all copies sold by branches the Institution makes a profit of 10d. Routledge & Kegan Paul will be publishing in the spring *How Men Are Rescued From The Sea* by Patrick Howarth. This work traces the history and describes the work of all the organisations concerned with safety and rescue at sea including Trinity House, the Coastguard, the Air/Sea Rescue Service, the Royal Life-Saving Society and other bodies as well as the Royal National Life-boat Institution.

#### VISIT TO FRENCH LIFE-BOAT STATION

On the 27th of August, 1960, a courtesy visit to the Calais life-boat station was paid by the Walmer life-boat, the Calais life-boat having been present at the naming of the new Walmer life-boat last year. The Mayor of Calais presented Coxswain Frederick Upton with a plaque in recognition of past services to the crews of French vessels in the Channel. Two other ex-life-boats with their owners aboard accompanied the Walmer boat. One was the former Walmer life-boat, which is now owned by Mr. H. Schermuly, President of the Walmer branch; the other was the former Poolbeg boat now owned by the Secretary of the Institution, Lieut.-Colonel Charles Earle.

### Portrait on the Cover

THE portrait on the cover is of Coxswain Sidney Cann of Appledore, who was appointed bowman in 1922, became second coxswain in 1931 and has been coxswain since 1933. Since he became a boat's officer Appledore life-boats have been launched on service 119 times and have rescued 105 lives.

In 1944 the Appledore life-boat rescued the crew of seven of a concrete harbour unit, one of the concrete caissons used for building the breakwater of the invasion port on the coast of Normandy, in a south-westerly gale. Although the craft was rolling heavily and two broken towing wires were

trailing from her to leeward, Coxswain Cann took the life-boat under her lee and succeeded in bringing off her whole crew. For this service he was awarded the bronze medal for gallantry. Five years later, in November 1949, twenty-four sailors were rescued from the Spanish steamer *Monte Gurugu* in a service in which the Ifracombe, Appledore and Clovelly life-boats all put out. For this service Coxswain Cann received a second service clasp to his bronze medal.

The photograph is reproduced by courtesy of the Western Times Co. Ltd.

## THE LIFE-BOAT FLEET

153 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 30th September, 1960 - 82,825

### Three Stations Celebrate Centenaries

THE hundredth anniversary of the foundation of life-boat stations at Thurso and Whitehills in Scotland, and at Portrush in Northern Ireland, have recently been celebrated.

At Thurso Lord Saltoun, a member of the Committee of Management of the Institution and Chairman of the Scottish Life-boat Council, presented the certificate inscribed on vellum, which the Committee of Management had voted, at a church service held at the Royal National Mission to Deep Sea Fishermen at Scrabster on the 31st

of July, 1960. A similar ceremony took place at Whitehills, Banffshire, in the Boyndie parish church on the 28th of August, when Lord Saltoun once again presented a certificate.

The Lord Mayor of Belfast, Alderman R. G. C. Kinahan, presented the vellum voted to the Portrush station at a ceremony in Portrush harbour on the 3rd of September, 1960, after a short service of re-dedication. Commander A. J. O'B. Twohig represented the Committee of Management of the Institution.

### Boy and Uncle Rescued by Boatman

ON the morning of the 12th of June, 1960, an eight-year-old boy, who was on an inflatable rubber lilo, was seen being carried down Wells channel on the Norfolk coast by wind and tide. The time then was 11.30, two hours after high water. The weather was overcast with a south-south-westerly wind of gale force and a choppy sea, and the ebb tide with an off shore wind was running fast down the narrowing channel between the exposed banks on either side. The boy was being carried out towards the bar.

About 11.40 Mr. E. B. Smith of Wells, who regularly ferries people across the channel, was landing some visitors to the north-west of the life-boat station. There a member of the St. John Ambulance Brigade told him that someone was in trouble in the channel. Mr. Smith asked for this information to be given to the life-boat station, but decided to put out at once in his own 14-foot boat, which had an outboard engine.

#### Tossed into the Air

As soon as he was clear of the beach Mr. Smith saw a lilo being tossed into the air in the direction of the bar. Then he noticed that a man was in the channel swimming on his back. He approached the man, who was exhausted, and pulled him into the boat. He then learnt that this man was the uncle of the boy who was drifting out

on the lilo and that he had been trying to swim out to help.

Mr. Smith continued the search for the boy, and at 12.10 found him in the water face downwards. He turned the boat head on into the wind and current and allowed her to drift down towards the boy, who was then hauled on board. At this time the boat was very near the bar. She was in about ten feet of water and there was a short, steep, confused sea, but by his careful handling of the boat Mr. Smith did not take any weight of water on board.

#### Learnt from Television Programme

The evening before Mr. Smith had seen a television programme illustrating the Holger Nielsen method of artificial respiration, and handing the tiller to the uncle with instructions to beach the boat, he began to try to revive the boy. Half an hour later the boat was beached, and a young girl visitor continued the work of trying to revive the boy, who remained in the boat.

Mr. Smith asked another visitor to summon an ambulance, and with the help of the uncle and a man named Lade, who was serving in the Royal Air Force, he tried to take the boat up stream against the wind and current. Because of sand in the water intake the engine broke down, and they had to pull the boat into shallow water. Then with the help of members of the life-boat

crew the boat was hauled up. By this time Mr. Smith himself was exhausted.

#### Boy Recovers

The boy was beginning to show signs of revival, and a doctor now appeared. Using the tractor which normally helps to launch the life-boat, members of the life-boat crew hauled the boat over the sands to the life-boat station, where an

ambulance was waiting. Members of the crew continued with the artificial respiration until the ambulance men took over, and the boy recovered.

For this service the thanks of the Institution inscribed on vellum have been accorded to Mr. E. B. Smith. The Institution also presented him with a watch and made him monetary payments for loss of earnings and repairs to his outboard engine.

## New Ways of Raising Money

The proprietor of Highfields Hotel, Ashby-de-la-Zouch, recently received a substantial contribution in his life-boat collecting-box from a German visitor. The German explained that he had been a U-boat commander in the last war and had been rescued from the North Sea by one of the Institution's life-boats.

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When Harbens' senior staff mess at Parkside Mills, Golborne, near Warrington, closed down, a collection of beer mats assembled over 36 years and numbering over 2,000 was given to the Institution to sell. An advertisement was placed in a national paper, and the mats were sold for £17, the money being credited to the Golborne branch.

\* \* \*

The Stanmore branch recently organised what is known as a "good as new" sale. People brought articles which they wanted to sell, and one penny in each shilling was taken for commission and given to the Stanmore branch funds.

\* \* \*

The Bushey and Bushey Heath branch organised a Christmas punch party in the house of a member of the committee. Those who came were charged 3s. 6d. for tickets, and the recipe for the punch was sold at a shilling.

The Dover ladies' life-boat guild ran a successful vanishing coffee party. The first hostess invited six people to coffee, charging each a shilling and giving each a receipt from a book. She also gave each of the guests a book containing five receipts, each of the five in turn asking four people, the next four inviting three, and the next three inviting two.

\* \* \*

A doctor in Blyth visited an old-age pensioner, who produced an old jug, stating that he had put threepence a week into the jug throughout the year until life-boat day. When the jug was emptied it was found to contain 16s.

\* \* \*

Mr. Donald Pink, a woodcarver, holds an annual exhibition, a part of which is devoted to puzzles in wood. If visitors are defeated by the puzzles they can learn the solutions at the enquiry desk on payment of a forfeit in the life-boat collecting box.

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A lady in Wales has raised more than £250 for the Institution in the last four years by making dolls and selling them at a special doll stall on life-boat day.

## Two New Life-Boats Named

NEW life-boats provided for the stations at Islay (Hebrides) and Penlee (Cornwall) were formally named during the summer. The Islay ceremony took place on the pier at Port Askaig on the 22nd of July, 1960, when Lady Jean Fforde named the new life-boat *Francis W. Wotherspoon of Paisley*. The boat, which is one of the 47-foot Watson type, was provided from a legacy of the late Mr. F. W. Wotherspoon.

Mr. A. W. Campbell, chairman of the branch, took the chair, and Lieut.-Commander D. G. Wicksteed, northern district inspector, described the new boat. Lord Saltoun, a member of the Committee of Management of the Institution and Chairman of the Scottish Life-boat Council, handed the boat over to the branch, Mr. Neil Mac-Millan, honorary secretary of the branches accepting her. After a vote of thanks had been proposed by Mr. E. C. Peat, honorary treasurer of the branch, and seconded by Mr. G. F. Baird, the Rev. G. W. Charlton, minister of the parish of Kilmeny, dedicated the life-boat.

The singing, which included a rendering of the 100th psalm in Gaelic, was led by the Bowmore Gaelic Choir, conducted by Mrs. Barbara Penman, and the Kidalton Choir conducted by Mr. John C. Hopkin.

Lady Tedder named the new Penlee

boat *Solomon Browne*, at a ceremony in Mousehole harbour on the 17th of September, 1960. The new boat, which is also one of the 47-foot Watson type, has been provided out of legacies left by Miss Lydia Mary Dyer Browne of Launceston, Cornwall, Miss Blanche Waterhouse of Huddersfield, Yorkshire, and Miss Sara Wilhelmina Davies of Timperley, Cheshire, and the general funds of the Institution.

Captain R. E. Goodman, chairman of the Penlee branch, took the chair, and Lieut.-Commander H. H. Harvey, western district inspector, described the new boat. The Hon. Greville Howard, M.P., a member of the Committee of Management of the Institution, handed the life-boat over to the branch, Mr. J. K. Bennetts, honorary secretary of the branch, accepting her.

The Dean of Truro, the Very Rev. H. M. Lloyd, assisted by the Vicar of Paul, the Rev. J. H. Tyrrell, and the Minister of St. Clement's Methodist Church, the Rev. J. P. Horner, dedicated the life-boat, and after hymns and a benediction the Mayor of Penzance, Councillor R. C. Matthews, proposed a vote of thanks, which was seconded by Lieut.-Colonel Sir Edward Bolitho.

Music was played by the Penzance Silver Band.

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## New Life-Boat Station Opened

THE Duke of Richmond and Gordon opened the new life-boat house at the recently completed station at Selsey, Sussex, at a ceremony on the 18th of July, 1960. Earl Howe, Chairman of the Committee Management of the Institution, gave an address, the Rev. E. Gearey, chairman of the branch, taking the chair. The Rev. E. G. Wells, Vicar of South Bersted, dedicated the new boat-house, and Mr. A. G. Daggart proposed a vote of thanks.

The new station, which had to be

built because of the effects of coast erosion, has cost some £75,000. In 1925 the Selsey life-boat house was situated on land, but over the years piles had to be provided to support it, and a gangway had to be constructed to breach the gap between the boat-house and the land. This gangway with its approach eventually became 270 yards long. The depredations of the sea continued, and finally it became clear that a completely new station would have to be built.

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

### 134 Lives Rescued

#### JULY

DURING July life-boats were launched on service 108 times and rescued 38 lives.

#### ESCORT FOR COBLE AFTER CALL TO SPEEDBOAT

**Hartlepool, Durham.** At 2.30 on the afternoon of 3rd of July, 1960, the second coxswain was informed that a speed-boat had capsized off the breakwater. The life-boat *The Princess Royal* (Civil Service No. 7) was launched at three o'clock in a moderate east-south-easterly breeze and a moderate sea. The tide was half ebb. Soon after the life-boat had left the harbour the speed-boat was seen to be in tow, and the life-boat made for her station. On the way back she closed a small fishing coble, and because of the state of the sea the coxswain advised the skipper to return to harbour. The life-boat escorted the coble in and reached her station at 4.50. Rewards to the crew, £7; rewards to the helpers on shore, £1 16s.

#### TOW FOR KETCH WITH ENGINE TROUBLE

**Bembridge, Isle of Wight.** At 4.35 on the morning of the 6th of July, 1960, the coastguard informed the honorary secretary that a yacht with a crew of four had been reported in difficulties some fifteen miles south-east of St. Catherine's Point lighthouse. The life-boat *Jesse Lumb* was launched at 4.51 in a moderate westerly breeze. There was a moderate sea and the tide was flooding. The life-boat came up with the ketch *Adele Jeanne*, which had developed engine trouble, and towed her back to Bembridge, arriving at 9.50. Rewards to the crew, £10 17s.; rewards to the helpers on shore, £3 5s.

#### TOW FOR FISHING BOAT FOUND DRIFTING

**Falmouth, Cornwall.** At 2.15 on the afternoon of the 6th of July, 1960, the coastguard informed the honorary

secretary that a fishing boat was burning an orange smoke signal south-east of St. Anthony Head. The life-boat *Crawford and Constance Conybeare* was launched at 2.25 in a gentle westerly breeze and a choppy sea. It was one hour before high water. The fishing boat *Soft Wings*, with a crew of four, was found drifting out to sea with a rope round her propeller. The life-boat towed the boat to safety and arrived back at her station at 3.45. Rewards to the crew, £4.

#### YACHT TOWED CLEAR OF SANDS

**Margate, Kent.** At 5.35 on the afternoon of the 8th of July, 1960, the coastguard informed the honorary secretary that a yacht was ashore on the Last Sands four and a half miles west-north-west of the coastguard lookout. When it was confirmed that her crew were on board the yacht the life-boat *North Foreland* (Civil Service No. 11) was launched at 6.5 in a gentle northerly breeze and a slight sea. It was low water, and the weather was showery. The life-boat towed the yacht *Vengla*, which had a crew of five, clear of the sands and brought her into Ramsgate. The life-boat arrived back at her station at 3.25 the next morning. Rewards to the crew, £19 1s.; rewards to the helpers on shore, £4 4s.

#### LIFE-BOAT STANDS BY TANKER ON FIRE

**Angle, Pembrokeshire.** Early on the morning of the 9th of July, 1960, the coxswain told the honorary secretary that he had heard a violent explosion and seen clouds of black smoke coming from the direction of the Esso jetty at Milford Haven. The life-boat *Richard Vernon and Mary Garforth of Leeds* was launched at 6.48 in a moderate westerly breeze and a calm sea. It was high water. The explosion had occurred on board the tanker *Esso Portsmouth*, which was on fire. After searching without success for survivors in the water the life-boat stood by the tanker until the fire was

under control. She returned to her station at 12.30. Rewards to the crew, £9 2s. ; rewards to the helpers on shore, £6 16s.

#### DOCTOR BROUGHT TO MAN SAVED FROM YACHT

**Clacton-on-Sea, Essex.** At 9.54 on the morning of the 9th of July, 1960, the coastguard told the honorary secretary that a yacht had capsized off Brooklands Jaywick and that her crew were clinging to the keel. The life-boat *Sir Godfrey Baring* was launched at 10.15 in a light westerly breeze and a slight sea. The tide was half flood. When the life-boat reached the yacht she found that her crew of two had been picked up by an outboard motor boat from a dredger, which was at work near by. One of the survivors needed a doctor, and the life-boat made for Clacton, took a doctor aboard and returned to the dredger. She then returned to her station, with the two survivors on board, arriving at 12.15. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £5 13s.

#### MAN TAKEN OFF YACHT ON SANDS

**Broughty Ferry, Angus.** At 6.30 on the evening of the 9th of July, 1960, the police informed the honorary secretary that a small yacht was ashore on Aber-tay sandbank on the south side of the entrance to the Tay. As no other boat was available, the life-boat *City of Bradford II* was launched at 7.3, with a boarding boat in tow, to warn the yacht of the dangerous quicksands in the area. There was a light south-south-easterly breeze and a calm sea. It was two hours before low water. The life-boat took off the occupant of the yacht *Duchess* and landed him at Broughty Ferry, arriving back at her station at 8.45. Rewards to the crew, £6 ; rewards to the helpers on shore, £1 10s.

#### TOW FOR YACHT IN TROUBLE IN SURF

**Tenby, Pembrokeshire.** At 1.10 on the afternoon of the 10th of July, 1960, the coastguard informed the honorary secretary that a yacht was apparently

in trouble and was drifting towards Pendine. Someone on board was waving a shirt. The life-boat *Henry Comber Brown* was launched five minutes later in a moderate south-westerly breeze. The sea was rough, and it was one hour before low water. When the life-boat reached the area indicated she found two yachts on the beach, one of them labouring violently in the surf. A line was passed to this yacht, and the life-boat towed her to Saundersfoot. The other yacht was not in trouble. The life-boat then returned to her station, which she reached at 3.15. Rewards to the crew, £9 12s. ; rewards to the helpers on shore, £3 18s.

#### TWO YOUTHS RESCUED BY BREECHES BUOY

**Newhaven, Sussex.** At 1.14 on the afternoon of the 10th of July, 1960, the coastguard informed the honorary secretary that a canoe had capsized off Cuckmere. The life-boat *Kathleen Mary* was launched at 1.25 in a strong south-south-westerly breeze and a rough sea. It was high water. When the life-boat reached the area indicated two youths were found at the foot of the rocks, to which they had swum from the canoe. A line was fired to them, and they were hauled on board the life-boat by breeches buoy. The life-boat arrived back at her station at three o'clock. Rewards to the crew, £7 ; rewards to the helpers on shore, £3 13s.

#### TOW FOR MOTOR YACHT WITH ENGINE TROUBLE

**Clacton-on-Sea, Essex.** At 3.42 on the afternoon of the 10th of July, 1960, the coastguard informed the honorary secretary that a boat anchored off Colne Point was dragging her anchor and showing a distress signal at the mast-head. The life-boat *Sir Godfrey Baring* was launched at four o'clock in a light south-south-westerly breeze and a slight sea. It was two hours after high water. The life-boat came up with the casualty, which was a motor yacht with a crew of three, and found that she had engine trouble. The yacht was towed to Brightlingsea, and the life-boat then returned to Clacton. The

weather by then had grown worse, and the life-boat had to lie off the pier until the morning. As conditions did not improve, the life-boat returned to Brightlingsea. She finally reached her station at 8.30 on the morning of the 12th of July. Rewards to the crew, £36 11s. ; rewards to the helpers on shore, £15 8s.

#### INJURED MAN TAKEN OFF U.S. TROOPSHIP

**Thurso, Caithness-shire.** At 4.50 on the afternoon of the 10th of July, 1960, the coastguard informed the honorary secretary that the United States troopship *General Randall* was passing through the Pentland Firth with a badly injured man aboard, who had to be landed for hospital treatment. The life-boat *Pentland (Civil Service No. 31)* was launched at 5.40 in a fresh south-easterly breeze and a moderate sea. It was one hour after high water. A rendezvous with the troopship was made in Thurso Bay, and the injured man and a medical officer were transferred to the life-boat and landed. The medical officer was later taken back to the ship. The life-boat arrived back at her station at 7.30. Rewards to the crew, £7 ; rewards to the helpers on shore, etc., £3 9s.

#### YACHT ESCORTED AFTER GOING AGROUND

**Ramsgate, Kent.** At 7.53 on the evening of the 10th of July, 1960, the watchman on the east pier told the honorary secretary that a yacht was aground on the Brake Sands three and a half miles south of Ramsgate. The life-boat *Michael and Lily Davis* put out at 8.5, with the second coxswain in command, in a west-south-westerly breeze and a moderate sea. It was low water. The life-boat came up with the motor yacht *Salonika*, which had a crew of nine, and found that she was in no immediate danger. With the incoming tide the yacht refloated, and the life-boat escorted her to Ramsgate, reaching her station at 10.21. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, 10s.

#### LIFE-BOAT STANDS BY FRENCH YACHT IN GALE

**Shoreham Harbour, Sussex.** At 11.3 on the morning of the 11th of July, 1960, the coastguard informed the honorary secretary that distress signals had been fired from a yacht between Worthing and Lancing. The life-boat *Rosa Woodd and Phyllis Lunn* was launched at 11.14 in a fresh west-south-westerly gale, heavy rain and a rough sea. The tide was half ebb. The life-boat came up with the yacht *Duclair* of Le Havre, whose crew of four declined assistance. The life-boat stood by the yacht for some time and then returned to her station, arriving at 4.5. Rewards to the crew, £12 19s. ; rewards to the helpers on shore, £4 10s.

#### CANOEIST RESCUED IN HARBOUR

**Dover, Kent.** At 3.5 on the afternoon of the 11th of July, 1960, a report was received that a canoe had capsized in Dover harbour. The life-boat *Southern Africa* put out at 3.15 in a fresh south-westerly gale and a moderate sea. It was two hours after high water. The life-boat picked up one man and the canoe. Another man who had been in the canoe had swum ashore. The life-boat arrived back at her station at 4.15. Rewards to the crew, £5 ; reward to the helper on shore, 5s.

#### LINE FIRED TO BOAT DRIFTING NEAR ROCKS

**Troon, Ayrshire.** At four o'clock on the afternoon of the 11th of July, 1960, the coastguard informed the honorary secretary that a motor boat had broken down with engine trouble near the Bell Rock off Prestwick. The life-boat *James and Barbara Aitken* put out at 4.25 in a gentle north-westerly breeze and a slight sea. It was two hours after low water. The life-boat came up with the motor boat *Aquila*, which had a crew of two and which was drifting dangerously near the rocks. A line was fired, and a tow-rope passed to another motor boat. The life-boat then returned to her station, arriving at 6.30. Rewards to the crew, £8 8s.



#### LEAKING TRAWLER FOUND AFTER NIGHT SEARCH

**Cromer, Norfolk.** At 10.14 on the night of the 11th of July, 1960, the coastguard informed the honorary secretary that red flares had been observed six to seven miles east-south-east of the Newarp lightvessel. The no. 1 life-boat *Henry Blogg* was launched at 10.40 in a fresh west-north-westerly breeze and a rough sea. It was high water. The weather was overcast with poor visibility. As no trace of the casualty could be found in the position given, it was thought that she might have floated off the Happisborough Sands and be drifting. The area of search was altered, and eventually the trawler *Craddock*, with a crew of six, was found with the motor vessel *Melrose Abbey* of Hull standing by. The *Craddock* was leaking badly, and two members of the life-boat crew were put on board her. The life-boat sent a message by radio-telephone for a tug and stood by until the tug arrived to take the *Craddock* in tow. The life-boat then returned to her station, arriving at 5.45 in the morning. Property salvage case.

#### BOAT RESCUES GIRL DRIFTING ON MATTRESS

**Great Yarmouth and Gorleston, Norfolk.** At 10.27 on the morning of the 12th of July, 1960, the coastguard informed the honorary secretary that a girl had been seen floating from the beach on a rubber mattress. The life-boat *Louise Stephens* was launched three minutes later in a moderate westerly breeze and a slight sea. It was two hours before low water. The girl was picked up by a motor boat near the harbour mouth and transferred to the life-boat. She was suffering from shock and was wrapped in blankets. On being landed, she was taken by ambulance to hospital. The life-boat arrived back at her station at 10.41. Rewards to the crew, £6 5s.; rewards to the helpers on shore, £4 5s.

#### NIGHT SEARCH FOR MISSING NAVAL RATINGS

**Plymouth, Devon.** At 1.45 early on the morning of the 13th of July, 1960, the coastguard told the coxswain that

a dinghy with two naval ratings returning to their ship was missing. The life-boat *Thomas Forehead and Mary Rowse* put out at 1.57 in a strong southerly breeze and a rough sea. There were heavy rain squalls. It was two hours before low water. The life-boat carried out an extensive search in co-operation with other craft, using flares and her searchlight. Shortly after daylight the life-boat found the dinghy, which she recovered. The two ratings had swum safely ashore after their dinghy had capsized in the rough sea about two hundred yards off shore. The life-boat reached her station at 6.15. Rewards to the crew, £12 16s.

#### TWO RESCUED AFTER YACHT CAPSIZES

**Eastbourne, Sussex.** At 7.10 on the evening of the 13th of July, 1960, the coastguard informed the assistant honorary secretary that a yacht had capsized about three-quarters of a mile from the boathouse. The life-boat *Beryl Tollemache* was launched at 7.18 in a strong southerly breeze and a rough sea. It was low water. The life-boat came up with the yacht *Kittiwake* and found two people clinging to her. They were taken on board the life-boat, which towed the yacht ashore. The life-boat arrived back at her station at 7.45. The two survivors made a donation to the Institution's funds. Rewards to the crew, £8; rewards to the helpers on shore, £15 16s.

#### TOW FOR YACHT AFTER ENGINE BREAKDOWN

**Humber, Yorkshire.** At 12.38 on the afternoon of the 14th of July, 1960, the coastguard informed the coxswain superintendent that a yacht was drifting towards the entrance of the River Humber but was not showing distress signals. The yacht was kept under observation, and at 1.5 the life-boat *City of Bradford III* was launched in a gentle westerly breeze and a smooth sea. The tide was half ebb. The life-boat came up with the yacht *Sthoreen*, which had one man aboard, three miles south-east of Spurn Point and found she had a broken rudder pintle and that her engine had broken down. She towed the yacht

to Grimsby and then returned to her station, arriving at 5.50. Paid permanent crew.

#### YACHT TOWED AFTER CREW TAKEN OFF

**Yarmouth, Isle of Wight.** At 4.27 on the afternoon of the 14th of July, 1960, the coastguard informed the honorary secretary that a sailing dinghy had capsized in the Solent between Lymington Spit buoy and Fort Albert. The life-boat *S.G.E.* was launched at 4.37 in a fresh south-westerly breeze and a rough sea. It was high water. As the life-boat was approaching the casualty, which was the yacht *Tomasina*, the yacht's crew of two were picked up by a motor launch, which was on passage from Hurst to Yarmouth. The yacht was righted and taken in tow by the life-boat, which arrived back at her station at 6.10. Property salvage case.

#### TOW FOR VESSEL DRIFTING TOWARDS ROCKS

**Islay, Hebrides.** At 11.53 on the morning of the 15th of July, 1960, a report was received that the motor vessel *Universal Dipchick* was calling for the assistance of a life-boat as she had lost her anchor and was drifting towards the Black Rock reef with her main engine out of action. The life-boat *Francis W. Wotherspoon of Paisley* put out at 12.12 in a moderate northerly breeze and a choppy sea. It was two hours after high water. The life-boat came up with the vessel, which had a crew of six, three hundred yards off the rocks and succeeded in taking her in tow. The life-boat reached her station at 1.45. Property salvage case.

#### WATERLOGGED LAUNCH TAKEN IN TOW

**Bembridge, Isle of Wight.** At 11.15 on the morning of the 16th of July, 1960, the coastguard passed on to the honorary secretary a report that a motor launch was firing red flares three miles east of Bembridge. The life-boat *Jesse Lumb* was launched at 11.20 in a gentle south-westerly breeze and a moderate sea. It was low water. The life-boat came up with the launch *Batboat II*, which had one man on board. The

launch was waterlogged and her engine was out of action. The life-boat took her in tow and arrived back at her station at 12.35. Rewards to the crew, £6; rewards to the helpers on shore, £3 5s.

#### CANOE RACE COMPETITOR RESCUED

**Barry Dock, Glamorganshire.** At 12.15 on the afternoon of the 16th of July, 1960, the life-boat *Rachel and Mary Evans* began escorting the competitors in a canoe race from Watch Tower Bay towards Weston-super-Mare. There was a fresh south-westerly breeze and a choppy sea. A number of canoes got into difficulties, and the life-boat picked up the crews and took their craft on board. One canoe capsized and was spotted by an aircraft, which directed the life-boat to the position by means of flares. The life-boat rescued the canoeist and arrived back at her station at nine o'clock. Rewards to the crew, £15 1s.; rewards to the helpers on shore, £3.

#### THIRTEEN PEOPLE CUT OFF BY TIDE

**Dover, Kent.** At 6.15 on the evening of the 16th of July, 1960, the police reported that a number of people had been cut off by the tide at Fan Bay. The life-boat *Southern Africa* put out, towing her boarding boat, in a moderate southerly breeze and a moderate sea. It was one hour after high water. Thirteen people were taken off the beach, transferred to the life-boat and landed at Camber. The life-boat arrived back at her station at eight o'clock. Rewards to the crew, £10; reward to the helper on shore, 5s.

#### YACHT'S CREW TAKEN OFF ISLAND

**Poole, Dorset.** At 12.55 on the afternoon of the 17th of July, 1960, the police informed the honorary secretary that a cabin cruiser was considerably overdue from a fishing trip and that the crew's relatives were becoming anxious. The life-boat *Thomas Kirk Wright* was launched at 1.15 in a strong south-westerly breeze and a choppy sea. The tide was flooding. The life-boat found

the yacht *Forella* ashore on Brownsea Island, where she had been blown after parting her anchor cable. Her crew of two were standing by the yacht, and the life-boat took them off and landed them at Poole. The life-boat arrived back at her station at 2.40. Rewards to the crew, £6; rewards to the helpers on shore, £1 16s.

#### CREWS OF TWO DINGHIES TAKEN ON BOARD

**Coverack, Cornwall.** At 4.38 on the afternoon of the 17th of July, 1960, the honorary secretary was informed that a dinghy appeared to be in difficulties and was being blown ashore on Lowland Point. The life-boat *William Taylor of Oldham* was launched at 4.50 in a strong west-south-westerly breeze and a rough sea. It was two hours before low water. The life-boat went alongside the dinghy, which was in a dangerous position, and took off her crew of two. The life-boat took the dinghy in tow and before returning to her station picked up two other people from a second dinghy, which was also in difficulty. This dinghy too was taken in tow. The life-boat arrived back at her station at six o'clock. Rewards to the crew, £7; rewards to the helpers on shore, £5 8s.

#### ISLAND'S OWNER TAKEN OFF TO HOSPITAL

**Clovelly, Devon.** At 4.45 on the afternoon of the 18th of July, 1960, a message was received that the owner of Lundy Island had injured his hand so badly that he needed medical attention urgently. No other boat being available, the life-boat *William Cantrell Ashley* was launched at 5.30 in a fresh westerly breeze and a moderate sea. The tide was half ebb. The injured man was embarked and landed at Clovelly, where a doctor was waiting, and the life-boat arrived back at her station at 10.15. The owner of Lundy Island made a donation to the Institution's funds to cover the cost of the launch. Rewards to the crew, £9 12s.; rewards to the helpers on shore, £10 16s.

#### COASTER AND STEAMER IN COLLISION

**New Brighton, Cheshire.** At 10.18 on the night of the 18th of July, 1960, the coastguard informed the honorary secretary that a collision had occurred between the coaster *Denbigh Coast* and the s.s. *Irish Maple* one mile east of the Formby light float, and that the *Denbigh Coast* was settling. The life-boat *Norman B. Corlett* put out at 10.30 in a moderate westerly breeze with a slight sea and rain squalls. It was two hours after high water. When the life-boat reached the position it was found that the crew of ten of the *Denbigh Coast* had been rescued by other vessels. A ship's boat was taken in tow by the life-boat, which arrived back at her station at three o'clock in the morning. Rewards to the crew, £9 12s.; rewards to the helpers on shore, £1 12s.

#### MAN RESCUED AFTER DINGHY CAPSIZES

**Dungeness, Kent.** At 9.20 on the morning of the 19th of July, 1960, the coastguard informed the honorary secretary that a sailing dinghy was in difficulties two miles east of Dungeness Point. The life-boat *Mabel E. Holland* was launched at 9.40 in a fresh south-westerly breeze and a moderate sea. It was high water. When the life-boat reached the position, she found that the dinghy *Siox Kayak* had capsized and that her sole occupant was clinging to her. The man was picked up and the dinghy taken in tow. The life-boat arrived back at her station at 11.3. Rewards to the crew, £6; rewards to the helpers on shore, £9 15s.

#### ESCORT FOR YACHT WITH TWO CHILDREN ABOARD

**Stromness, Orkneys.** At one o'clock early on the morning of the 21st of July, 1960, the police informed the honorary secretary that after a small yacht had stranded under *Ness Battery* one of her crew had come ashore to get help, but on returning to the boat had found that she had refloated. The life-boat *Archibald and Alexander M. Paterson* was launched at 2.3 in a light south-easterly breeze and a smooth sea. It was one hour before low water. The

yacht *Spray*, which had four people on board, including a woman and two children, was found at the entrance to Stromness harbour and was escorted to Graemsay. The life-boat arrived back at her station at 3.30. Rewards to the crew, £7; rewards to the helpers on shore, £1 16s.

#### ESCORT FOR WATERLOGGED YACHT IN TOW

**Selsey, Sussex.** At 12.15 on the afternoon of the 21st of July, 1960, the coastguard informed the honorary secretary that they were keeping the yacht *Lucy*, which appeared to have engine trouble, under observation. A fishing vessel was later seen to take the yacht in tow, but because of the deteriorating weather at the time and the probable condition of the *Lucy*, it was decided to launch the life-boat. The life-boat *Canadian Pacific* was launched at one o'clock in a moderate west-south-westerly breeze and a moderate sea. It was two hours after high water. The *Lucy*, which was under tow and waterlogged, was escorted to Selsey, where she was beached. The life-boat arrived back at her station at three o'clock. Rewards to crew, £8 8s.; rewards to the helpers on shore, £4 18s.

#### ESCORT FOR YACHT AFTER CAPSIZE

**Llandudno, Caernarvonshire.** At one o'clock on the afternoon of the 21st of July, 1960, the coastguard informed the honorary secretary that a small yacht appeared to be in difficulties off the Little Orme. Shortly afterwards the yacht was seen to capsize, and the life-boat *Annie Ronald and Isabella Forrest* was launched at 1.12 in a fresh north-westerly breeze and a moderate sea. It was two hours after high water. The yacht's crew had managed to right her, and the life-boat then escorted her to moorings, reaching her station at 2.50. Rewards to the crew, £8; rewards to the helpers on shore, £3 5s.

#### CREW TAKEN OFF ROWING BOAT

**Bembridge, Isle of Wight.** At 3.36 on the afternoon of the 21st of July, 1960, the coastguard informed the honorary secretary that a dismasted sailing boat had been reported off Bramble buoy and

that her crew of two were asking for help. The life-boat *Jesse Lumb* was launched at 3.42 in a strong south-westerly breeze and a rough sea. The tide was half ebb. On her way to the position the life-boat picked up the four occupants of a rowing boat, which was in difficulties off Seaview. A later message stated that the sailing boat had gone ashore between Hill Head and Le-on-Solent and that her crew of two were safe. The life-boat was recalled and arrived back at her station at 6.50. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £3 5s.

#### TOW TAKEN OVER FROM COLLIER

**Scarborough, Yorkshire.** At 6.50 on the evening of the 21st of July, 1960, the coastguard informed the honorary secretary that the fishing boat *Sparkling Star* was in a sinking condition and was being towed by the collier *Capitol*, which had asked for the help of a life-boat. The life-boat *J. G. Graves of Sheffield* was launched at 6.55 in a fresh west-north-westerly breeze and a smooth sea. The tide was half ebb. The life-boat came up with the *Capitol* three miles east-south-east of Scarborough and took over the tow. The life-boat arrived back at her station at eight o'clock. Rewards to the crew, £6; rewards to the helpers on shore, £6 13s.

#### YACHT ESCORTED IN SQUALLY WEATHER

**Hastings, Sussex.** At 1.50 on the afternoon of the 22nd of July, 1960, the life-boat mechanic asked the coastguard to keep a catamaran under observation. As the weather was becoming rapidly worse and the boat could not be seen because of heavy rain squalls, it was decided to launch the life-boat *M.T.C.*, which put out at 2.54. It was two hours before low water, there was a strong south-westerly breeze, and the sea was rough. The life-boat came up with the *Shelduck*, which was yawing badly, five miles east-south-east of Hastings. She had three men and a girl on board. The life-boat escorted her to Rye and then returned to her station, arriving at 6.22. A donation was made to the Institution's funds. Rewards to the crew, £9 16s.; rewards to the helpers on shore, £24 12s.

#### INJURED MAN TAKEN OFF WELSH ISLAND

**St. David's, Pembrokeshire.** At 8.5 on the evening of the 22nd of July, 1960, the coastguard informed the honorary secretary that a man who had fallen down the cliff at Ramsey Island was injured, and that the services of the life-boat might be required. The fact that the life-boat was needed was later confirmed, and the life-boat *Swyn-y-Mor* (Civil Service No. 6) was launched, the boarding boat with a stretcher on board being taken in tow. There was a gentle westerly breeze and a moderate sea, and the weather was overcast and showery. It was two hours before low water. Three of the crew of the life-boat landed on the island and went to the farmhouse, where a doctor was attending the injured man. The patient was transferred by stretcher to the boarding boat and then to the life-boat, which landed him at Porth Stinnan, where an ambulance was waiting. The life-boat arrived back at her station at 10.45. Rewards to the crew, £6; rewards to the helpers on shore, £2 12s.

#### MAN'S BODY FOUND IN SEA

**Shoreham Harbour, Sussex.** At 2.16 on the afternoon of the 23rd of July, 1960, the life-boat *Rosa Woodd and Phyllis Lunn* was launched on exercise in a light westerly breeze and a smooth sea. The tide was half ebb. Soon after the life-boat had left the harbour the body of a man who had gone overboard from the yacht *Solveig* the night before was found and recovered. Artificial respiration was applied and the oxygen resuscitation apparatus was used, but without success. A message was passed by radio-telephone for an ambulance to meet the life-boat, and the body was landed at 3.45. The exercise was then resumed. Rewards to the crew, £7; rewards to the helpers on shore, £1 5s. 6d.

#### TWO MEN RESCUED AFTER DINGHY CAPSIZES

**Holyhead, Anglesey.** At 4.9 on the afternoon of the 24th of July, 1960, the coastguard informed the honorary secretary that a sailing dinghy had capsized two miles north-west of Penrhos beach and that her crew of two were clinging

to her. The life-boat *White Star*, on temporary duty at the station, was launched five minutes later in a moderate southerly breeze and a moderate sea. Visibility was poor. It was low water. The dinghy was found, and the two men, who were suffering badly from exhaustion and exposure, were picked up. The life-boat took the dinghy in tow and arrived back at her station at 4.47. Rewards to the crew, £6; rewards to the helpers on shore, £3 12s.

#### ESCORT FOR YACHT IN ROUGH SEA

**Newhaven, Sussex.** At 12.40, early on the morning of the 25th of July, 1960, the coastguard informed the honorary secretary that a vessel was firing red flares a quarter of a mile off Birling Gap. The life-boat *Kathleen Mary* was launched at one o'clock in a rough sea and a fresh south-westerly breeze with rain squalls. It was high water. The life-boat came up with the yacht *Lady Kareem*, which had a crew of three. She put one man on board and escorted the yacht, whose compass was out of order, to harbour. The life-boat arrived back at her station at three o'clock. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £3 14s.

#### TOW FOR CATAMARAN AFTER LAUNCH TO DINGHY

**Moelfre, Anglesey.** At 3.40 on the afternoon of the 25th July, 1960, the coastguard informed the honorary secretary that a sailing dinghy had capsized three miles south-east of the boathouse. The life-boat *Watkin Williams* was launched at 3.45 in a gentle to moderate south-westerly breeze and a choppy sea. The tide was half ebb. The life-boat found a catamaran with a crew of three, who had attempted to assist the dinghy but were themselves in difficulties. The catamaran was taken in tow, and the life-boat arrived back at her station at 5.30. *The dinghy had been towed ashore by a motor launch.* Rewards to the crew, £5; rewards to the helpers on shore, £2 12s.

#### TOW OF FISHING BOAT TAKEN OVER

**Hastings, Sussex.** At 9.45 on the evening of the 25th of July, 1960, the coastguard informed the honorary

secretary that red flares had been observed five miles south-east-by-south of Fairlight. The life-boat *M.T.C.* was launched at 10.9 in a gentle north-westerly breeze and a smooth sea. It was two hours after high water. The fishing boat *Our Lady* was found to be in tow of another fishing boat *Patricia Peggy*, and the life-boat took over the tow to Hastings. The life-boat arrived back at her station at 11.42. Rewards to the crew, £7; rewards to the helpers on shore, £23 4s.

#### TOW FOR FISHING BOAT WITH ENGINE DISABLED

**Workington, Cumberland.** At 5.7 on the afternoon of the 26th of July, 1960, the coastguard told the honorary secretary that a fishing boat was firing red flares one mile south of Workington pier. The life-boat *Manchester and Salford XXIX* was launched three minutes later in a fresh west-north-westerly breeze and a moderate sea. It was two hours before low water. The life-boat found the fishing vessel *Primrose*, which had a crew of seven, drifting with her engine out of action. She towed her back to harbour, arriving at six o'clock. Rewards to the crew, £7.

#### HELICOPTER CRASHES INTO SEA

**Great Yarmouth and Gorleston, Norfolk.** At 11.53 on the morning of the 27th of July, 1960, the coastguard informed the honorary secretary that a helicopter had been seen to crash half a mile east of Gorleston coastguard lookout. The life-boat *Louise Stephens* was launched three minutes later in a gentle south-south-easterly breeze and a slight sea. It was high water. An air-sea rescue launch, which had been exercising with the helicopter, arrived just before the life-boat and rescued the helicopter crew of three. The life-boat picked up a rubber dinghy and transferred it to the rescue launch. She then returned to her station, arriving at 12.20. Rewards to the crew, £10; rewards to the helpers on shore, £3.

#### TOW RECONNECTED AND BOATS ESCORTED

**Dungeness, Kent.** At 10.41 on the morning of the 28th of July, 1960, the

coastguard informed the honorary secretary that a vessel towing a cabin cruiser appeared to have broken down. She was drifting broadside and flying a red flag on a short mast. The life-boat *Mabel E. Holland* was launched at 11.15 in a strong south-west-by-westerly breeze and a rough sea. It was low water. The life-boat came up with the launch *Victor*, which had a crew of three, some two miles south-west of the life-boat station and found that the rope which had connected the *Victor* and the yacht *Lulworth Castle* had parted. The life-boat crew helped to reconnect the tow, and the life-boat escorted both boats into smooth water, returning to her station at 1.50. Rewards to the crew, £10 16s.; rewards to the helpers on shore, £11 4s.

#### TOW FOR DINGHY WITH FOULED PROPELLER

**Porthdinllaen, Caernarvonshire.** At 5.10 on the afternoon of the 28th of July, 1960, the coastguard informed the honorary secretary that a small boat appeared to be in difficulties and drifting off Porthdinllaen Point. The life-boat *Charles Henry Ashley* was launched at 5.30 in a strong south-westerly breeze and a rough sea. It was one hour before low water. The life-boat came alongside the dinghy, which had a crew of three, and found that her outboard engine had broken down and that a rope had fouled her propeller. The boat was taken in tow, and the life-boat arrived back at her station at 6.35. Rewards to the crew, £5; rewards to the helpers on shore, £3 18s.

#### ESCORT FOR BARGE IN TOW OF ANOTHER

**Margate, Kent.** At 8.12 on the morning of the 29th of July, 1960, the coastguard informed the honorary secretary that a barge was flying the international code flag F, indicating she was disabled, four miles east-north-east of Margate pier. The life-boat *North Foreland (Civil Service No. 11)* was launched at 8.36 in a moderate west-south-westerly breeze and a choppy sea. It was two hours before low water. The life-boat spoke the motor barge *Pudge*, which had a crew of two, and the master said

that they were awaiting help from another of the company's barges. After the second barge had taken the *Pudge* in tow the life-boat escorted both vessels to a safe anchorage. The life-boat arrived back at her station at 10.30. Rewards to the crew, £6; rewards to the helpers on shore, £4 4s.

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

**Salcombe, Devon.**—July 2nd.—Rewards, £9 12s.

**Salcombe, Devon.**—July 3rd.—Rewards, £8 4s.

**Margate, Kent.**—July 3rd.—Rewards, £18 13s.

**Great Yarmouth and Gorleston, Norfolk.**—July 14th.—Rewards, £9.

**Southend-on-Sea, Essex.**—July 8th.—Rewards, £11 18s.

**Portrush, Co. Antrim.**—July 8th.—Rewards, £7 16s.

**Swanage, Dorset.**—July 9th.—Rewards, £7 16s.

**Runswick, Yorkshire.**—July 9th.—Rewards, £17 1s.

**Porthdinllaen, Caernarvonshire.**—July 9th.—Rewards, £8 8s.

**Selsey, Sussex.**—July 10th.—Rewards, £7 14s.

**Selsey, Sussex.**—July 10th.—Rewards.—£13 6s.

**Fowey, Cornwall.**—July 10th.—Rewards, £7 6s.

**Fowey, Cornwall.**—July 10th.—Rewards, £8 8s.

**Southend-on-Sea, Essex.**—July 10th.—Rewards, £13 16s.

**Southend-on-Sea, Essex.**—July 11th.—Rewards, £17 12s.

**Aberdeen No. 1.**—July 12th.—Rewards, £7 12s.

**Ramsgate, Kent.**—July 12th.—Rewards, £7 10s.

**Humber, Yorkshire.**—July 13th.—Paid permanent crew.

**Donaghadee, Co. Down.**—July 13th.—Rewards, £9 2s.

**Weston-super-Mare, Somerset.**—July 14th.—Rewards, £12 16s.

**Holyhead, Anglesey.**—July 14th.—Rewards, £15 3s.

**Eastbourne, Sussex.**—July 14th.—Rewards, £23 14s.

**Great Yarmouth and Gorleston, Norfolk.**—July 14th.—Rewards, £9.

**Coverack, Cornwall.**—July 14th.—Rewards, £14 12s.

**Holyhead, Anglesey.**—July 15th.—Rewards, £8 18s.

**Shoreham Harbour, Sussex.**—July 16th.—Rewards, £11.

**Exmouth, Devon.**—July 16th.—Rewards, £7.

**Yarmouth, Isle of Wight.**—July 17th.—Rewards, £7.

**Torbay, Devon.**—July 17th.—Rewards, £8 6s.

**North Sunderland, Northumberland.**—July 17th.—Rewards, £13 15s.

**Newhaven, Sussex.**—July 17th.—Rewards, £10 13s.

**Rhyl, Flintshire.**—July 17th.—Rewards, £10 11s.

**Plymouth, Devon.**—July 17th.—Rewards, £9.

**Islay, Inner Hebrides.**—July 19th.—Rewards, £5 13s.

**Wick, Caithness-shire.**—July 20th.—Rewards, £6 8s.

**Humber, Yorkshire.**—July 21st.—Paid Permanent Crew.

**Boulmer, Northumberland.**—July 22nd.—Rewards, £15 16s.

**Dungeness, Kent.**—July 23rd.—Rewards, £30 14s.

**Shoreham Harbour, Sussex.**—July 23rd.—Rewards, £13.

**Port St. Mary, Isle of Man.**—July 23rd.—Rewards, £7.

**Tenby, Pembrokeshire.**—July 24th.—Rewards, £12 6s.

**Islay, Inner Hebrides.**—July 24th.—Rewards, £21 1s.

**Dun Laoghaire, Co. Dublin.**—July 24th.—Rewards, £10 6s.

**Plymouth, Devon.**—July 25th.—Rewards, £4.

**Broughty Ferry, Angus.**—July 25th.—Rewards, £7 17s.

**Torbay, Devon.**—July 26th.—Rewards, £11.

**Aldeburgh, Suffolk.**—July 26th.—Rewards, £28 6s.

**Swanage, Dorset.**—July 28th.—Rewards, £21 9s.

**Tenby, Pembrokeshire.**—July 28th.—Rewards, £15 8s.

**Clacton-on-Sea, Essex.**—July 29th.—Rewards, £12 11s.

**Howth, Co. Dublin.**—July 29th.—Rewards, £8 16s.

**Padstow No. 2, Cornwall.**—July 29th.—Rewards, £12.

**Dungeness, Kent.**—July 30th.—Rewards, £20.

**Falmouth, Cornwall.**—July 30th.—Rewards, £17 9s.

**Anstruther, Fife.**—July 30th.—Rewards, £15 6s.

**Tenby, Pembrokeshire.**—July 31st.—Rewards, £10 12s.

**Falmouth, Cornwall.**—July 31st.—Rewards, £8 8s.

**Hastings, Kent.**—July 31st.—Rewards, £28 8s.

**Ramsgate, Kent.**—July 31st.—Rewards, £7 10s.

### AUGUST

DURING August life-boats were launched on service 96 times and rescued 48 lives.

#### INJURED MAN TAKEN OFF IRISH LIGHTHOUSE

**Rosslare Harbour, Co. Wexford.** At 4.55 on the afternoon of the 1st of August, 1960, a request was received from the Commissioners of Irish Lights for the life-boat to bring ashore an injured keeper from Tuskar Rock lighthouse and take out another keeper to relieve him. The life-boat *Douglas Hyde* put out at 6.45, with a boarding boat in tow, in a gentle southerly breeze and a calm sea. The tide was half ebb. The life-boat embarked the injured man with considerable difficulty and landed him at Rosslare, where he was treated by a doctor before being transferred to hospital. The life-boat arrived back at her moorings at 9.10. Rewards to the crew, £10; rewards to the helper on shore, 15s.

#### TOW FOR WHALER WITH CADETS ON BOARD

**The Lizard, Cornwall.** At 6.30 on the evening of the 2nd of August, 1960, information was received that a naval whaler manned by an officer and four cadets on passage from Falmouth to Penzance was off the Lizard and might be in difficulties. The life-boat *Duke of York* was launched at 8.15 in a light north-westerly breeze and a calm sea. It was

two hours before low water. At the request of the naval authorities the life-boat towed the whaler into Porthleven, as the boat was not equipped for being under way during darkness. The life-boat arrived back at her station at 11.45. Rewards to the crew, £9 16s.; rewards to the helpers on shore, £10 16s.

#### THREE BOATS HELP TO REFLOAT YACHT

**Campbeltown, Argyllshire.** At 6.30 on the morning of the 3rd of August, 1960, information was received that a yacht was aground in Machrihanish Bay. The life-boat *City of Glasgow II* put out in a fresh-to-strong north-north-westerly breeze and a moderate to rough sea. It was high water. The life-boat found the yacht *Skerryvore* aground a quarter of a mile north of Machrihanish Burn with three of her crew of six on board. A line was passed and connected. Two fishing boats also reached the scene, and with their help the yacht was refloated. The life-boat arrived back at her station at 12.50 early on the 4th of August. Rewards to the crew, £36 1s.; rewards to the helpers on shore, £1 9s.

#### MAN RESCUED FROM RUBBER MATTRESS

**Cromer, Norfolk.** At 7.50 on the morning of the 3rd of August, 1960, the coastguard informed the honorary secretary that a man on a rubber mattress appeared to be in difficulties and was drifting out to sea. No other boat being available, the life-boat *Henry Blogg* was launched at 7.55 in a moderate south-westerly breeze and a corresponding sea. It was two hours after high water. The man was picked up about half a mile east of the life-boat station in an exhausted condition. The life-boat arrived back at her station at nine o'clock. The rescued man made a donation to the Institution's funds. Rewards to the crew, £7; rewards to the helpers on shore, £5 12s.

#### TOW TAKEN OVER FROM DUTCH SHIP

**Swanage, Dorset.** At 6.44 on the evening of the 4th of August, 1960, the coastguard informed the honorary secretary that the motor vessel *Camroux I*



of London had a yacht in tow which she wished to hand over. As no other boat was available, the life-boat *R.L.P.* was launched at 6.59 in a light south-westerly breeze and a smooth sea. The tide was half ebb. The life-boat took over the tow of the yacht *Fairwinds*, which had a crew of two, a mile and a half east of Peveril Point and towed her to moorings in Swanage Bay. The life-boat arrived back at her station at 7.25. Rewards to the crew, £7; rewards to the helpers on shore, £2 8s.

#### LIFE-BOAT RECOVERS BOYS' DINGHY

**Arklow, Co. Wicklow.** At 11.44 on the morning of the 6th of August, 1960, the honorary secretary learnt from the Wicklow life-boat station that a dinghy had been seen to capsiz off Mizen Head. The life-boat *Inbhear Mor* was launched at 11.51 in a light north-easterly breeze and a moderate sea. It was two hours after high water. When the life-boat arrived at the position, onlookers told the coxswain that the boys had reached the beach. The life-boat recovered their dinghy and returned to her station, arriving at 1.20. Rewards to the crew, £8; rewards to the helpers on shore, £3 14s.

#### TOW FOR FISHING BOAT WITH ENGINE TROUBLE

**Valentia, Co. Kerry.** At 7.30 on the evening of the 6th of August, 1960, a message was received from Valentia radio that the fishing boat *Ros Bui* was drifting two miles south of Puffin Head and needed immediate help. The life-boat *Rowland Watts* put out at 7.45 in a moderate north-easterly breeze and a calm sea. The tide was ebbing. The life-boat found the fishing boat six miles south of Puffin Head. The boat, which had a crew of six, had engine trouble. The life-boat towed her into Portmagee quay and arrived back at her station at 12.10 early on the 7th of August. Rewards to the crew, £9 12s.; rewards to the helpers on shore, 16s.

#### TOW FOR FISHING BOAT WITH FIVE ABOARD

**Bridlington, Yorkshire.** At 8.57 on the evening of the 7th of August, 1960, the coastguard informed the honorary

secretary that flares had been seen between the North and South Smethwick buoys three to five miles east-south-east of Bridlington. The life-boat *Tillie Morrison, Sheffield II* was launched at 9.5 in a light southerly breeze and a calm sea. The tide was half ebb. The life-boat searched for three hours and found the fishing boat *Margaret Ann* with her engine out of action and a crew of five on board. She towed the boat back to harbour and then returned to her station, arriving at 2.30 in the morning. Rewards to the crew, £10 17s.; rewards to the helpers on shore, £8 10s.

#### TOW FOR YACHT WITH ONE MAN ABOARD

**North Sunderland, Northumberland.** At 9.30 on the evening of the 7th of August 1960, the coastguard informed the honorary secretary that they had a yacht under observation. Seventeen minutes later they asked for the services of the life-boat. The life-boat *Grace Darling* launched at eight o'clock in a light northerly breeze and a slight sea. It was low water. The life-boat came up with the yacht, which had one man on board, and towed her back to harbour, arriving at eleven o'clock. Rewards to the crew, £6.

#### BODY RECOVERED FROM SEA

**Padstow, Cornwall.** At 6.22 on the evening of the 8th of August, 1960, the coastguard informed the honorary secretary that a body had been reported floating three hundred yards north-north-east of Trevoze lighthouse. No other boat being available, the life-boat *Joseph Hiram Chadwick* put out in a gentle north-westerly breeze and a slight sea. It was one hour before high water. The dead body was recovered, and the life-boat returned to her station, arriving at 8.30. Rewards to the crew, £5; rewards to the helper on shore, 12s.

#### FISHING FLEET WARNED OF BOMB DANGER

**Hastings, Sussex.** At eight o'clock on the evening of the 8th of August, 1960, the police informed the honorary secretary that a fishing vessel had towed an unexploded bomb on to the beach at the fishing stage. After discussion

with the police, it was decided to launch the life-boat to warn the fishing fleet as they returned from fishing. The life-boat *M.T.C.* was launched at eight o'clock. It was high water, there were light north-westerly airs, and the sea was smooth. The life-boat patrolled the area, and at 12.15, when the bomb no longer presented any danger, she began to escort the fishing boats to their berths. The weather was then deteriorating. The life-boat arrived back at her station at 1.15. Rewards to the crew, £17 5s.; rewards to the helpers on shore, £20 10s.

#### YACHT TOWED IN AFTER NIGHT SEARCH

**Minehead, Somerset.** At 9.50 on the evening of the 8th of August, 1960, the coastguard informed the honorary secretary that a dismasted yacht appeared to be broken down and in need of help in Bridgwater Bay. Further enquiries were made and, when the report was confirmed, the life-boat *B.H.M.H.* was launched at 10.25 in a gentle westerly breeze and a moderate sea. It was two hours after high water. The life-boat came up with the yacht *Pam*, which had a crew of three, some seven miles east of Minehead. She towed the yacht to harbour and arrived back at her station at six o'clock in the morning. Rewards to the crew, £13 13s.; rewards to the helpers on shore, £8 15s.

#### HELP FOR FRENCH TRAWLER AGROUND

**Newhaven, Sussex.** At 8.10 on the evening of the 9th of August, 1960, the coastguard informed the honorary secretary that a French trawler was aground at the entrance to the harbour. Ten minutes later the trawler asked for help. The life-boat *Kathleen Mary* was launched at 8.30 at low water in a squally south-westerly breeze and a moderate sea. An attempt was made to pull the trawler off, but the tow-line parted. A tug had now reached the scene, and the life-boat passed a line from the tug to the trawler, which was soon refloated and proceeded into harbour. The life-boat returned to her station at 9.45. Rewards to the crew, £7; rewards to the helpers on shore, £3 13s.

#### FISHING BOAT TOWED TO PIER

**Stronsay, Orkney Islands.** At 6.25 on the evening of the 10th of August, 1960, a local resident told the honorary secretary that a fishing boat was in difficulties close in to Warness and needed assistance. The life-boat *John Gellatly Hyndman* was launched at 6.45 in a strong north-north-easterly breeze and a rough sea. It was two hours before low water. The life-boat found the fishing-boat *Jean* with her engine out of order and a crew of two on board, and towed her to Eday pier. The life-boat returned to her station at 9.5. Rewards to the crew, £8 8s.; rewards to the helpers on shore, 12s.

#### FISHING BOAT WITH TWO ABOARD TOWED IN

**Sheringham, Norfolk.** At 1.30 on the afternoon of the 11th of August, 1960, the coxswain told the honorary secretary that a small fishing boat with two men on board was having considerable difficulty in making the shore. The life-boat *Foresters Centenary* was launched at 1.50 on the ebb tide with a fresh north-easterly breeze blowing and a moderate sea. The life-boat found the fishing boat *Enterprise*, with two men on board, and towed her to the shore. The life-boat returned to her station at 2.34. Rewards to the crew, £9; rewards to the helpers on shore, £17 8s.

#### EMPTY SAILING DINGHY TOWED IN

**Fishguard, Pembrokeshire.** At 12.12 on the afternoon of the 12th of August, 1960, the coastguard informed the chairman of the branch, who was acting as honorary secretary, that a sailing dinghy had capsized a mile and a half from South Pirsey Head. The life-boat *Howard Marryat* was launched at 12.28 in a moderate to fresh north-north-westerly breeze with a calm sea. The tide was flooding. The life-boat found the sailing dinghy with no one on board. She searched a wide area but found no sign of life. The dinghy was towed back to harbour, and handed over to the receiver of wrecks. The life-boat returned to her station at 6.30. Rewards to the crew, £12 10s.; rewards to the helpers on shore, £3 12s.



*By courtesy of*

*[Evening Argus, Brighton*

**NEWHAVEN LIFE-BOAT LANDS TWO BOYS**  
(see page 529)



*By courtesy of]*

*[The Irish Times*

**FIRING A LINE DURING EXERCISE IN DUN LAOGHAIRE HARBOUR**



*By courtesy of]*

*[The Irish Times*

**DUN LAOGHAIRE LIFE-BOAT ON EXERCISE**



*By courtesy of*

*[Esso Petroleum Co., Ltd.*

**ANGLE LIFE-BOAT STANDS BY TANKER**  
(see page 528)



*By courtesy of*

*[Aberdeen Journals Ltd.*

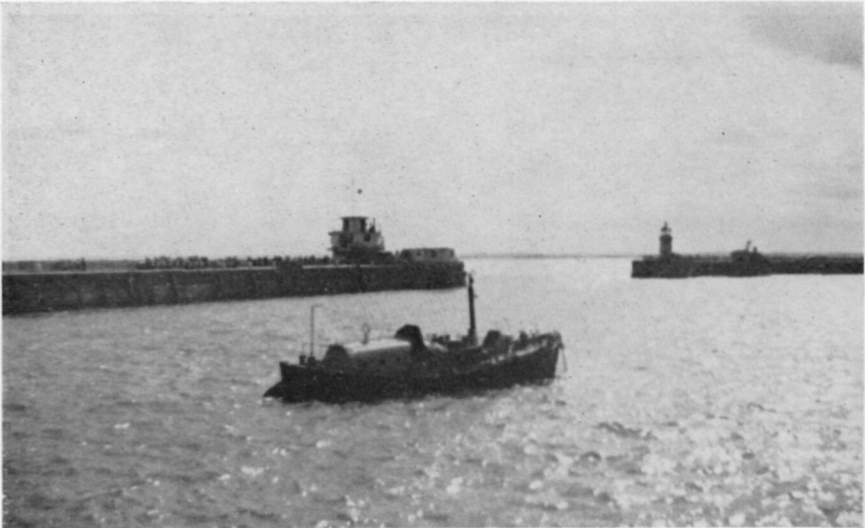
**WRECK OF THE FISHING BOAT "DEVOTION"**  
(see page 552)



*By courtesy of]*

*[Eastern Daily Press*

**SERVICE CONDUCTED ON BOARD SHERINGHAM LIFE-BOAT**



*By courtesy of]*

*[K. H. Briggs*

**RAMSGATE LIFE-BOAT IN HARBOUR AT EVENING**



*By courtesy of*

*[Norman F. Sinclair*

**THE QUEEN AND THE DUKE OF EDINBURGH  
ABOARD STRONSAY LIFE-BOAT**



*By courtesy of*

*[Selsey Photographic*

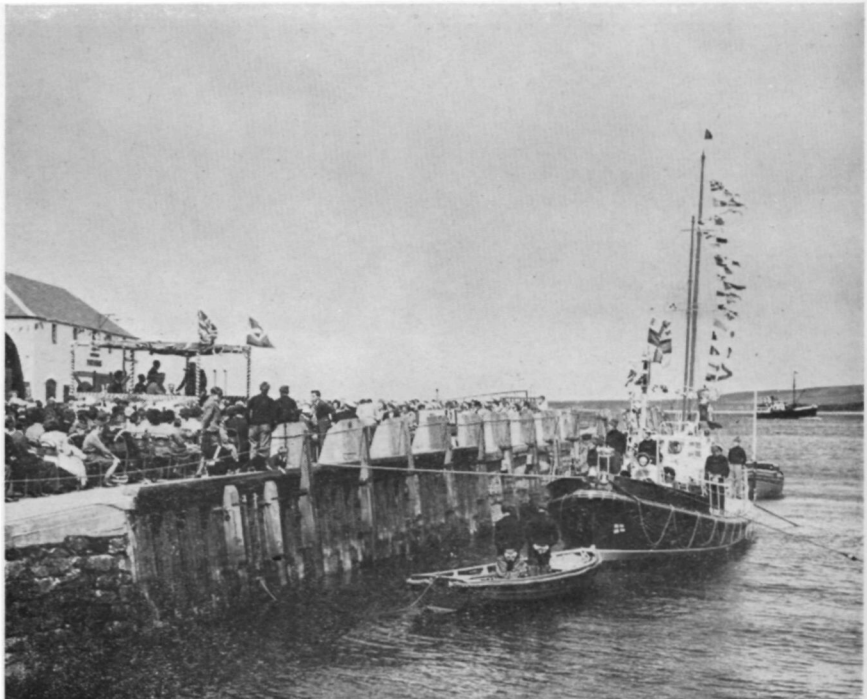
**SELSEY LIFE-BOAT LAUNCHED WHEN BOATHOUSE IS OPENED  
(see page 527)**



*By courtesy of ]*

*[C. Stevenson*

**LADY TEDDER NAMES NEW PENLEE LIFE-BOAT**  
(see page 527)



*By courtesy of ]*

*[Scottish Daily Record and Mail*

**NAMING THE NEW ISLAY LIFE-BOAT**





*By courtesy of*

*[Dorset Evening Echo*

**AERIAL VIEW OF WEYMOUTH HARBOUR**  
The life-boat, which lies afloat, is seen in the centre



*By courtesy of ]*

*[N. U. Cavell*

**QUEEN'S COUSIN IN SPEEDBOAT TOWED BY WALMER LIFE-BOAT**  
(see page 551)



*By courtesy of ]*

*[Belfast News-Letter*

**CENTENARY CELEBRATION AT PORTRUSH**  
(see page 525)

#### TOW FOR SMALL BOAT WITH TWO ABOARD

**The Mumbles, Glamorgan.** At 1.36 on the afternoon of the 12th of August, 1960, the coastguard informed the honorary secretary that a small open boat with two occupants was flying distress signals a mile and a half-mile south of Mumbles Head. The life-boat *William Gammon—Manchester & District XXX* was launched at 1.55 in a gentle to moderate west-north-westerly breeze with a smooth sea. The tide was half ebb. The life-boat came up with the pleasure boat *Roamer* and towed her back to the Mumbles, arriving at 3.6. Rewards to the crew, £6; rewards to the helpers on shore, £5 4s.

#### RESCUED MEN WITHOUT WATER FOR TWO DAYS

**Humber, Yorkshire.** At 9.55 on the morning of the 13th of August, 1960, the coastguard informed the honorary secretary that a small boat was in difficulties three and a half miles south-south-east of the Protector buoy. The life-boat *City of Bradford III* put out at 10.5 in a light south-westerly breeze. There was a moderate sea, and it was one hour after low water. The life-boat found a fishing boat, whose crew of two were taken on board and given hot soup. The men had been without water for two days and were very tired. The assistant mechanic went on board the fishing boat to steer her, and the life-boat then towed her to Grimsby. The life-boat afterwards returned to her station, arriving at 7.15. Property salvage case.

#### THREE RESCUED FROM CATAMARAN

**Selsey, Sussex.** At 5.31 on the evening of the 14th of August, 1960, the coastguard informed the honorary secretary that a catamaran had capsized a quarter of a mile south of Selsey Bill. The life-boat *Canadian Pacific* was launched at high water in a gentle west-south-westerly breeze and a moderate sea. The life-boat picked up the three people who had been in the catamaran from the water and returned to her station at seven o'clock. Rewards to the crew, £7; rewards to the helpers on shore, £4 17s.

#### ASSISTANT MECHANIC BOARDS YACHT

**Swanage, Dorset.** At 8.6 on the evening of the 14th of August, 1960, the coastguard informed the honorary secretary that a yacht with two people on board was drifting near Old Hang Rocks. The life-boat *R.L.P.* put out at 8.19 in a gentle to moderate west-south-westerly breeze with a slight sea. It was two hours before low water. The life-boat found the yacht *Maricke* anchored on the edge of the Milkmaid Shoal with her mainsail carried away and her auxiliary engine out of action. The coxswain put a man on board the yacht to help weigh anchor, and the life-boat then towed her into Poole harbour, where she anchored near Brownsea Island pier. The life-boat returned to her station, arriving at 10.30. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £2 16s.

#### SICK WOMAN LANDED FROM YACHT IN TOW

**Walton and Frinton, Essex.** At 11.50 on the morning of the 15th of August, 1960, the coastguard passed on to the honorary secretary a report from the Galloper lightvessel that the yacht *Julia*, bound from Rotterdam to Harwich, was alongside with a sick woman on board. Great concern for her condition was felt by her husband, who was also aboard the yacht and who was a doctor. He had asked for assistance to bring her ashore without delay. The life-boat *Edian Courtauld* left her moorings at 12.25 and put out, picking up on her way the second coxswain, who was lobster fishing. When the life-boat left the harbour the weather was cloudy with a light north-westerly wind and a corresponding sea. It was low water. When the life-boat reached the yacht, it was found that the woman and her nine-year-old daughter had been taken on board the lightvessel. The doctor, who was the owner of the yacht, said his auxiliary engine had broken down. He asked to be towed into the Walton River. After taking the yacht into Walton with the woman and child on board, the life-boat returned to her station at 10.30. The doctor made a

donation to the funds of the Institution. Rewards to the crew, £21 13s.; rewards to the helpers on shore, £5 5s.

#### TOW FOR YACHT WITH EXHAUSTED CREW

**St. Peter Port, Guernsey.** At 11.53 on the afternoon of the 15th of August, 1960, the honorary secretary received a message through the British Railways wireless station asking for the life-boat to go to the help of a yacht which was sinking seven miles north of Platte Fougère. The life-boat *Euphrosyne Kendal* put out at 12.7 in a moderate westerly breeze and a moderate sea. It was high water. The life-boat found the yacht *Nomad* with the R.M.S. *St. Julian* standing by. The coxswain put a member of his crew on board the yacht, who reported that the yacht's crew were exhausted and that there were about three feet of water in the yacht. The member of the life-boat crew made fast a towing hawser and helped in baling during the tow back to St. Peter Port. The life-boat returned to her station at 3.30. Rewards to the crew, £7; rewards to the helpers on shore, 15s.

#### TWO RESCUED FROM CAPSIZED BOAT

**Hartlepool, Co. Durham.** At 5.50 on the evening of the 15th of August, 1960, the coastguard informed the honorary secretary that a small boat had capsized in Hartlepool Bay near the shore and that two people were clinging to her. The life-boat *Princess Royal* (*Civil Service No. 7*) launched at 6.10 in a gentle westerly breeze, taking a small boat with her. There was a slight sea, and it was low water. The life-boat found the dinghy, and by the use of the small boat the two people were taken on board the life-boat. The dinghy was towed back to harbour, and the life-boat returned to her station at 6.40. Rewards to the crew, £8; rewards to the helpers on shore, £1 16s.

#### TWO MEN IN TROUBLE IN DINGHY

**Padstow, Cornwall.** At 1.30 on the afternoon of the 16th of August, 1960, the coastguard informed the honorary secretary that the keeper of the

Trevoze Head lighthouse had reported a capsized boat with someone clinging to her five hundred yards off the lighthouse. The no. 1 life-boat *Joseph Hiram Chadwick* was launched at 1.50 in a gentle north-westerly breeze with a slight sea. It was one hour after high water. The life-boat took the man on board and towed the dinghy into harbour, returning to her station at 4.5. A second man, who had been in the dinghy fishing, was helped ashore by the lighthouse keeper. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £1 4s.

#### FISHING BOAT TOWED FROM NEAR SHORE

**Stronsay, Orkneys.** At 11.20 on the night of the 17th of August, 1960, the coastguard informed the honorary secretary that red rockets had been sighted to the south-east in the direction of Papa Westray. The life-boat *John Gellatly Hyndman* put out at 11.40 in a gentle westerly breeze with a slight sea. It was two hours before low water. The life-boat found the fishing boat *Press On K.263* with a crew of two drifting close in on the north shore of Eday. She towed her to a safe berth in Calf Sound and returned to her station at 2.20 in the morning. Rewards to the crew, £8 8s.; rewards to the helpers on shore, 12s.

#### SPEEDBOAT TOWED TO HARBOUR

**Moelfre, Anglesey.** At one o'clock on the afternoon of the 18th of August, 1960, the coastguard informed the honorary secretary that a speedboat had been seen to capsize a mile north-west of Moelfre Island and that shouts for help could be heard. The life-boat *Watkin Williams* was launched five minutes later. A gentle south-westerly wind was blowing and there was a choppy sea. It was two hours before low water. When the life-boat reached the scene a launch was picking up the survivors. Having checked that they were all safe, the life-boat crew took the capsized boat in tow, and the life-boat returned to her station, arriving at 2.30. Rewards to the crew, £4; rewards to the helpers on shore, £3 5s.

#### ESCORT FOR DINGHY WITH TWO CHILDREN ON BOARD

**Fishguard, Pembrokeshire.** At 5.5 on the afternoon of the 18th of August, 1960, the coastguard informed the honorary secretary that a dinghy fitted with an outboard engine, with two children on board, had run out of petrol and was in the tide race half a mile north-north-east of Dinas Head. The life-boat *Howard Marryat* was launched in fine weather with a gentle south-westerly breeze blowing and a slight sea. It was high water. The life-boat escorted the dinghy about a mile and a half to Pwll-Gwaelod and returned to her station at seven o'clock. Rewards to the crew, £6; rewards to the helpers on shore, £2 12s.

#### TOW FOR YACHT WITH SAILS CARRIED AWAY

**Ramsgate, Kent.** At 10.17 on the morning of the 19th of August, 1960, the coastguard passed on to the honorary secretary a report from the Kentish Knock lightvessel that the yacht *Lilibet* was proceeding towards Middle Knock buoy with her sails carried away and her ensign flying upside down. The life-boat *Michael and Lily Davis* was launched at 10.30 in a slight west-north-westerly breeze and a slight sea. It was high water. The life-boat came up with the yacht, which had a crew of five on board, and found her foresail had carried away and her engine was out of action. She towed her into harbour and returned to her station at 2.22. Property salvage case.

#### INJURED BOY LANDED FROM FISHING COBLE

**Cullercoats, Northumberland.** At 12.56 on the afternoon of the 19th of August, 1960, the coastguard informed the honorary secretary that a fishing coble was flying distress signals off Tynemouth beach. The life-boat *Isaac and Mary Bolton* was launched at 1.2 in a light north-westerly breeze with a slight sea. It was two hours before low water. When the life-boat reached the fishing coble *Fisher Lass* she found that one of her crew of six, a sixteen-year-old boy, had injured his arm in the hauling gear, and that the boat's propeller

shaft was broken. The boy was taken on board the life-boat and given first aid treatment by the bowman. The life-boat landed him, and he was taken by ambulance to hospital. The life-boat then returned to the *Fisher Lass* and towed her to harbour, arriving at 2.15. Rewards to the crew, £6; rewards to the helpers on shore, £8 9s.

#### YACHT'S CREW WITHOUT FOOD FOR THIRTY-SIX HOURS

**Shoreham Harbour, Sussex.** At 5.3 on the afternoon of the 20th of August, 1960, the coastguard informed the honorary secretary that a yacht was firing red flares to the east of the harbour. A moderate west-south-westerly wind was blowing with a choppy sea, and it was the first hour of the flood tide. At 5.12 the life-boat *Rosa Woodd and Phyllis Lunn* was launched. She found the yacht *Pippa*, whose crew asked to be taken into Shoreham Harbour. They had engine trouble, all had been sea-sick, and they had been without food for thirty-six hours. As they were incapable of sailing their boat into the harbour, the life-boat towed her into the lock gates, reaching her station at 7.12. Property salvage case.

#### QUEEN'S COUSIN TAKEN OFF SPEEDBOAT

**Walmer, Kent.** At 5.8 on the afternoon of the 20th of August, 1960, flares and rockets were spotted over the Goodwin Sands near the wreck of the *N.E. Victory* by the life-boat mechanic and others on the sea front. A west-south-westerly wind was blowing and the sea was moderate to rough. It was almost low water when the life-boat *Charles Dibdin (Civil Service No. 32)* was launched at 5.17. A small shallow-draught white speedboat was sighted and recognised as the *Doughty*, a turbo-craft belonging to Earl Granville, a cousin of the Queen. Two of the life-boat crew boarded the speedboat, whose engine had failed. Her owner and another man were taken on board the life-boat. The *Doughty* was taken in tow, and the life-boat then returned to her station, which was reached at 7.10. Rewards to the crew, £9; rewards to the helpers on shore, £13 10s.

#### ESCORT FOR LAUNCH IN ROUGH SEA

**Ballycotton, Co. Cork.** At 11.30 on the morning of the 21st of August, 1960, the motor launch *Coulin* left Ballycotton for Dunmore East, in spite of worsening weather. The coxswain gave advice on the best course to take to clear the broken water. As the launch was last seen on a dangerous course before being blotted out by a rain squall, it was decided to launch the life-boat. A strong south-south-westerly wind was blowing, and the sea was rough. The life-boat *Ethel May* put out at 12.45 and came up with the *Coulin* a mile west of Cufil Island. The launch's crew of three were wearing life-jackets and asked if the life-boat would escort them to Helvick Head. The coxswain declined to do so and said he would escort the launch into Youghal harbour. This was done, and the life-boat returned to her station at five o'clock. Rewards to the crew, £8 8s.; rewards to the helpers on shore, 15s.

#### SICK MAN TAKEN OFF WELSH LIGHTVESSEL

**Tenby, Pembrokeshire.** At 6.40 on the evening of the 21st of August, 1960, the coastguard informed the honorary secretary that the Trinity House depot had asked for the life-boat to be launched to take a sick man off the Helvick light-vessel. The life-boat *Henry Comber Brown* put out at 6.50 in a fresh south-easterly wind and a rough sea. It was high water. The life-boat reached the lightvessel at 8.50 and took off the sick man, who was suffering from appendicitis. He was landed safely and transferred to hospital, and the life-boat returned to her station at 10.30. Rewards to the crew, £11 4s.; rewards to the helpers on shore, £4 11s.

#### ESCORT FOR YACHT IN TOW OF CRABBER

**New Quay, Cardiganshire.** At 7.50 on the evening of the 21st of August, 1960, the harbour master informed the honorary secretary that the small yacht *Sylvia* of New Quay appeared to be in difficulties and was drifting seawards. It was high water. The weather was

squally with a strong southerly wind and a rough sea. At 8.10 the life-boat *Frank and William Oates* was launched. She reached the yacht at 8.55 and found that she had lowered her sails and was drifting helplessly. A French crabber was near by. The owner of the yacht decided to accept a tow from the crabber, which was entering New Quay bay for shelter. The life-boat escorted both boats to New Quay. Rewards to the crew, £6; rewards to the helpers on shore, £7 7s.

#### BODY PICKED UP AND PUT ON BOARD POLICE BOAT

**Whitehills, Banffshire.** At 7.30 on the morning of the 26th of August, 1960, the coastguard informed the honorary secretary that a motor fishing vessel was ashore one mile east of Pennan. The life-boat *St. Andrew (Civil Service No. 10)* was launched at 8.15 in a moderate southerly breeze and a moderate sea. It was low water. The life-boat found nothing in the position given and had begun to search the area to the eastward, when some men on the shore asked for assistance as they had found a body. The life-boat dropped anchor, and the crew, using a rocket line, rigged a tail block and then hauled the body off to the life-boat on a stretcher. The body was transferred to a salmon coble, which had been engaged by the police, and landed. The life-boat continued to search the area until she was recalled. She reached her station at 1.45. Rewards to the crew, £9 1s.; rewards to the helpers on shore, 17s.

#### TOW OF YACHT TAKEN OVER FROM STEAMER

**Tenby, Pembrokeshire.** At 1.20 on the afternoon of the 27th of August, 1960, the coastguard informed the honorary secretary that a motor launch was being towed by the steamer *Foxfield*, and asked if the life-boat could meet the vessels off Caldey Island. There were light south-westerly airs with a calm sea. The tide was half ebb. The life-boat *Henry Comber Brown* was launched and met the vessels south of Caldey. She towed the launch into Saundersfoot and returned to her station

at five o'clock. Rewards to the crew, £13 1s.; rewards to the helpers on shore, £4 13s.

#### TWO MEN AND A WOMAN PICKED UP FROM SEA

**Shoreham Harbour, Sussex.** At 3.20 on the afternoon of the 27th August, 1960, the coastguard informed the honorary secretary that a small sailing boat had capsized outside the harbour. The occupants of the boat, two men and a woman, managed to clear the sails and right the boat, which was drifting westwards. Their efforts to bale out the boat were unsuccessful. A moderate south-westerly wind was blowing with a slight sea. The tide was ebbing. At 3.50 the life-boat *Rosa Woodd and Phyllis Lunn* was launched and on reaching the scene picked up the three people who were in the water. Several attempts were made to tow the boat into harbour, but she continually broke adrift and was finally abandoned a little way off the west breakwater. She was towed in later by another boat. The life-boat returned to her station at 6.30. Rewards to the crew £7; rewards to the helpers on shore, £2 9s.

#### FISHING BOAT TOWED TO HARBOUR

**St. Abbs, Berwickshire.** At 9.45 on the morning of the 28th August, 1960, the coxswain told the honorary secretary that some anxiety was felt for a local fisherman, who had last been seen to the westward of St. Abbs in his small motor boat. The life-boat *W. Ross Macarthur of Glasgow* was launched at ten o'clock on the ebb tide in a gentle south-easterly breeze and a slight sea. The life-boat found the fishing boat *Vera* anchored off Swindowne about three miles west-north-west of St. Abbs Head. She towed her back to harbour, returning to her station at 11.10. Rewards to the crew, £6; rewards to the helpers on shore, £1 17s.

#### TOW OF FISHING BOAT TAKEN OVER

**Rosslare Harbour, Co. Wexford.** At 10.2 on the night of the 30th of August, 1960, the Irish naval authorities at Cobh informed the honorary secretary that the motor vessel *Keizersveer* of Amsterdam had an Irish fishing boat in

tow about a mile and a half east of Tuskar Rock and was proceeding towards Rosslare Harbour at four knots. As she had no large-scale charts on board, the assistance of the life-boat was requested to take over the tow. The life-boat *Mary Stanford*, on temporary duty at the station, was launched at 10.25 on the ebb tide in a gentle to moderate north-westerly breeze and a slight sea. The life-boat came up with the *Keizersveer* near the South Shear buoy and took over the tow of the fishing boat *Two Boys* of Wexford, which had engine trouble. The life-boat returned to her station at 11.40. Rewards to the crew, £6; rewards to the helpers on shore, 13s.

#### ESCORT FOR COBLE AS WEATHER GROWS WORSE

**Filey, Yorkshire.** At 11.27 on the morning of the 31st of August, 1960, a telephone message was received that the coble *Julie* was fishing off Filey Brigg in deteriorating weather conditions. There was a freshening north-easterly wind with a moderate sea. It was high water. At 11.40 the life-boat *The Isa and Penryn Milsted* was launched and escorted the coble to safety. The life-boat returned to her station at 1.15. Rewards to the crew, £6; rewards to the helpers on shore, £8 11s.

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

**Blyth, Northumberland.**—August 1st.—Rewards, £9 8s.

**Mumbles, Glamorgan.**—August 2nd.—Rewards, £12 16s.

**New Brighton, Cheshire.**—August 2nd.—Rewards, £7 6s.

**Porthdinllaen, Caernarvonshire.**—August 2nd.—Rewards, £12 18s.

**Amble, Northumberland.**—August 4th. Rewards, £8 8s.

**Moelfre, Anglesey.**—August 5th.—Rewards, £12 16s.

**Padstow No. 1, Cornwall.** August 6th.—Rewards, £6 12s.

**Coverack, Cornwall.**—August 6th.—Rewards, £14 12s.

**Clacton-on-Sea, Essex.**—August 7th.—Rewards, £12 11s.

**Flamborough, Yorkshire.**—August 7th.—Rewards, £22 7s.

**Swanage, Dorset.**—August 8th.—Rewards, £9 12s.

**Poole, Dorset.**—August 8th.—Rewards, £12 12s.

**Fowey, Cornwall.**—August 8th.—Rewards, £7 2s. 6d.

**Holyhead, Anglesey.**—August 9th.—Rewards, £9 12s.

**Swanage, Dorset.**—August 10th.—Rewards, £17 17s.

**Dungeness, Kent.**—August 11th.—Rewards, £20.

**Penlee, Cornwall.**—August 11th.—Rewards, £13 18s.

**Minehead, Somerset.**—August 11th.—Rewards, £14 16s.

**Falmouth, Cornwall.**—August 11th.—Rewards, £9 16s.

**Ilfacombe, Devon.**—August 11th.—Rewards, £20 1s.

**Rhyl, Flintshire.**—August 12th.—Rewards, £12 2s.

**Clacton-on-Sea, Essex.**—August 13th.—Rewards, £11 17s.

**Ilfacombe, Devon.**—August 13th.—Rewards, £18 18s.

**Lowestoft, Suffolk.**—August 14th.—Rewards, £9 12s.

**Newhaven, Sussex.**—August 14th.—Rewards, £10 12s.

**Angle, Pembrokeshire.**—August 15th.—Rewards, £14 14s.

**North Sunderland, Co. Durham.**—August 16th.—Rewards, £15 3s.

**Rosslare Harbour, Co. Wexford.**—August 16th.—Rewards, £6 14s.

**Stronsay, Orkneys.**—August 16th.—Rewards, £6 12s.

**Arklow, Co. Wicklow.**—August 17th.—Rewards, £23 11s.

**Shoreham Harbour, Sussex.**—August 19th.—Rewards, £10.

**Weymouth, Dorset.**—August 20th.—Rewards, £9.

**St. Peter Port, Guernsey.**—August 21st.—Rewards, £13 10s.

**Fishguard, Pembrokeshire.**—August 21st.—Rewards, £10.

**St. Helier, Jersey.**—August 21st.—Rewards, £19 13s.

**Exmouth, Devon.**—August 22nd.—Rewards, £10 8s.

**St. Mary's, Scilly Isles.**—August 22nd.—Rewards, £9 8s.

**Shoreham Harbour, Sussex.**—August 22nd.—Rewards, £12 16s.

**Barmouth, Merionethshire.**—August 23rd.—Rewards, £9.

**Salcombe, Devon.**—August 23rd.—Rewards, £8 4s.

**Tenby, Pembrokeshire.**—August 24th.—Rewards, £11.

**Dungeness, Kent.**—August 24th.—Rewards, £16 12s.

**Holyhead, Anglesey.**—August 25th.—Rewards, £11 8s.

**Eastbourne, Sussex.**—August 25th.—Rewards, £22 19s.

**Selsey, Sussex.**—August 25th.—Rewards, £19 7s.

**Redcar, Yorkshire.**—August 26th.—Rewards, £13 1s.

**Llandudno, Caernarvonshire.**—August 27th.—Rewards, £13 17s.

**Plymouth, Devon.**—August 28th.—Rewards, £10 16s.

**Blyth, Northumberland.**—August 28th.—Rewards, £9 8s.

**Redcar, Yorkshire.**—August 28th.—Rewards, £14 13s.

**Workington, Cumberland.**—August 30th.—Rewards, £7 12s.

**Buckie, Banffshire.**—August 31st.—Rewards, £10 8s.

**Pwllheli, Caernarvonshire.**—August 31st.—Rewards, £15 18s.

**Stornoway, Outer Hebrides.**—August 31st.—Rewards, £6.

## SEPTEMBER

DURING September life-boats were launched on service 65 times and rescued 48 lives.

### FISHING VESSEL TOWED TO HARBOUR

**Dunbar, East Lothian.** At 7.45 on the morning of the 1st of September, 1960, the coastguard informed the honorary secretary that the motor fishing vessel *Narada* was in trouble three miles south-east of May Island. The life-boat *Margaret* put out in a moderate north-easterly wind with a heavy swell. The *Narada* had run out of fuel and was drifting. The life-boat towed her into Dunbar and reached her station at 11.30. Rewards to the crew, £9 16s.



#### SICK MAN TAKEN OFF MOTOR VESSEL

**Ilfracombe, Devon.** At 5.50 on the evening of the 1st of September, 1960, the coastguard informed the honorary secretary that a member of the crew of the m.v. *Colston* was seriously ill and needed hospital treatment, and asked if the life-boat could bring him ashore. A gentle westerly wind was blowing with a choppy sea, and the tide was ebbing. It was agreed that the m.v. *Colston* and the life-boat should rendezvous in Coombe Martin Bay. At 6.20 the life-boat *Robert and Phemia Brown* was launched with two ambulance men and a stretcher on board. She met the *Colston* at 7.10. The sick man, who was unconscious, was taken on board the life-boat and brought ashore. A doctor and ambulance were waiting, and the man was taken to hospital. The life-boat then returned to her station at eight o'clock and was finally rehousing at 9.10. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £11 2s.

#### YACHT TOWED THROUGH ROUGH SEA

**Selsey, Sussex.** At 5.27 on the morning of the 3rd of September, 1960, the coastguard informed the honorary secretary that a yacht had fired three flares two hundred yards south of the Owers lightvessel. The life-boat *Canadian Pacific* was launched in a strong west-south-westerly breeze with a rough sea and a flood-tide. She found the yacht *Lionesse* in difficulties and towed her to Littlehampton. Property salvage case.

#### YACHT FOUND ON BEAM ENDS

**Clacton-on-Sea, Essex.** At 2.11 on the afternoon of the 3rd of September, 1960, the coastguard informed the honorary secretary that a yacht was aground a mile and three quarters north-west of the Mid-Barrow lightvessel. There was a moderate to fresh west-south-westerly wind and sea, and the tide was about half-ebb. At 2.25 the life-boat *Sir Godfrey Baring* was launched. She found the yacht *Jethen*, with four people on board, high and dry and lying on her beam ends. The skipper went over to the life-boat and discussed what was to be done while

the yacht's crew put out a kedge anchor. At nine o'clock the yacht refloats, and the life-boat escorted her to the mouth of the River Crouch. The crew of the *Jethen* thanked the life-boat crew very warmly for all the help given them, and the life-boat finally returned to her station at one o'clock early on the 4th of September. Rewards to the crew, £19 12s.; rewards to the helpers on shore, £5 18s.

#### TOW FOR COASTER FOUND DRIFTING

**Wick, Caithness-shire.** At 4.15 on the morning of the 4th of September, 1960, a telephone message was received from the owners of the coaster *Ashdene* that she needed help some sixteen miles south-south-east of Wick. There was a moderate north-north-easterly wind and a moderate sea. It was low water. There were no other vessels near the *Ashdene*, and at 4.45 the life-boat *City of Edinburgh* put out. When she reached the *Ashdene* she found her with her engines broken down. The life-boat took her in tow to Wick and returned to her station at three o'clock. Rewards to the crew, £19; rewards to the helpers on shore, 12s.

#### REPORTS OF YOUNG PEOPLE IN TROUBLE

**Ilfracombe, Devon.** At 4.45 on the afternoon of the 4th of September, 1960, a report was received that two boys were cut off by the rising tide at Broad Cove. Owing to rough seas it was not possible for a boat to come close inshore, and the boys were warned to remain where they were until the tide turned, when they would be able to climb back over the rocks. Almost immediately afterwards a message was received from the coastguard that three other children were cut off by the tide at Lee and that the life-boat might be needed. At six o'clock a further report was received from passengers landing from a pleasure steamer that two youths with a blue canoe were ashore at Brandy Cove. It was ascertained that a canoe had left Ilfracombe at two o'clock but had not returned, and this seemed the most urgent call. At 6.35 the life-boat *Robert and Phemia Brown* was launched in a moderate sea and a freshening

north-westerly wind. The tide was ebbing. The two youths, who had been in the canoe, were seen in the breakers at Brandy Cove. It was impossible, owing to the state of the sea, for the life-boat to come close inshore, and the youths were hauled off through the breakers. At 7.35 a further message was received from the police asking for help in the search for the children missing at Lee. The life-boat searched the area from Lee to Bull Point lighthouse without success, and she finally reached her station at 8.50. The two boys reported to have been cut off by the tide made their own way back. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £12 6s.

#### TOW FOR FISHING BOAT WITH FOULED PROPELLER

**Wick, Caithness-shire.** At noon on the 6th of September, 1960, the coast-guard informed the honorary secretary that a local fishing boat needed help ten miles south-east of Wick. The life-boat was not launched immediately as all the local boats were at sea, and it was thought probable that the boat in difficulty would be seen by one of them. At 1.30, when most of the boats had returned to harbour, there was further news of the boat needing help. The life-boat *City of Edinburgh* was launched in a gentle-to-moderate southerly breeze with a slight sea and an ebbing tide. She found the fishing boat *Marie Bhan* with her propeller fouled in her seine net and towed her back to Wick. The life-boat returned to her station at 4.45. Rewards to the crew, £4 4s.; rewards to the helpers on shore, £3.

#### SICK WOMAN TAKEN OFF ISLAND

**Galway Bay.** On the evening of the 8th of September, 1960, the island medical officer asked for the help of the life-boat *Mabel Marion Thompson* to take a sick woman from the Middle Island to the mainland for hospital treatment. No other suitable boat was available, and the life-boat left her moorings at 8.30. There was a strong south-south-westerly breeze with a heavy swell and an ebb tide. The sick woman was taken on board with difficulty, and the life-boat made first for

Kilronan to land the doctor. As the state of the weather and tide prevented her from reaching Rossaveal pier, she then made for Galway, where the woman was landed. The life-boat finally reached her station at 5.35 the next morning. Rewards to the crew, £19 1s.; rewards to the helpers on shore, £1 1s. Refunded to the Institution by the Galway County Council.

#### EXHAUSTED MAN TAKEN OFF ROWING BOAT

**Port Erin, Isle of Man.** At 6.10 on the evening of the 8th of September, 1960, the second coxswain told the honorary secretary that a rowing boat was reported missing and might be in difficulties between Bradda Head and Flirlwick Bay. The life-boat *Matthew Simpson* was launched at 7.23 in a fresh south-south-westerly breeze with a corresponding sea and an ebb tide. When the life-boat found the rowing boat, her occupant, who had lost the outboard motor overboard and had been rowing against the tide for some hours, was exhausted. He was taken on board the life-boat, which towed the dinghy back to Port Erin. The life-boat returned to her station at 8.10. Rewards to the crew, £8; rewards to the helpers on shore, £4 4s.

#### BODY OF BATHER FOUND AFTER SEARCH

**Valentia, Co. Kerry.** At 12.50 on the afternoon of the 9th of September, 1960, the honorary secretary received a report that a man was missing from a party of visitors who had been bathing at Keel Strand. The life-boat *Rowland Watts* left her moorings at 1.5 in a moderate westerly breeze with a moderate sea. The tide was ebbing. The life-boat found the man floating in the water and took him on board. Artificial respiration was begun at once, but the man did not recover, and his body was landed at Valentia quay. The life-boat returned to her moorings at 7.30. Rewards to the crew, £12 16s.; rewards to the helpers on shore, 16s.

#### DOCTOR TAKEN TO WELSH ISLAND

**Porthdinllaen, Caernarvonshire.** At 1.50 on the afternoon of the 9th of

September, 1960, the coastguard asked the honorary secretary for the use of the life-boat to take a doctor to a sick woman on Bardsey Island. The life-boat *Charles Henry Ashley* was launched at 2.20 with a doctor on board in a gentle to moderate south-westerly breeze with a moderate sea and an ebb-tide. She took her boarding boat in tow. On reaching Bardsey Island the doctor was taken ashore by a small boat, and the life-boat stood off. About 5.30 the doctor returned with the patient on a stretcher, and the life-boat took them to Morfa Nevin, where the sick woman was taken ashore in the boarding boat to a waiting ambulance. The life-boat returned to her station at 8.50. Rewards to the crew, £10; rewards to the helpers on shore, £5 18s.

#### SICK MAN TAKEN OFF SWEDISH STEAMER

**Great Yarmouth and Gorleston, Norfolk.** At two o'clock on the morning of the 11th of September, 1960, Lloyd's agent informed the honorary secretary that there was a sick man aboard the Swedish steamer *Arnold Bratt*, which would make for Yarmouth. At 6.39 a further message was received from the coastguard that the steamer had reached Yarmouth Roads. A light southerly wind was blowing with a slight sea. It was one hour before low water. At 6.45 the life-boat *Louise Stephens* was launched with a doctor on board. When she reached the *Arnold Bratt* the sick man was found to be in great pain and suffering from suspected appendicitis. The life-boat brought the man ashore, where an ambulance was waiting. He was taken to hospital for an emergency operation. The life-boat returned to her station at 7.27. Rewards to the crew, £8; rewards to the helpers on shore, £5 8s.

#### FISHING BOAT TOWED TO SHORE

**Hastings, Sussex.** At 5.52 on the evening of the 11th of September, 1960, the coastguard told the coxswain that a fishing boat, *Little Old Lady*, was broken down off the De La Warr Pavilion, Bexhill. The life-boat *M.T.C.* was launched at 6.4 in a slight south-easterly breeze with a smooth sea and an

ebb-tide. The life-boat towed the fishing boat to Hastings, where arrangements were made for a local boat to tow her on to Rye. The life-boat returned to her station at 9.5. Rewards to the crew, £9 16s.; rewards to the helpers on shore, £22 18s.

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

**Clacton-on-Sea, Essex.** At 10.8 on the morning of the 12th of September, 1960, the coastguard informed the honorary secretary that a motor boat was lying on its side at Barrow Sands. A helicopter was not available, and the life-boat *Sir Godfrey Baring* was launched at 10.25 in a smooth sea with light airs and an ebb tide. She found the motor boat *Vacation* in no immediate danger, but stood by until the boat refloated. The life-boat returned to her station at 4.30. Rewards to the crew, £14; rewards to the helpers on shore, £5 8s.

#### TOW FOR YAWL DRIFTING TO ROCKS

**Peterhead, Aberdeenshire.** At 9.10 on the evening of the 13th of September, 1960, the coastguard informed the honorary secretary that red flares had been observed off Buchan Ness. The life-boat *Julia Park Barry of Glasgow* left her moorings at 9.30 at high water in a moderate south-westerly wind and a moderate swell. She reached the small fishing yawl *Progress*, which was manned by a father and his son, at 9.55 and found her drifting towards rocks with her propeller fouled. The life-boat took the yawl in tow to Peterhead, where she arrived at 10.15. She reached her station at 10.25. Rewards to the crew, £6; rewards to the helpers on shore, £2 8s.

#### ESCORT FOR FISHING BOAT TO HARBOUR

**Berwick-upon-Tweed, Northumberland.** At 9.45 on the morning of the 14th of September, 1960, the coastguard informed the honorary secretary that a small local fishing boat was anchored about a mile and a half north of Berwick with her engine broken down. A fresh south-westerly wind was blowing and

the sea was beginning to rise. The life-boat crew were alerted while two local boats were asked if they could assist. On leaving the dock, one fouled her propeller. The other, the *Eastern Star*, reached the fishing boat *Devotion*, but the rope which she passed to her with some difficulty carried away. The life-boat *William and Mary Durham* was then launched, but as she neared the two boats the *Devotion* managed to clear her propeller. The life-boat escorted both boats into harbour. Rewards to the crew, £6; rewards to the helpers on shore, £1 4s.

#### ESCORT FOR FISHING BOAT IN TOW

**Peterhead, Aberdeenshire.** At 9.25 on the morning of the 15th of September, 1960, the coastguard informed the honorary secretary that a small fishing boat was on fire off North Head. The life-boat *Julia Park Barry of Glasgow* left her moorings at 9.32 at high water in calm weather and a smooth sea. On reaching the casualty, the coxswain discovered that she had been taken in tow by the fishing vessel *Sunbeam*. The life-boat escorted both boats to Peterhead and returned to her station at 10.15. Rewards to the crew, £6; rewards to the helpers on shore, £1 4s.

#### ESCORT FOR U.S. PICKET BOAT

**Rosslare Harbour, Co. Wexford.** At 4.50 on the afternoon of the 15th of September, 1960, the honorary secretary learnt that the fishing vessel *James Wickham*, which was taking a party to the U.S.S. *Rhodes*, had broken down and was flying distress signals. There was a light south-westerly breeze and a slight sea. It was high water at 5.15 when the life-boat *Mary Stanford*, on temporary duty at the station, was launched. When she reached the *James Wickham* she found that her engine had been repaired, and she escorted her back to Rosslare Harbour. As the life-boat was returning to her moorings, a picket boat from the U.S.S. *Rhodes* was seen drifting through the railway viaduct. By the time the life-boat reached her she was under way again and her engine too had been repaired. The life-boat escorted her back to the steamer and then returned to her station, arriving at

6.25. Rewards to the crew, £5; rewards to the helpers on shore, 13s.

#### CREW OF FOUR TAKEN OFF TENDER

**Moelfre, Anglesey.** At three o'clock on the afternoon of the 16th of September, 1960, the honorary secretary was informed that a tender engaged on diving operations had dragged her anchor in Benllech Bay. One engine had stopped and there was a danger that the tender, which had a crew of four would be driven ashore. At 3.5 the life-boat *Watkin Williams* was launched. It was one hour after low water with a moderate to fresh northerly breeze blowing and a rough sea. The life-boat reached the tender at 3.40 and took the four men off. By this time the tender was in the breakers close inshore. The rough weather prevented the life-boat from being rehoused at Moelfre, and she made for Beaumaris, where she was moored until she could be rehoused at 12.30 on the afternoon of the 19th of September. Rewards to the crew, £11 13s.; rewards to the helpers on shore £3 10s.

#### FISHING VESSEL TOWED TO HARBOUR

**Swanage, Dorset.** At 12.44 on the afternoon of the 17th of September, 1960, the coastguard informed the honorary secretary that a two-masted fishing vessel, *Mary Anne*, had hoisted a distress signal east of Durlston Head. Her engine had apparently broken down, and her sails had blown adrift. At 1.4 the life-boat *R.L.P.* was launched. The tide was half ebb and there was a strong breeze with a rough sea. The life-boat reached the *Mary Anne* at 1.25. She had one man on board, and the life-boat took her in tow. As the wind had backed from south-by-east to south-east and had freshened, the coxswain decided to make for Poole Harbour, which was reached at 4.35. There the *Mary Anne* was secured. It was decided that the life-boat should also remain at Poole until the weather improved and she could be rehoused without risk of damage. She finally reached her station at 9.40 on the morning of the 19th of September. Rewards to the crew, £12 13s.; rewards to helpers on shore, £3.

**TRAWLER ESCORTED TO HARBOUR**

**Selsey, Sussex.** At 9.52 on the morning of the 18th of September, 1960, the coastguard informed the honorary secretary that a trawler had sprung some plates and was making water rapidly nine miles south-west of Owers light-vessel. At 10.5 the life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, was launched in a gentle easterly breeze and a choppy sea. It was the last hour of the flood tide. She stood by the trawler and then escorted her into Portsmouth before returning to her station at 5.30. Rewards to the crew, £15 17s.; rewards to the helpers on shore, £5 3s.

**WOMAN RESCUED AFTER YACHT CAPSIZES**

**Bembridge, Isle of Wight.** At 2.16 on the afternoon of the 18th of September, 1960, the coastguard informed the honorary secretary that a boat had capsized near the West Princess buoy. The life-boat *Jesse Lumb* was launched at 2.22 in a freshening easterly breeze with a rough sea and an ebb tide. The life-boat picked up two men and a woman. The men were both unconscious, and artificial respiration was carried out continuously aboard the life-boat, which landed the woman at 2.55. Artificial respiration was continued ashore, but neither of the men recovered. The woman was taken to hospital, and the life-boat put out again to search for a third man, who had also been on board. She could not find him and returned to her station at six o'clock. The woman, who was the sole survivor, lost her husband and her twin brother in this disaster. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £3 5s.

**TOW FOR YACHT IN GALE**

**Humber, Yorkshire.** At 6.25 on the morning of the 20th of September, 1960, the coastguard informed the coxswain superintendent that a light had been observed flashing off shore south of Withernsea. At 6.38 the life-boat *City of Bradford III* was launched one hour after high water in a strong north-north-westerly breeze and a rough sea. Off Easington a yacht was seen running

before the wind, with a foresail only. Her crew asked to be escorted to Spurn, as the yacht's engine was out of action and a rope had fouled her propeller. By this time the wind had increased to gale force, and the yacht was taken in tow. The tow-rope parted twice during the passage, and as the weather was growing worse the yacht was towed to Grimsby. The life-boat remained at Grimsby until the next tide, by which time the wind had decreased, and she finally reached her station at five o'clock in the afternoon. Permanent paid crew.

**ESCORT FOR LEAKING FISHING VESSEL**

**Berwick-upon-Tweed, Northumberland.** At 9.20 on the morning of the 20th of September, 1960, the coastguard informed the honorary secretary that a fishing vessel had reported that she was making water fast and needed help. No precise details of her position were given, but she was believed to be between Burmouth and Berwick. At 9.32 the life-boat *William and Mary Durham* was launched at low water in a gentle northerly breeze and a calm sea. On reaching open water the coxswain saw the fishing vessel, which was about half a mile south-east of Berwick pier. She was well down in the water. She had no pump, and her crew of four were baling with buckets. She managed to make slight headway with her engine running very slowly, and the life-boat escorted her to Berwick, where she was pumped dry by the local fire brigade. The life-boat returned to her station at 11.30. Rewards to the crew, £8; rewards to the helpers on shore, £1 4s.

**TOW FOR YACHT AGROUND IN GALE**

**Ramsgate, Kent.** At 5.56 on the evening of the 20th September, 1960, the watchman on the east pier told the coxswain that a small vessel had been burning flares near the no. 3 buoy. The life-boat *Michael and Lily Davis* was launched at 6.5 in a north-westerly gale and a rough sea. It was low water. The life-boat found the yacht *Spray* aground on Brake Sands with her sails carried away and her rudder lost. The only man aboard her was exhausted. The life-boat towed the yacht into

Ramsgate harbour and returned to her moorings at 7.20. Rewards to the crew, £5; rewards to the helpers on shore, 10s.

#### TOW FOR FISHING VESSEL IN ROUGH SEA

**Workington, Cumberland.** At 7.5 on the evening of the 24th of September, 1960, the coastguard informed the honorary secretary that a fishing vessel had broken down off Seascale nine miles south-east of St. Bees. The life-boat *Manchester and Salford XXIX* was launched at 7.33 in a fresh westerly breeze with a rough sea and an ebbing tide. The life-boat found the fishing vessel with one man on board and towed her to harbour. She reached her station at three o'clock in the morning. Rewards to the crew, £15 17s.; rewards to the helpers on shore, 19s.

#### MOTHER AND BABY TAKEN OFF VESSEL

**Penlee, Cornwall.** At 5.10 on the afternoon of the 25th of September, 1960, the port medical officer told the honorary secretary that a baby had been born on the m.v. *Fravizo* and that the master had asked for a doctor as soon as possible. It was arranged that the life-boat *Solomon Browne* should meet the vessel at 11.30 one mile south-east of the Wolf Rock. The life-boat was launched at 9.15 at high water in a slight to gentle easterly breeze with a moderate sea. She embarked a doctor and a midwife at Newlyn and on reaching the motor vessel put them on board. The motor vessel made for Mount's Bay, where the water was smoother. There the mother and the baby were transferred to the life-boat. They were landed at Newlyn at 3.15 in the morning and taken to hospital. Owing to bad weather the life-boat remained at Newlyn. Rewards to the crew, £16; rewards to the helpers on shore, £7 13s.

#### YACHT TOWED AFTER SEARCH THROUGH NIGHT

**Fishguard, Pembrokeshire.** At 8.40 on the evening of the 25th of September, 1960, a lady informed the honorary secretary that her husband had put out in his yacht *Linnet* at 10.30 that morning

intending to cruise for ten miles, and that he had not returned. After consultation with the coastguard the honorary secretary decided to call out the life-boat. The life-boat *Howard Marryat* was launched at 11.34 in a gentle to moderate north-easterly breeze with a slight sea and a flood tide. The coxswain began to search the area around St. David's Head and found the yacht, which had engine trouble, about five miles from Strumble Head. The life-boat towed her back to Fishguard and returned to her station at 3.30 on the morning of the 26th of September. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £3.

#### TOW FOR FISHING BOAT OUT OF PETROL

**Clovelly, Devon.** At ten o'clock on the morning of the 26th of September, 1960, the coastguard informed the honorary secretary that the motor fishing boat *Lyn II* was reported missing. Later it was learned that she had put in to Lundy for petrol. At two o'clock the coastguard reported that the fishing boat could be seen off Hartland Point and that someone on board was waving a red duster. It was low water when the life-boat *William Cantrell Ashley* was launched in a strong south-easterly wind and a moderate sea. When she reached the fishing boat, it was found that the boat had again run out of petrol. Two men and two women were taken on board the life-boat, which towed the fishing-boat to Clovelly, arriving at 4.30. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £8.

#### YACHT FOUND AFTER NEW POSITION GIVEN

**Salcombe, Devon.** At 4.40 on the afternoon of the 27th of September, 1960, the coastguard informed the honorary secretary that a yacht was in difficulties a mile and a half west of Bolt Head. The life-boat *Samuel and Marie Parkhouse* was launched at 4.55 in a gentle south-easterly breeze and a moderate sea. It was low water. At 5.15 the coastguard informed the honorary secretary that a yacht was making for Hope Cove for shelter, and this

message was passed to the life-boat by radio-telephone. The life-boat found the yacht and escorted her to safety, returning to her station at 6.45. Rewards to the crew, £7; rewards to the helpers on shore, £1 4s.

#### BODY OF SEAMAN TAKEN OFF SWEDISH TANKER

**Penlee, Cornwall.** At eight o'clock on the evening of the 27th of September, 1960, the honorary secretary informed the coxswain that the life-boat *Solomon Browne* would be required to take a sick man off the Swedish tanker *Belmare*. The life-boat was launched at ten o'clock in a gentle-to-moderate south-easterly breeze with a moderate sea. It was high water. The life-boat met the tanker as arranged, five miles south of Penzance at 8.35. The man had died, and his body was landed at Newlyn at midnight. The life-boat remained at Newlyn owing to weather conditions and was rehousing the following day. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £6 18s.

#### TOW FOR AIR-SEA RESCUE LAUNCH

**Tenby, Pembrokeshire.** At 12.30 on the afternoon of the 29th of September, 1960, the Royal Air Force detachment at Tenby requested the use of the life-boat *Henry Comber Brown* to tow in one of their air-sea rescue launches, which had broken down off Caldey Island. The life-boat was launched at 12.48 in a fresh-to-strong south-easterly breeze and a rough sea. It was high water. The life-boat towed the launch into harbour and returned to her station at two o'clock. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £5 5s.

#### ESCORT FOR SHIP'S BOAT

**Margate, Kent.** At 6.37 on the evening of the 29th of September, 1960, the coastguard informed the honorary secretary that a ship's boat was flying a distress signal about a mile and a half east of Kingsgate. The life-boat *North Foreland (Civil Service No. 11)* was launched at 6.50 in a fresh easterly breeze with a moderate sea and a flood tide. She came up with the boat as darkness was falling. The boat's crew

told the coxswain they did not need help, but the life-boat escorted the boat to North Foreland. She returned to her station at 8.30, but because of weather conditions was not rehousing until 11.30 on the morning of the 2nd of October. Rewards to the crew, £11 5s.; rewards to the helpers on shore, £10 9s.

#### ESCORT FOR YACHT INTO HARBOUR

**Ramsgate, Kent.** At 9.54 on the evening of the 29th of September, 1960, the coastguard informed the honorary secretary that a motor yacht *Antaurus*, which was without lights and had an unreliable engine, was overdue at Ramsgate. She had last been seen at 7.35 a mile and a half east of Kingsgate. The life-boat *Michael and Lily Davis* was launched at 10.5 in a gentle-to-moderate easterly breeze and a moderate sea. The tide was ebbing. The life-boat found the yacht and escorted her to harbour. The life-boat returned to her station at 10.45. Rewards to the crew, £6; rewards to the helpers on shore, 10s.

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

**Galway Bay, Co. Galway.**—September 1st.—Rewards, £9 2s.

**Clacton-on-Sea, Essex.** September 2nd.—Rewards, £21 2s.

**Padstow No. 1, Cornwall.**—September 4th.—Rewards, £7.

**Clacton-on-Sea.**—September 4th.—Rewards, £13 7s.

**St. David's, Pembrokeshire.** September 6th.—Rewards, £11 5s.

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

**Falmouth, Cornwall.**—September 7th.—Rewards, £7.

**Padstow No. 1, Cornwall.**—September 8th.—Rewards, £10 15s.

**Stornoway, Hebrides.**—September 8th.—Rewards, £15 17s.

**Great Yarmouth and Gorleston, Norfolk.**—September 9th.—Rewards, £10 10s.

**Stornoway, Hebrides.**—September 10th.—Rewards, £25 9s.

**Penlee, Cornwall.**—September 10th.—Rewards, £13 16s.

**Filey, Yorkshire.**—September 11th.—Rewards, £16 10s.

**Cromer, No. 1, Norfolk.**—September 11th.—Rewards, £16 8s.

**Arranmore, Co. Donegal.**—September 12th.—Rewards, £33 6s.

**Padstow No. 1, Cornwall.**—September 13th.—Rewards, £11 7s.

**Portrush, Co. Antrim.**—September 13th.—Rewards, £10 4s.

**Exmouth, Devon.**—September 14th.—Rewards,—£14 17s.

**Dungeness, Kent.**—September 14th.—Rewards, £18 14s.

**Weymouth, Dorset.**—September 17th.—Rewards, £7 12s.

**Salcombe, Devon.**—September 17th.—Rewards, £9 12s.

**Coverack, Cornwall.**—September 17th.—Rewards, £30 17s.

**Angle, Pembrokeshire.**—September 18th.—Rewards, £28 16s.

**St. Peter Port, Guernsey.**—September 19th.—Rewards, £8.

**Buckie, Banffshire.**—September 19th.—Rewards, £7 12s.

**Falmouth, Cornwall.**—September 21st.—Rewards, £9.

**Stronsay, Orkneys.**—September 30th.—Rewards, £10 8s.

**Troon, Ayrshire.**—September 30th.—Rewards, £15 17s.

The following accounts of services in June 1960 were received too late for inclusion in the September number of the *Life-boat* :

**Dover, Kent.** At 10.53 on the night of the 5th of June, 1960, the coastguard informed the honorary secretary that a yacht was burning flares a mile and a half off South Foreland. The life-boat *Southern Africa* put out at eleven o'clock in a gentle south-westerly breeze and a slight sea. The tide was half ebb. The life-boat came up with the yacht *Themis*, with a crew of five, which had run out of fuel, and towed her back to Dover, reaching her station at 12.45. Rewards to the crew, £7; rewards to the helper on shore, 5s.

**Newhaven, Sussex.** At 5.30 on the evening of the 6th of June, 1960, the coastguard informed the honorary sec-

retary that a sailing barge was drifting close inshore in Seaford Bay. The life-boat *Kathleen Mary* was launched at 5.37 in a fresh south-westerly breeze and a calm sea. It was two hours after low water. When the life-boat reached the position, she found that the fishing boat *Wave Queen* had a line aboard the barge *Ethel Ada*, which had a crew of four, and was holding her off the shore. With the help of the life-boat the barge was successfully towed to harbour. The life-boat arrived back at her station at seven o'clock. Rewards to the crew, £7; rewards to the helpers on shore, £3 13s.

**Portrush, Co. Antrim.** At 6.23 on the evening of the 7th of June, 1960, the coastguard informed the honorary secretary that a small yacht was in difficulties off Ramrose Head. The life-boat *Lady Scott (Civil Service No. 4)* put out at 6.30 in a light to moderate south-westerly breeze with a choppy sea. It was two hours after high water. The life-boat came up with the yacht and took on board four people. She then towed the yacht back to harbour, arriving at 7.25. Rewards to the crew, £7; rewards to the helpers on shore, £1 16s.

**Plymouth, Devon.** At 10.23 on the night of the 25th of June, 1960, the coastguard informed the honorary secretary that some swimmers were in difficulties near the Mewstone islet on the eastern side of the entrance to the harbour. The life-boat *Thomas Forehead and Mary Rowse* put out at 10.39, with her boarding boat in tow, in a light easterly breeze and a calm sea. The tide was half ebb. The Mewstone was shrouded by mist, but the boarding boat was sent close inshore to make a search. A boy and a girl were found in an exhausted condition and taken off a low rock. Another couple were also taken off. The four people were transferred to the life-boat, where they were wrapped in blankets and given hot soup. They were landed at Millbay dock, where an ambulance was waiting, and the life-boat arrived back at her station at 12.49. Rewards to the crew, £8 8s.



## Obituary

### COXSWAIN WILLIAM MCAUSLANE.

Coxswain William McAuslane of Troon died on the 16th of January, 1960, at the age of 83. He was appointed bowman in November 1913, becoming coxswain in 1920. He retired in 1942. In 1941 Coxswain McAuslane won the silver medal for gallantry for the rescue of the crew of seven of the s.s. *Moyallon* of Belfast. To rescue the crew he had to drive the bow of the life-boat hard against the plunging steamer and hold it there with his engines while the seven men jumped.

### COXSWAIN L. C. PENNYCORD.

Coxswain L. C. PennyCORD of Selsey died in May 1960 at the age of 69. He served as second coxswain from 1932 to 1936 and was coxswain from 1936 to 1952. During his last year of service he was awarded the bronze medal for gallantry for the rescue of the crew of six of the m.v. *Swift*, registered in Costa Rica. The life-boat stood by for seven and a half hours in a gale through

a December night, and the coxswain finally had to bring her along three separate times to enable the crew to jump. For two days afterwards he was completely blind from spray.

### COXSWAIN BENJAMIN ARMITAGE.

Coxswain Benjamin Armitage of Hoylake died on the 11th of August, 1960, at the age of 71. He was appointed second coxswain in 1946 and coxswain in 1948. He retired in 1951. In February 1943 he was awarded the bronze medal for gallantry when he and Coxswain Herbert Jones and Mr. William Widdup, the station officer of coastguard, put out in a dinghy and rescued two men from a small boat.

The Institution also deeply regrets the deaths of four other former coxswains in the past year :—

COXSWAIN G. BRUNTON, of Dunbar.

COXSWAIN J. E. MORRIS, of Barmouth.

COXSWAIN T. H. PARNELL, of Aldeburgh

COXSWAIN A. SLOAN, of Girvan.

## Prize Winning Essay

MISS SUSAN JANICE PRICE, of Greaves County Secondary School, Lancaster, won the first prize in the competition for the best essay on the Life-boat Service organised by the Institution.

### Other Prizes

The prizes for the best essays in Scotland, Ireland, Wales and six districts in England were awarded to the following:—

**Ireland:** Eileen Woods, Movilla Secondary Intermediate School, Newtownards, Northern Ireland.

**Scotland:** David Ross Davidson, Grantown Grammar School, Morayshire.

**Wales:** Pryce Michael Farmer, Ysgol Dyfryn School, Nantlle, Penygroes, Caernarvonshire.

**England:** *Midlands:* Leslie Edwin Duncan, Harold Secondary Modern Boys' School, Harold Street, Grimsby, Lincolnshire.

*North-East:* Valerie Hudspith, Western County Secondary Modern Girls' School, Wallsend, Northumberland.

*North-West:* Susan Janice Price, Greaves County Secondary School, Lancaster.

*South-East:* Ann Caroline Kopperman, Cheam County Secondary Girls' School, Surrey.

*South-West:* William Knowles Smethurst, Fosters School, Tinneys Lane, Sherborne, Dorset.

*London:* Sandra Barnes, Eltham Hill School, London, S.E.9.

BECAUSE of pressure of space caused by the very large number of services in July, August and September, it is not possible to publish the winning essay in full.

## Awards to Coxswains and Members of Life-boat Crews

THE following coxswains and members of life-boat crews have been awarded certificates of service, and in addition those entitled to them by the Institution's regulations have been awarded an annuity or a retirement allowance and a gratuity.

GEORGE FLETT	.. ..	Aberdeen	.. ..	Second coxswain 7 years. Coxswain 11 years.
JOHN JAMES MURRAY	.. ..	Aberdeen	.. ..	Bowman 1½ years. Second coxswain 9¾.
ALEXANDER DOIG	.. ..	Anstruther	.. ..	Member of crew 25 years. Bowman 11 years. Second coxswain 1 year. Coxswain 1 year.
HUGH GOURLAY	.. ..	Anstruther	.. ..	Head launcher 9 years. Winchman, 8 years. Emergency mechanic 3 years Member of crew 7 years. Coxswain 5 years.
TEAGUE WARD	.. ..	Arranmore	.. ..	Motor mechanic 29½ years.
MICHAEL HARRINGTON	.. ..	Baltimore	.. ..	Member of crew 2 years. Second coxswain 5 years. Coxswain 10 years.
HARRY LLOYD JONES	.. ..	Barmouth	.. ..	Member of crew 31 years. Second coxswain 6 years. Coxswain 4 years.
WILLIAM T. BLOIS	.. ..	Clacton-on-Sea	.. ..	Member of crew 13 years.
ALEXANDER NELSON	.. ..	Donaghadee	.. ..	Member of crew 17 years. Bowman 19½ years. Second coxswain 5½ years. Coxswain 5½ years.
W. E. COCKINGS	.. ..	Dover	.. ..	Member of crew 19 years. Bowman 3 months. Second coxswain 8¾ years.
JOHN WALKER	.. ..	Dover	.. ..	Coxswain 13¼ years
JOHN DUNNE	.. ..	Dunmore East	.. ..	Member of crew 4 years. Bowman 15½ years.
ALEX HUGGETT	.. ..	Eastbourne	.. ..	Member of crew 28 years. Bowman 5½ years. Second coxswain, 2½ years.
CHARLES HENRY BROWN	.. ..	Falmouth	.. ..	Assistant mechanic 16 years. Bowman 9 years. Coxswain 13½ years.
ROBERT JOHN DAVIES	.. ..	Ferryside	.. ..	Coxswain 10¾ years.
CHARLES T. ARTHUR	.. ..	Ferryside	.. ..	Motor mechanic 19 years.
DONALD REES DAVIES	.. ..	Ferryside	.. ..	Second coxswain 13½ years. Member of crew 17 years.
WILLIAM JOHN THOMAS	.. ..	Ferryside	.. ..	Assistant mechanic 19 years.
ALBERT WRIGHT	.. ..	Fleetwood	.. ..	Member of crew 36 years. Bowman 1 year. Second coxswain 1 month. Coxswain 6¼ years.
THOMAS H. PEARCE	.. ..	Fowey	.. ..	Member of crew 3 years. Bowman 18½ years.
MARTIN FLAHERTY	.. ..	Galway Bay	.. ..	Second coxswain 2¼ years. Coxswain 8½ years.
HUGH STEED	.. ..	Girvan	.. ..	Member of crew 10 years. Assistant mechanic 3½ years.
RICHARD HARFFEY	.. ..	Hastings	.. ..	Bowman 10½ years.
JOHN W. MARTIN	.. ..	Hastings	.. ..	Member of crew 10½ years. Assistant mechanic 11¾ years. Motor mechanic 17½ years.

GEORGE MILBURN .. ..	Holy Island .. ..	Member of crew 42½ years.
CHRISTOPHER O'CONNOR .. ..	Howth .. ..	Member of crew 29 years. Bowman 1¼ years. Second coxswain 1¾ years Coxswain 9 years.
LAURENCE McCANN .. ..	Howth .. ..	Assistant mechanic 5¼ years.
JAMES M. CRANG .. ..	Ilfracombe .. ..	Member of crew 12 years. Assistant mechanic 11 years.
WILLIAM J. LIVERSAGE .. ..	New Brighton .. ..	Member of crew 22 years. Bowman 17½ years.
(Presented to his widow.)		
DAVID G. THOMAS .. ..	New Quay .. ..	Member of crew 41 years. Second coxswain 1 year.
JAMES KINSELLA .. ..	Poolbeg .. ..	Motor mechanic 20¾ years.
MICHAEL POWER .. ..	Poolbeg .. ..	Assistant mechanic 11¾ years.
DENNIS PROUDLEY .. ..	Poolc .. ..	Member of crew 20 years.
WILLIAM JAMES GOULD .. ..	Pwllheli .. ..	Member of crew 15 years. Bowman 3 years. Second coxswain 5 years. Coxswain 17½ years.
JOHN B. JONES .. ..	Pwllheli .. ..	Member of crew 34 years. Bowman 2½ years. Temporary coxswain ¼ year. Second coxswain 7¼ years.
JAMES WALSH .. ..	Rosslare Harbour .. ..	Bowman 12 years.
DAVID R. TALBOT .. ..	St. Helier .. ..	Member of crew 11½ years. Assistant mechanic ½ year.
CLIFFORD JENKINS .. ..	St. Mary's .. ..	Member of crew 12 years. Second coxswain 4 years.
JOHN ROBERTS .. ..	Sennen Cove .. ..	Member of crew 34 years. Second coxswain 3¼ years. Coxswain 12 years.
THOMAS LIONEL HOWELLS .. ..	Tenby .. ..	Member of crew 17¾ years. Bowman 2¼ years.
HENRY OWEN THOMAS .. ..	Torbay .. ..	Assistant mechanic 10 years. Coxswain 9½ years.
JOHN FRY .. ..	Torbay .. ..	Member of crew 5 years. Bowman 7½ years.
WILLIAM R. COX .. ..	Wells .. ..	Member of crew 17 years. Second coxswain 14 years. Coxswain 12 years.
WILLIAM E. COOPER .. ..	Wells .. ..	Member of crew 25 years. Second coxswain 12¼ years.
VICTOR G. FREETHY .. ..	Weymouth .. ..	Member of crew 12 years. Bowman 9½ years. Second coxswain 4½ years.
R. J. STOKES .. ..	Weymouth .. ..	Member of crew 26¼ years.
JOHN M. SINCLAIR .. ..	Wick .. ..	Second coxswain 19¾ years.

### Shetland Life-boat on View in London

THE new life-boat being built for Aith, Shetland Islands, will be exhibited at the International Boat Show, sponsored by the *Daily Express*, at Earls Court in London, from the 4th to the 14th of January, 1961. Space to exhibit this boat has been kindly donated by the Ship and Boat Builders' National Federation.

The boat, which will have been completed at the yards of Messrs. J. Samuel

White at Cowes, in the Isle of Wight shortly before the show, is one of the 52-foot Barnett class, the largest type of life-boat in service today. She is driven by two 72 h.p. diesel engines. After being on show the life-boat will return to Cowes and will then make the passage to Aith, which is the most northerly of all the Institution's life-boat stations, under her own power.

## Singer Opens Display Centre

MR. FRANKIE VAUGHAN, the well-known popular singer, opened a new life-boat display centre at 167 King's Road Arches, Brighton, on the 23rd of July, 1960. The centre contains a number of life-boat models, and on display at the opening was one of the Plymouth life-boat, which won the first prize in a model makers' competi-

tion at the last National Boat Show. Articles of equipment used in life-boats, photographs and a number of items of historical interest are displayed in the centre, and souvenirs and booklets are on sale. The display centre was created largely by the efforts of voluntary workers of the Brighton branch.

## Annual General Meeting

THE ANNUAL GENERAL MEETING of the Governors of the Institution will be held at the Central

Hall, Westminster on Monday, 6th of March, 1961, beginning at 3 p.m.

### 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 MARCH, 1961.*