

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

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THE LIFE-BOAT FLEET

155 Motor Life-boats

1 Harbour Pulling Life-boat

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to 30th June, 1957 - - - - 80,848

Notes of the Quarter

THE variety of services performed by life-boats and the variety of vessels which life-boats help have been clearly illustrated during the past quarter.

The first ten services for the month of May, which are recorded on pages 500-2 of this number, are instructive. Two of the services consisted of taking sick or injured men off ships, one of the ships being a Dutch vessel in Yarmouth Roads, the other being an Italian steamer off Barrow in Lancashire. In five cases life-boats towed vessels in distress to safety. The Stromness life-boat towed a Norwegian fishing vessel which had gone aground in Hoy Sound; the Islay life-boat found a yacht ashore in Islay Sound and towed her off; a motor vessel which had gone ashore in the channel between Anglesey and Puffin Island was towed to Beaumaris; the Howth life-boat found a diver's boat drifting ashore under the cliffs and towed her to safety; and the Walmer life-boat, after putting out to the help of a small boat which succeeded in continuing under her own power, ended by towing in three fishing boats.

Of the other services a yacht was escorted to Southend; five canoes were escorted to Llandudno; and the mechanic of the Humber life-boat,

finding a motor boat in trouble, boarded her and repaired her engines.

These various services led to only one claim for property salvage, and indeed there was only one salvage claim throughout the whole month.

COST OF MAINTAINING A STATION

Further extensive repairs, including work which has to be carried on under water, have been approved by the Committee of Management for the Selsey life-boat station. The station is a busy and important one, and last year the Selsey coxswain, Douglas Grant, was awarded the silver medal for a series of outstanding rescues. But because of erosion the cost of maintaining this station is an enormously high one. Since the war new construction, including a gangway extension, has cost more than £6,000. The general upkeep, which has included underpinning slipway piles, strengthening the boathouse slipway and gangway trestles and repairing damage by storm, has exceeded £24,500. In addition the Institution had to pay more than £1,000 for a hydrographic survey. The cost of the further repairs now found necessary will be between £1,500 and £2,000.

REFLECTING MATERIAL ON BUOYS AND LIFE-BELTS

The Committee of Management have decided to fit Scotchlite reflecting material on to all life-buoys in life-boats and all life-belts worn by members of life-boat crews.

Scotchlite is a specially coated material which has exceptional powers of reflection. The reflective property is caused by the action of large numbers of microscopic crystals with which the material is coated. The beam of a searchlight is picked up by these tiny lenses and reflected through a wide arc. The reflected light is a brilliant one, and trials have shown that Scotchlite enables a man in the water to be seen in the beam of a searchlight at far greater distances than would otherwise be the case.

The life-buoys will be fitted with two gaiters of Scotchlite, and the life-belts will have strips of Scotchlite on the shoulder straps.

DUNKIRK MEMORIAL

The part played by the Margate and Ramsgate life-boats at the time of the evacuation from Dunkirk was recognised when H.M. Queen Elizabeth the Queen Mother unveiled a memorial at Dunkirk to commemorate those who gave their lives during the 1939-1945 campaign. Two members of the crews of the Ramsgate and Margate life-boats which went to Dunkirk were invited to take part in the ceremony. They were Mr. E. D. Parker, D.S.M., who was coxswain of the Margate life-boat at the time, and Mr. J. T. Hawkes, who went over to Dunkirk as a member of the Ramsgate crew.

LIFE-BOATS AT AGRICULTURAL SHOWS

Life-boats of the Institution were exhibited at three of the major agricultural shows during the summer. The Broughty Ferry life-boat was seen at the Highland Show at Dundee from the 18th to the 22nd of June; the Great Yarmouth and Gorleston life-boat at the Royal Show at Norwich from the 2nd to the 5th of July; and the Redcar life-boat at the Great Yorkshire Show at Harrogate from the 9th to the 11th of July. Arrangements were made to ensure full operational efficiency while these life-boats were away from their stations. Members of branches and guilds in the areas gave up many hours to collect money and sell souvenirs at all these shows.

HISTORY OF THE LIFE-BOAT SERVICE

The first full-length book on the Life-boat Service as a whole to appear for nearly thirty-five years is being published in October, 1957. H.R.H. the Duchess of Kent, President of the Institution, has written a foreword to the book. The book, which is entitled *The Life-boat Story*, has been written by Mr. Patrick Howarth, Publicity Secretary of the Institution, and is published by Messrs. Routledge & Kegan Paul. It has more than thirty illustrations and will cost one guinea. On every copy sold through the Institution the funds of the Institution will benefit by 7s. A review of the book will appear in the December number of the *Life-boat*.

Birthday Honours

HONOURS bestowed on those associated with the Life-boat Service in the Birthday Honours for 1957 included:

Knight Bachelor

Air Commodore A. V. Harvey, C.B.E., M.P., a member of the Committee of Management.

O.B.E.

Commander T. G. Micheltore, R.D., R.N.R., Chief Inspector of Life-boats.

B.E.M.

Mr. A. P. Weaver, honorary secretary, Bembridge station branch.

Advice to Yachtsmen

[The following notes on rescues by helicopter have been issued by the Ministry of Transport and Civil Aviation for the guidance of yachtsmen.]

At present three types of helicopter are used for sea rescue work around the coasts of the United Kingdom: Sycamores and Dragonflies, which can rescue up to two persons, and Whirlwinds which can rescue up to six or seven persons. These helicopters can operate up to about sixty miles from the coast, but at that distance, because of fuel difficulties, they would not be able to remain very long before returning to base. They are subject to certain operational limitations; they are not flown at night; and they cannot be operated safely when the visibility is poor, nor when the wind exceeds forty-five knots.

When a "Mayday" message or a visual distress signal is received by the coastguard from a yacht in distress, steps are at once taken to send all possible life-saving assistance. This may include asking the nearest R.A.F. Rescue Co-ordination Centre, or helicopter station, to despatch a helicopter to assist in the rescue.

Importance of Signals

Once the helicopter has become airborne, how soon it locates the yacht and how effective its work can be, depends to a large extent on the co-operation of the yacht herself.

From the air, especially if there is a lot of yachting taking place in the area, it is very difficult for the pilot of a helicopter to pick out the particular yacht he is looking for, from the many he can see, unless that yacht uses a distinctive distress signal which can be clearly seen by him. One such signal is the Wessex daylight coloured smoke signal. This is very distinct from the air. A well trained Aldis lamp can also be seen except in very bright sunlight. The display of these signals will save valuable time in the helicopter locating the casualty, and may mean all the difference between success and failure.

It is essential that the yacht's position should be given as accurately

as possible if the original distress signal is made by R/T. The bearing (mag. or true) and distance from a fixed object, like a headland or lighthouse, should be given if possible. The rig, colour of sails and hull should be included if time allows.

No Obstructions Aft

A helicopter can lower on to or lift a man from a yacht provided that the yacht has no obstructions aft, such as standing back stays, and she either remains stationary head to wind or steams at a constant speed head to wind. If the yacht cannot comply with these conditions the helicopter may be able to lift a man from a boat towed astern on a long painter. For this purpose it may be possible for the helicopter to send down a rubber dinghy. On no account should the winch wire, when lowered to a vessel, be secured to any part of the vessel, or allowed to become entangled with any rigging or fixtures.

A helicopter close above a yacht carrying a large amount of sail may send down sufficient slip stream to cause the latter to capsize so that it is always advisable for the yacht to shorten sail before the helicopter arrives over her. Without sail the slip stream will have no harmful effect.

Three Rescue Methods

Helicopters are well practiced in rescuing survivors who are floating freely in the water. Three methods are employed. If the survivor is able to help himself a strop is lowered to him until it hangs about six inches above the sea and within easy reach. The survivor should grasp the loop strop, slip one arm and the head through the loop followed by the other arm. He should then arrange the strop around the upper part of the body under the armpits, with the hook and D. ring in front. The toggle or webbing loop should then be pulled

down towards the chest to prevent the strop from slipping. When this is done the survivor should give the "thumbs-up" sign to the helicopter crew.

The second and third methods of recovery are used when the survivor is unconscious or unable to help himself. By the double winch method a helicopter crew man is lowered by winch cable into the sea for the rescue of the survivor. In the other method a helicopter rescue net is used to scoop the survivor out of the water.

Wireless Contact

Helicopters are fitted with very high frequency radio. They cannot work on the medium frequencies. If a yacht, which is fitted with R/T, wishes to send a lifesaving message to a helicopter which is coming to its assistance and is unable to do so by visual means, the message should be sent by R/T through the nearest G.P.O. Coast Radio Station, addressed to the Coastguard. On receipt the Coastguard will pass it to the R.A.F. Control Station for transmission on V.H.F. to the helicopter. In some places the Coastguard are themselves equipped with M.F. R/T, and maintain constant watch on 2182 kilocycles. In that case a yacht could pass the message direct to them on this frequency.

A large number of Royal National Life-boat Institution life-boats are now being fitted with V.H.F. to enable the coxswain to speak direct to a

helicopter working with the life-boat on a rescue service. If therefore a life-boat is known to be in the vicinity of a yacht the message for the helicopter from the yacht should be passed on M.F. (2182 kilocycles.) to the life-boat for transmission to the helicopter.

Visual Distress Signals

If the yachtsman in trouble observes that the helicopter is going to pass him by, or is on a course which will take it away from him, he should continue to make visual distress signals and, at the same time, if fitted with R/T, report the fact to the Coastguard stating the present bearing and distance of the helicopter from him. The Coastguard will pass this information to the helicopter through its control station.

It is well to be advised of the particular dangers to be recognised when working with helicopters, in respect of their rotors. Helicopters keep clear of any obstructions such as masts, since any contact by them with the main rotor, and particularly the tail rotor, is disastrous for the helicopter. Similarly, when survivors are landed from the helicopter they must observe closely the instructions given by the crew since there is an ever present danger of walking unwittingly into the tail rotor. This warning may appear to be overstating the obvious, yet it is surprising how simply and how often it is done.

Queen's Commendation

THE Queen's Commendation for Brave Conduct has been awarded posthumously to Joseph Bell; Stanley Graham; John Joseph Johnstone; and Alexander Black Ramsay.

The attempted rescue in which these four men, who were part-time firemen of the Silloth Fire Brigade, gave their lives, was reported in the June 1957 number of the *Life-boat* on page 426.

Ministry of Transport Award

THE Minister of Transport and Civil Aviation, Mr. Harold Watkinson, has awarded the Ministry's shield for the best rescue service of the year to the Collieston (Aberdeen) Coast Life-saving Company for the rescue by breeches buoy of the crew of ten from the motor

vessel *Stephens*, of Fraserburgh, after she had gone aground in the early hours of the 8th of November, 1956. The *Stephens* was rolling heavily but contact was made with her by the first rocket fired. A hawser was manned from the top of sand dunes some forty feet high.

Life-boat Christmas Card and Calendar

THE Institution will again have a Christmas card and a pocket calendar.

The card will be a reproduction in colour of the picture below. It is a photograph of the Hastings life-boat returning from service and is reproduced by courtesy of the *Hastings and St. Leonards Observer*.

12s. 6d. for 50 and under 75, 15s. for 75 up to 100.

The pocket calendar will have on the front a photograph of the Selsey life-boat being launched. It can be obtained in dozens. The price is 2s. for the first dozen and 1s. 6d. for each additional dozen.



By courtesy of]

[*Hastings and St. Leonards Observer*

The card will be of four pages, with the picture on page one, greetings on page three and the Institution's crest on page two.

The price of the card, with the envelope, will be 9d. Name and address can be printed in, if not fewer than twenty-five are ordered, at an added cost of 10s. for 25 and under 50,

There will also be a hanging calendar, with a picture in colour, a reproduction of a photograph of the new Fishguard life-boat *Howard Marryat*. Because of the high purchase tax which would have to be paid on all calendars printed if any were sold, there will be none for sale.

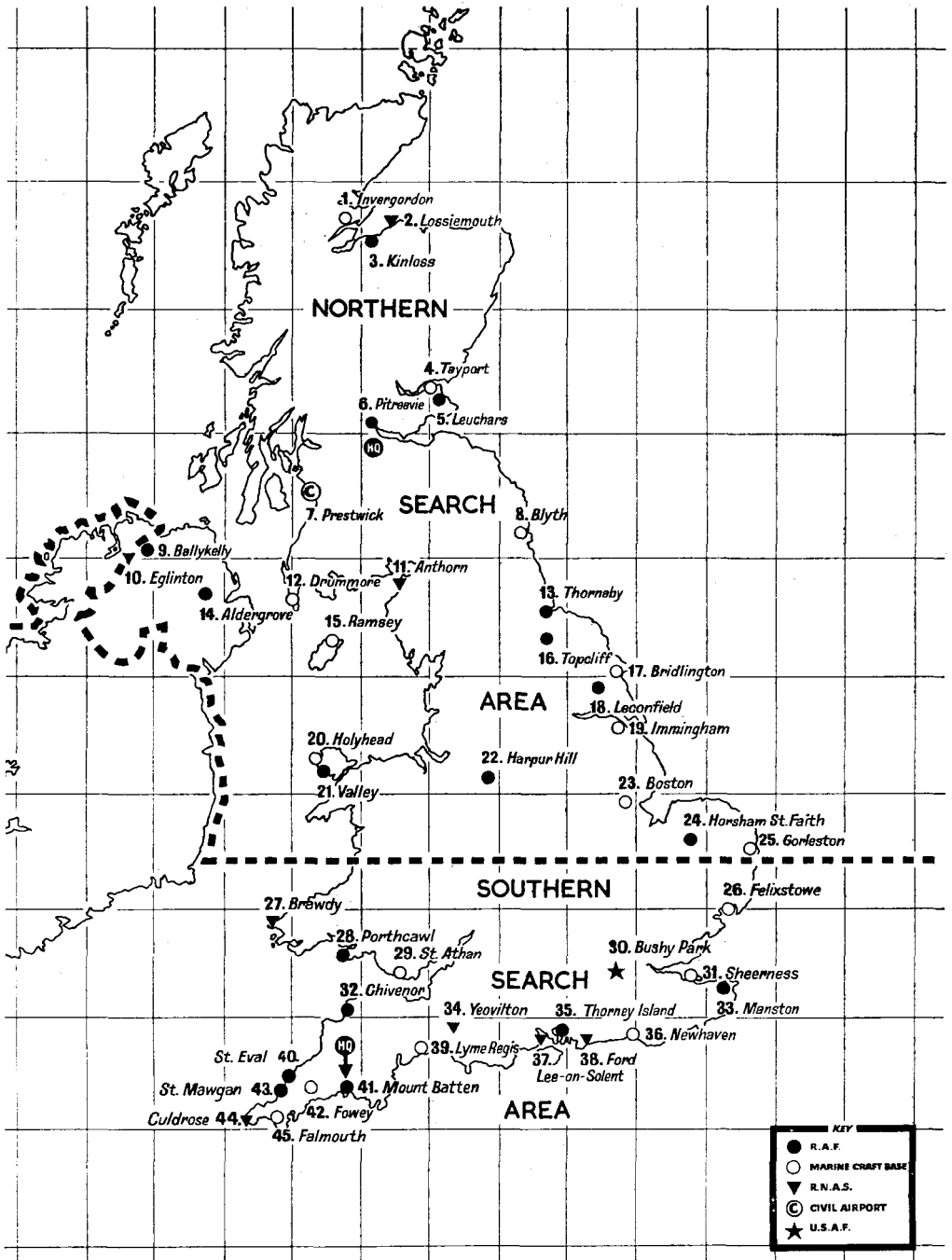
Award to Master of Steamer

THE Minister of Transport and Civil Aviation has awarded a binocular glass to Captain Donald Joseph MacNeil of Glasgow, master of the coastal tank steamer *B.P. Distributor*, for skill and seamanship in rescuing six members of the crew of the motor ship *Teeswood*, which sank off Dungeness on the 29th

of July, 1956. For the rescue of nine other members of the *Teeswood*, a service which was reported in the December, 1956, number of *The Life-boat*, Coxswain George Tart, of Dungeness, was awarded the Institution's bronze medal for gallantry.

Search and Rescue Chart Key

1. No. 1100 R.A.F. Marine Craft Unit—two rescue/target towing launches (can be made available for S. & R.).
2. R.N. Dragonflies from station flight available for S. & R. duty, from 08.00 hours to sunset.
3. O.C.U. Shackletons available for long range S. & R.
R.A.F. mountain rescue team for Northern Scotland and Island of Skye.
4. No. 1112 R.A.F. Marine Craft Unit (two range safety launches) on 24 hour S. & R. duty.
5. (S. & R.) Squadron detachment (Sycamores) on duty from dawn to dusk.
R.A.F. mountain rescue team for Central Scotland.
6. Headquarters No. 18 Group—R.A.F. Northern Rescue Co-ordination Centre.
7. 67th Air Rescue Squadron.
U.S.A.F. long range S. & R. Skymasters and Whirlwind helicopters.
U.S.A.F. six-man para-medical rescue team.
8. No. 1108 R.A.F. Marine Craft Unit (two rescue/target towing launches) on 24 hour S. & R. duty.
9. Coastal Command squadron Shackletons available for long range S. & R.
10. R.N. Dragonflies from station flight, available for S. & R. duty from 08.00 hours to sunset.
11. R.N. Dragonfly from station flight available for S. & R. duty from 08.00 hours to sunset.
12. No. 1106 R.A.F. Marine Craft Unit, two range safety launches (can be made available for S. & R.).
13. (S. & R.) Squadron Headquarters (flight of S. & R. Sycamores) on duty from dawn to dusk.
14. Coastal Command squadron Shackletons available for long range S. & R.
S. & R. Squadron detachment (Sycamores) on duty from dawn to dusk.
15. No. 1114 R.A.F. Marine Craft Unit, two range safety launches (can be made available for S. & R.).
16. R.A.F. mountain rescue team for Northern England and Lake District.
17. No. 1104 R.A.F. Marine Craft Unit (three range safety launches) on 24 hour S. & R. duty.
18. (S. & R.) Squadron detachment on duty from dawn to dusk (Sycamores).
19. No. 1110 R.A.F. Marine Craft Unit (two rescue/target towing launches) on 24 hour S. & R. duty.
20. No. 1113 R.A.F. Marine Craft Unit (two rescue/target towing launches) on 24 hour S. & R. duty.
21. (S. & R.) Squadron detachment (Whirlwinds) on duty from dawn to dusk.
R.A.F. mountain rescue team for North Wales.
22. R.A.F. mountain rescue team for Penins.
23. No. 1109 R.A.F. Marine Craft Unit—three range safety launches (can be made available for S. & R.).
24. (S. & R.) Squadron detachment on duty from dawn to dusk (Sycamores).
25. No. 1103 R.A.F. Marine Craft Unit detachment (two rescue/target towing launches) on 24 hour S. & R. duty.
26. No. 1103 R.A.F. Marine Craft Unit (one rescue/target towing launch) on 24 hour S. & R. duty.
(S. & R.) Squadron detachment (Whirlwinds) on duty from dawn to dusk.
27. Two R.N. Dragonflies from station flight available for S. & R. duty from 08.00 hours to sunset.
28. No. 1105 R.A.F. Marine Craft Unit (three range safety launches) on 24 hour S. & R. duty.
29. R.A.F. mountain rescue team for South Wales.
30. U.S.A.F. Rescue Co-ordination Centre.
31. No. 1103 R.A.F. Marine Craft Unit detachment (two range safety launches) on 24 hour S. & R. duty.
32. (S. & R.) Squadron detachment (Sycamores) on duty from dawn to dusk.
33. 66th Air Rescue Squadron.
U.S.A.F. S. & R. Albatross amphibians and Whirlwinds.
34. R.N. Dragonfly from station flight available for S. & R. duty from 08.00 hours to sunset.
35. (S. & R.) Squadron Headquarters (Whirlwinds) on duty from dawn to dusk.
No. 1107 R.A.F. Marine Craft Unit detachment—one range safety launch (can be made available for S. & R.).
36. No. 1107 R.A.F. Marine Craft Unit (two rescue/target towing launches) on 24 hour S. & R. duty.
37. R. N. Dragonfly from station flight available for S. & R. duty from 08.00 hours to sunset.
38. R.N. Dragonflies from station flight available for S. & R. duty from 08.00 hours to sunset.
39. No. 1111 R.A.F. Marine Craft Unit three range safety launches (can be made available for S. & R.).
40. Coastal Command squadron Shackletons available for long range S. & R.
41. Headquarters No. 19 Group—R.A.F. Southern Rescue Co-ordination Centre.
42. No. 1101 R.A.F. Marine Craft Unit two rescue/target towing launches (can be made available for S. & R.).
43. (S. & R.) Squadron detachment (two Whirlwinds) on duty from dawn to dusk.
44. R.N. Dragonflies from station flight available for S. & R. duty from 08.00 hours to sunset.
45. No. 1102 R.A.F. Marine Craft Unit—six pinnaces (can be made available for S. & R.).



MAP SHOWING AIR STATIONS ENGAGED IN SEARCH AND RESCUE WORK

This map is reproduced by courtesy of the Air Ministry.

Sea Rescue Services in Sweden

By HANS HANSSON,

Director, Svenska Sällskapet för Räddning af Skeppsbrutne

THE first organisation for rescuing those in danger at sea to come into being in Sweden was established by the Swedish Government in 1854, when a life-boat station was set up in the south of Sweden. The service was under naval control until 1870, when it was taken over by the Royal Board of Pilotage.

In 1903 a series of disasters occurred which led to a re-examination of the existing arrangements for rescuing the shipwrecked. In that year there was a series of severe storms, many ships were wrecked, and many lives were lost. It became clear that the fifteen life-boat stations then in existence were insufficient, and the Swedish Shipping Society made plans for establishing a voluntary organisation comparable with that of the Royal National Life-boat Institution. A committee was formed to assess public response to this proposal, and it soon became clear that contributions would be forthcoming. The committee began the construction of more life-boat stations, and on the 1st of June, 1907, the new society formally came into being. This was the Svenska Sällskapet för Räddning af Skeppsbrutne (Swedish Society for Rescuing the Shipwrecked).

Fiftieth Anniversary

This society has just celebrated the fiftieth anniversary of its foundation, and an account of the manner in which the occasion was celebrated appears on page 515. During these fifty years it has established more than thirty new life-boat stations.

A few years ago a committee was appointed in Sweden to consider whether all services to shipping should be put under the general supervision of one board. The same committee also had to consider if the sea rescue service in Sweden was organised in the best way. As a result a new board, known as the Royal Board of Shipping, came into being on the 1st of January, 1956. Among other tasks this board was given the general respon-

sibility for rescue work near the shores, where the Board helps pilot and light-house stations in service. Rescue work further out at sea has remained the primary responsibility of the Svenska Sällskapet för Räddning af Skeppsbrutne. The Svenska Sällskapet för Räddning af Skeppsbrutne continues to be responsible for rescue work where there are no stations controlled by the Board of Shipping; it also undertakes certain duties in the field of ice-breaking and in transporting sick people in the archipelagoes. The division of duties is not a rigid one, for clearly any boat belonging to any organisation will go out to the rescue when its help is needed.

Network of Radio Stations

All along the coast of Sweden there is a network of coastal radio stations which receive distress messages from sea, and are in communication by telephone overland with the various rescue organisations. Although the coastal radio stations have no authority to order boats or aircraft to go to the rescue, they are able to ask for help from the life-boat stations, from the pilot boats of the Royal Board of Shipping, from naval vessels, customs vessels and aircraft of the Swedish Air Force. The radio stations are also in contact with coastal radio stations in other countries, and the close and swift co-operation between various rescue organisations of different countries in the North Sea and in the Baltic is a continual source of encouragement. The Svenska Sällskapet för Räddning af Skeppsbrutne has at present nine 20-metre patrolling rescue cruisers and ten 13-metre rescue cruisers which are launched down slipways. Smaller boats of the 10-metre class are under the control of the Royal Board of Shipping. The Svenska Sällskapet för Räddning af Skeppsbrutne expects within the next few years to have a dozen patrolling rescue cruisers and a dozen rescue cruisers of the 13-metre class.

The patrolling and rescue cruisers

are all fitted with radio and most of them have radar. They will also be fitted with homing instruments when the SARAH system or a system of a similar kind is more widely adopted internationally.

Another development of the future

will be the growth of a helicopter service controlled by the Swedish Navy. This is expected to co-operate closely with the other sea rescue services, but the Svenska Sällskapet för Räddning af Skeppsbrutne is not contemplating buying its own helicopters.

The Work of a Life-boat Inspector

(The following account of the work of a life-boat inspector was written by Captain Basil Hall, R.N., on his retirement from the service of the Institution in 1920.)

THE perfect Inspector of Life-boats should be a man of many parts. First and foremost, he must, of course, be a seaman; but he must add some knowledge of the art of the boatbuilder in order adequately to report on the state of the boats he inspects, and on any necessary repairs to them; of the wheelwright, for he must examine the life-boat carriages, and be sure of their condition for transporting the boat over rough and uneven ground; of the builder, in order to examine and report on any defect in the life-boat houses; of the civil engineer, that he may do the same for the slip-ways; of the marine engineer, when he is inspecting a steam life-boat; of the motor mechanic, for motor life-boats; of the accountant, as he has to examine the branch accounts, and see that they are properly kept; of the orator, for he must on occasion speak in public on behalf of the Institution; and lastly, a little of the writer's craft must be thrown on to the heap, if his reports are to be lucid, and clearly understood at headquarters.

Tact and Patience

In addition to such knowledge, he must show tact and patience in dealing with all classes of men, from the lord of the manor, whom he seeks to interest in the local life-boat, to the fishing-lad whose grievance against the Institution it may be his business to inquire into and, if possible, remedy; nor is it always with men alone that he has to deal, for alas! it is sometimes his painful duty to call on and condole with widows whose husbands have been lost in the service of the Institution.

I have described an ideal, one which,

indeed, I have fallen far short of myself; but some of all these multifarious duties I have had to perform at various times during my career.

The life of an Inspector of Life-boats is in many ways an arduous one. When visiting a station he always launches the life-boat and takes her afloat however bad the weather; indeed, the worse the weather the more useful and necessary the exercise; but this means that very frequently, especially in winter, he gets wet to the skin, and is unable to change till he can get back to the place where he is stopping, which is often not till some hours afterwards, when he has completed his inspection. He has practically no home life; he sees little of his family; he spends his time among strangers; he lives in uncomfortable hotels. But there are many compensatory advantages.

Pick of Picked Body

It is a free, open-air, healthy life; it is full of adventures; it brings him into contact with all sorts and conditions of men. He receives much hospitality, and makes many friends, some of whom he keeps for life. Of these none stand out more conspicuously in my memory than the various coxswains of life-boats whom I have met round the coast. The pick of a picked body of men, they combine the simplicity of character of the fisherman with the moral qualities which go to make leaders of men. Was it not on just such that the great choice fell in Galilee of old? "Greater love hath no man than this, that he should lay down his life for a friend."

Prize-Winning Essay

For the second year in succession David Glyn Jones of the Ysgol Dyffryn Nantlle School, Penygroes, won the first prize in a competition for the best essay on the Life-boat Service organised by the Institution. The competition was open to boys and girls up to the age of sixteen attending secondary schools in the United Kingdom and the Irish Republic. The subjects chosen for the essay in the past two years were wholly different, on one occasion competitors being asked to write an essay on the general need for a Life-boat Service and on the other to describe an imaginary rescue. Two years ago David Glyn Jones won the prize for the best essay submitted from Wales. His description of an imaginary rescue is reproduced below:

WE were a couple of fine sailormen, Nelson Jones and I—damp, cold and miserable in an open boat somewhere between our own coast and the great unknown. We had hired the boat at the resort where we stayed and set out, two gallant and dauntless explorers, in search of adventure and discovery. The first discovery we made was that we were in trouble, if not in danger; adventure, very real and frightening soon followed.

Nelson, in spite of his seaman's name could only row; he did that quite well. I, on the other hand, when holding the oars, could not make the boat budge an inch, but I could steer, although with little skill. However, we managed to travel a good distance up the coast; how much, exactly, we still do not know. The coast on our right was lonely, dull and uninviting and seemed to offer no adventure, so we turned out to sea and moved forward and forward. We were in the fog almost before we had noticed it.

We were not frightened at first; this was a change from the monotonous sea and sky and birds. We could neither see nor hear the birds now; it was very quiet. Nelson stopped rowing for a moment and the boat rocked to a gentle halt. He looked at me.

"This is something new," I said.

"Yes," he answered.

"Doesn't look very exciting though."

"No."

"What shall we do?" I asked, sensing that Nelson did not feel very happy.

"What d'you mean—'What shall we do?'"

"Well, stay here or move away?"

"Get out. I don't like it. I've always been told to keep clear of fog. Anyway, it's starting to get wet and cold."

It was. I felt it now, and I did not like it very much either.

"Let's go then," I said.

"Yes, try to get out as quickly as you came in," Nelson answered, a bit peevishly.

"I couldn't help it. It came sudden like. You should have stopped rowing if . . ."

"All right. Come on," he said sharply.

He pulled at the oars and I turned the tiller. The boat swung round and proceeded in an unknown direction. He rowed steadily and I kept a straight course, hoping to emerge from the bank soon. But to our dismay, the fog grew thicker with every pull of the oars, and we could scarcely see each other. However, we kept straight on for five to ten minutes, plunging deeper and deeper into the fog. Things were now beginning to be serious and we decided to stop again.

"Now we've torn it!" said the cloudy figure near me.

"Perhaps it will clear," I answered with my voice full of artificial hope.

"Of course it will clear, silly!" he rapped, "but when?"

Nelson pulled suddenly and the boat lurched forward, throwing me off balance. I grabbed hold of the tiller as quickly as I could and we were off again.

We found no difficulty in travelling. The sea was calm and clear of rocks, and Nelson rowed with doubled energy and determination. I knew that he was afraid. I was afraid myself—a little. There was fog—fog everywhere. It encased us like a nutshell, I could almost feel it between my shirt and my back. It moved past in ceaseless wisps, stroking our faces mockingly. There was something phantom about it all—so quiet and lonely. I began to miss the company of the sea birds. Only me, and Nelson there before me like a ghost.

I thought of my home, my relations, my friends, my possessions. Then my thoughts became very muddled. Then I thought of nothing but the fog. The fog—the word gave me a choking feeling. It seemed like it would never end. Fog . . . never end . . . fog . . . never end. I felt sick and I probably passed completely out for a moment or so; everything went blank. However it was not for long, I felt the fog again, and saw the fog, and Nelson swaying steadily before my eyes, while the boat went on and on.

"What's the time?" the words came upon my ears unexpectedly from the fog. They rather startled me, and I did not answer.

"What's the time?"

"Eh?"

"What is the time?"

"Er . . . my watch has stopped."

"When?"

"When what?"

"When did it stop?"

"Er . . . twenty past."

"Past what?"

"Four."

The damp silence came down again, and I was left with my miserable thoughts. It was twenty past four. We had been sailing—rowing rather—for two—three—five hours and . . . about forty-five minutes. How much longer?

Then came the sweet shock. We were near something—this something was neither living nor very suggestive of life, but it told us that we were not very far from people and things.

"Hello!" Nelson exclaimed.

"A rock!" I added.

"A cliff," he corrected. Then, to make sure, he took an oar from the rowlock and reached out to hit the great wall. We were right by it. Wood chocked against stone. It was real, and I was glad. It seemed that our troubles were pretty well over; we could follow this coast, for that it probably was, and arrive somewhere. We were too glad to speak much, and we automatically turned and followed the wall. The fog was still with us, but not everywhere; the cliff was one side.

Follow the cliff we did, and we got along quite well. We must have travelled about two knots before we made our second discovery of the day. This was far more interesting than the first, and it cheered us up a good deal. We had come across a large cave in the cliffside.

The entrance was clear, and with no consultation or discussion, we turned in. We were six or seven yards from the opening when Nelson first spoke.

"What are we going to do here?" he asked.

I really did not know, but I had to think of an answer quickly. Nelson expected an answer to every question he asked.

"We'll explore."

"We can't. It's dark; we've no light either."

"No. Hard luck. We'll stay in here anyway; we can shelter from the fog."

"Don't be silly. There's as much fog in here as there is outside."

"Oh, yes, I suppose," I had to admit.

"But we'll stay in. It'll be a change, and a rest."

The awful silence came down again. Before long, I felt that I should prefer to go out again; there was something about the cave which made me uncomfortable—not afraid—just uncomfortable. But I did not say anything, and the first thing to break the silence was a foghorn, mournfully delivering its message to the lonely sea.

I became more and more depressed—and oppressed—by what I did not know, but I was sure that something—something undesirable—was going to happen.

Had I but known it, it was already happening. We were not aware of the peril we were in until—well, until I hit my head against the roof of the cave. I cried out in surprise and some pain.

"What's the matter?" asked Nelson, startled.

"Hit my head!"

"Hit your head? Where?"

Then he did the same thing.

We realized the terrible truth at once. The tide was coming in. It was filling the cave. Our boat was being lifted by the water, nearer and nearer to the roof. We would be crushed between the rock and the boat if we did not lie flat on the bottom. But then, if we lay down flat in the boat, we would suffocate if it remained close to the roof for long. Or else, the water might enter the boat, sink it, and drown us. Nelson could swim, but not I. Very serious, if we could not get out of the cave in time.

So the obvious—and the only—thing to do

was to get out. Quite easily done, we thought—just keep our heads down; the water was rising quickly. Nelson clutched the oars and gave another of his strong, sudden pulls. Alas, it was too strong and sudden. The end of one of the oars hit something hard, probably a rock, under the water. I could just see it bending like a bow. I was afraid that it would break.

"Stop pulling so hard!" I exclaimed.

This was a mistake, a very grave mistake.

Nelson, startled by the impact and my sudden cry, let go of the bent oar. It sprung back, kicked itself out of the rowlock, and plunged into the water. A moment later, it reappeared, but we were too stunned to lean over and catch hold of it immediately. It drifted with the water to the dark interior of the cave.

Now we were in the soup—well and truly, and I had no idea how to get out of it. Nelson, fair play to him, acted quickly—or tried to act. He made a fair effort to scull the boat out with one oar, but the oar was too short. The boat swung round in the same place, and rocked from side to side. We were now bent almost double.

We just managed to make one other effort. We took the other oar out of the lock and rammed it against the wall, holding it tightly. Thus we hoped to drive the boat backwards, but the wash of the sea coming in against us was too strong. We lurched back again, sickeningly.

No, there was no hope of escape. We could only lie flat in the boat and hope that the tide would not reach the danger level. That we did, and in about five minutes' time, we could only just see the dull sky between the roof of the cave and the side of the boat.

One last bid.

"Let's shout," I said.

"They won't hear us. Fog deadens sound."

"We heard the foghorn. Why can't the foghorn hear us?"

"Don't be silly."

However, we did shout, but there was little hope that anyone would hear us. Our voices would be muffled by both the fog and the sides of the boat.

"Help!" was the only word we heard for around ten minutes, and we were scarcely aware of the fact that it was we ourselves who uttered it so steadily and despairingly. I often wonder how we kept it up, but we did. We still shouted even after we had heard the low whine that could have been nothing but a motor-boat, outside. To the accompaniment of our own cries, we heard it purring around, searching, like a bee in September. The volume of the whine increased . . . decreased . . . increased again. It came, went, came, went; then we suddenly heard it very close, and coming closer. Then it stopped. But we still shouted, until we heard—to our surprise, relief and joy—another live, human voice.

"Hey, Coxswain!"

A chorus of men's voices soon joined in. We were now very weak, and the water was trickling into the boat; I felt it cold upon my face. There was a thud on the wood near

my head. The boat rocked and I caught a glimpse of the sky. Not quite knowing what I was doing, I clutched at that bit of sky. In so doing, my hand came to rest on the edge of the boat and I felt an iron hook.

Nelson suddenly spoke:

"We're moving."

We were. Then—oblivion.

We came round with the smell of oil and seaweed in our nostrils. We looked around, and the first thing we noticed—we could not have missed it—was a modern and gleaming motor-boat, of some size, mounted on blocks. There were six or seven rough men in jerseys or oilskins standing around. One of them turned a couple of big eyes upon us and said.

"Cox'n, they've come to."

The men stirred, and one of them, brawny and bearded, came towards us. I caught few of his words, for my head was in a spin.

"Stay 'ere for now . . . We'll see . . . can take you 'till . . . Have to get a doctor . . ."

I next found myself alone in a warm bed, in a strange room—in the house, as I later understood, of one of the life-boat crew. I also learnt that Nelson had been accommodated in the same way by another member. I saw two important people that day. One was a doctor, probably the local practitioner, who informed me that I was to be confined to bed for two or three days, to keep my chill company. The other was a newspaper reporter with a huge camera and miles of newspaper. I let him photograph me, but I could tell him very little about our rescue. I learnt the details when I began to get out and about, and no sooner.

Having completed our term in bed, we visited all the interesting places of the district, with one or more of the life-boatmen as our guides. We had an opportunity to examine the boat all over. I can only say that it was a magnificent craft; I cannot go into the details of its construction, for my knowledge of such a subject is confined to that of a rowing boat with room for two. That gallant galleon of ours, by the way, was stowed away, upside down, in a corner of the life-boat hut. There was one oar by its side.

While we were seeing things in this way, efforts were being made to contact our parents and the owner of the boat. The car came to fetch us on the fifth day after the adventure.

We were ready to depart when the coxswain suggested that, before we left, we should see the cave—our cave—at high tide. He added that the tide was actually higher on the night when we were there, but we could have some idea of what could have been our lot. We walked down, with our parents, the crew and half the village, to a spot by the sea

from where we could see across the bay the cliff which we followed. We did see it—a massive, solid rock wall—with not a trace of a cave. The coxswain told us to wait a while; the tide was ebbing. We waited, until we saw the top of the opening just appearing above the surface of the receding water. The only thing we could do was to stare. We stared; and caught sight of something floating out of the cave. It was not big, it was quickly borne out to sea and out of sight. We could have sworn it was an oar.

Then we turned back to the car, went in, and drove away. There was a white fog creeping in from the sea. As soon as the parting greetings of the villagers had died away, we heard a sad hoot from the direction of the sea—the farewell of the foghorn. The old horn was only doing its duty; there are always clots like us who insist on getting into trouble, trouble we could not get out of but for the life-boat.

OTHER PRIZES

Prizes for the best essays in Scotland, Ireland, Wales and six districts of England have been awarded to the following:

Scotland: ALAN F. MACKINTOSH, Sir E. Scott Junior Secondary School, Tarbert. Isle of Harris.

Ireland: ADRIENNE LISTER, Alexandra College, Earlsfort Terrace, Dublin.

Wales: DAVID GLYN JONES, Ysgol Dyffryn Nantlle School, Penygroes.

England—

South-East: M. HADFIELD, The King's School, Canterbury.

North-East: JEAN KIRKPATRICK, Falsgrave County Modern School, Scarborough.

Midlands: PATRICIA ANN BUSK, The County High School, Stourbridge Road, Bromsgrove.

South-West: LINDA CORRIE, Summerleaze Park Secondary Modern School, Yeovil.

North-West: JEFFREY SALLISS, Greaves County Secondary School, Lancaster.

London Area: JANET DEAN, Greenway County School, Uxbridge.

The school which submits the best essay in each district holds a shield for the next year. The Ysgol Dyffryn Nantlle school, by submitting the best essay from Wales for three years in succession, has now won its shield outright.

Portrait on the Cover

THE portrait on the cover is of Coxswain Wilfred Perrin of Skegness. He was appointed coxswain in October 1947, and since then Skegness life-boats have been launched on service 47

times and have rescued 22 lives. From 1934 to 1947 he was second coxswain. The photograph is reproduced by courtesy of Mr. George Greaves.

Services of the Life-boats in April, May and June, 1957

113 Lives Rescued

APRIL

DURING April life-boats were launched on service 46 times and rescued 43 lives.

FISHING VESSEL AGROUND ON SHOAL

Islay, Hebrides.—At 6.50 on the evening of the 2nd of April, 1957, the Kilchoman coastguard passed on by telephone a message that the motor fishing vessel *Pride of Erin*, of Belfast, was ashore in West Loch Tarbert. She was high and dry and appeared to be in no immediate danger. The honorary secretary asked to be kept informed of any change in the position. At 8.55 the Southend coastguard reported that the fishing vessel had begun to list, and at 9.25 the life-boat *Charlotte Elizabeth* put out. There was a smooth sea, with a fresh south-easterly breeze blowing, and the tide was ebbing. The life-boat made for the position, and with help from the General Post Office cable ship *Iris*, which gave the coxswain radar bearings, found the *Pride of Erin* stranded on a shoal some three cables north of Corran Point. At her master's request the life-boat ran out an anchor, and as no further help was needed returned to her station, arriving at 5.25 the next morning.—Rewards to the crew, £12 7s.; rewards to the helpers on shore, £1 4s.

SICK WOMAN BROUGHT TO AIR AMBULANCE

Islay, Hebrides.—At 12.15 on the afternoon of the 3rd of April, 1957, the Resident Medical Officer of the Island of Colonsay asked if the life-boat would convey a young woman suffering from appendicitis to Port Askaig in order that she could be taken to a Glasgow hospital. At 12.40 the life-boat *Charlotte Elizabeth* put out in a smooth sea. There was a gentle south-south-easterly breeze blowing, and the tide was flooding. The life-

boat arrived at Colonsay one hour and a half later, and the young woman and her mother were taken on board. The life-boat then made for Port Askaig, which she reached at three o'clock. An ambulance was waiting to take the young woman to a local airport and thence by air to the hospital. The life-boat arrived back at her moorings at 5.45.—Rewards to the crew, £8; rewards to the helpers on shore, £1 4s. Refunded to the Institution by the St. Andrew's and Red Cross Scottish Ambulance Service.

SEARCH FOR SURVIVORS IN FOG

Margate, Kent.—At 7.3 on the morning of the 4th of April, 1957, the coastguard telephoned that two vessels had been in collision one mile north-east of Spit buoy. The life-boat *St. Mary's*, on temporary duty at the station, was launched at 7.12 in a smooth sea. There was a light, variable breeze blowing, and the tide was ebbing. Fog had reduced visibility to fifty yards. The life-boat found one of the motor vessels, the 3,000-ton *Sir John Snell*. She had a crew of twenty-two, and her master informed the life-boat coxswain that his vessel was only slightly damaged, but that the other vessel, the 900-ton *Lizbeth M*, had apparently sunk. He had been calling her on his radio-telephone but had received no reply. Shouts had been heard and a boat had been lowered from the *Sir John Snell*, with seven men on board, to look for survivors. The life-boat searched the area and found an oil patch where it was presumed the *Lizbeth M* had sunk, but no survivors could be found. The position, approximately one mile north-west of the north-east Spit buoy, was marked by a buoy. The master of the *Sir John Snell* was by this time becoming anxious for his seven men in the ship's boat, which had been away for two and a half hours. A little later the Deal coastguard wirelessly that the boat had landed at Kingsgate with

twelve survivors and the bodies of three men from the *Lizbeth M.* The life-boat went to Kingsgate, towed the boat back to the *Sir John Snell*, and put her crew of seven back on board their vessel. She then searched again in the fog for two men who were still missing, but found nothing and returned to her station, arriving at 3.20.—Rewards to the crew, £17 9s.; rewards to the helpers on shore, £4 4s.

WOMAN INJURED BY COW TAKEN TO MAINLAND

Galway Bay, County Galway.—At two o'clock on the afternoon of the 8th of April, 1957, the local doctor reported that a woman had been attacked by a cow and had been seriously injured. He asked if the life-boat would bring her to the mainland. At 2.15 the life-boat *Mabel Marion Thompson* put out in a choppy sea with a moderate easterly breeze blowing. The tide was ebbing. The woman was taken to the mainland and then to hospital, and the life-boat returned to her station, arriving at 6.45.—Rewards to the crew, £11 4s.; reward to the helper on shore, 12s. Refunded to the Institution by the Galway County Council.

MOTOR VESSEL TOWED OFF SANDBANK

Broughty Ferry, Angus.—At 7.10 on the evening of the 8th of April, 1957, the honorary secretary received a telephone message from the Air Sea Rescue Unit at Tayport saying the police had asked the unit to send a motor launch to a position above the Tay Bridge to help a motor boat which had broken down. The Royal Air Force officer felt that this was a matter for the life-boat station, and after making enquiries, the honorary secretary learnt that the engine of the motor vessel *Atlantis* had failed and she was in a dangerous position on a sandbank. Her owner had come ashore in a pram dinghy, but there were seven other people on board the *Atlantis* who were unable to come ashore. At 7.30 the life-boat *Mona* was launched in calm weather. The tide was flooding. The life-boat came up with the *Atlantis* two miles above the

Tay Bridge and towed her to Dundee harbour. The life-boat then returned to her station, arriving at 9.40. The owner made a gift to the crew.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £2 10s.

YACHT TOWED TO ISLE OF MAN

Port St. Mary, Isle of Man.—About eight o'clock on the evening of the 13th of April, 1957, the coxswain told the honorary secretary that the auxiliary yacht *Swee*, of Port St. Mary, was trying to attract the attention of the Langness lighthouse-keeper, as her crew appeared to be in difficulties. The life-boat *R. A. Colby Cubbin No. 2* put out at 8.20 in calm weather. The tide was flooding. The life-boat reached the yacht three miles east of Langness lighthouse and towed her to Port St. Mary, arriving there at 10.30. The yacht had ran short of fuel and was becalmed. The owner made a donation to the funds of the Institution.—Rewards to the crew, £8 8s.

SICK WOMAN TAKEN FROM SHETLAND ISLE

Aith, Shetlands.—At 1.10 on the afternoon of the 15th of April, 1957, a doctor, after consulting with the Medical Officer of Health, asked if the life-boat would take him to Foula to visit a very sick woman who, he suspected, might have to be brought back to the mainland for hospital treatment. No other boat could make the crossing, as there was a strong south-westerly wind blowing with heavy seas. At 2.35 the life-boat *The Rankin* put out. The tide was ebbing. With the doctor on board the life-boat reached Foula at 6.13 after a very rough crossing. The doctor was taken ashore, and after visiting his patient he returned with her to the life-boat, which then brought them to the mainland, arriving at Aith at 11.25 at night. An ambulance was waiting to take the woman to hospital at Lerwick.—Rewards to the crew, £19 1s.; rewards to the helper on shore, 12s. Refunded to the Institution by the St. Andrew's and Red Cross Scottish Ambulance Service.

ARTIFICIAL RESPIRATION GIVEN TO CANOEIST

Dunbar, East Lothian.—At 2.30 on the afternoon of the 15th of April, 1957, the Cockburnspath coastguard telephoned a report that a canoe had capsized about four hundred yards from the beach just north of Cockburnspath. At 2.40 the life-boat *George and Sarah Strachan* put out. There was a choppy sea, a gentle south-westerly breeze was blowing, and it was nearly high water. The life-boat reached the position and found that the occupants of the canoe had managed to come ashore. One of the men was in a very bad state, and as the life-boat could not come close enough inshore to land, two of the life-boat's crew were taken ashore by a small fishing boat to try to help him. The man was given artificial respiration by a doctor and a nurse who had arrived on the scene, and help was also given by the coastguard and the two members of the life-boat's crew. They worked for nearly five hours without success, and the man died. The two members of the life-boat's crew went back to the life-boat, which they returned to her moorings with the canoe on board, arriving at six o'clock.—Rewards to the crew, £8 8s.; reward to the helper on shore, 12s.

INJURED MAN TAKEN FROM TRAWLER

Tynemouth, Northumberland. — At 11.30 on the night of the 16th of April, 1957, the coastguard telephoned to say a trawler had reported that one of her crew had injured his hand badly and urgently needed hospital treatment. The trawler's position was fifty miles north-north-east of the Tyne, and she was on passage to Hull. She was expected off the Tyne at approximately 4.30 and asked if the life-boat would land the injured man. At 3.4 on the morning of the 17th the life-boat *Tynesider* was launched in a slight swell. There was a moderate south-westerly breeze blowing, and it was low water. While the life-boat was on her way the trawler, which was the *Ross Lion*, of Hull, with a crew of fourteen, contacted the coxswain

by radio-telephone and reported that owing to engine trouble she had been compelled to reduce speed and would not be off the Tyne until about 6.30. The life-boat returned to her station and at 5.30 put to sea again. She met the trawler some four and a half miles north-north-east of the Tyne, went alongside and took the injured man off. She then returned to the North Shields Ferry Landing, arriving at seven o'clock. The injured man was transferred to a waiting ambulance, and the life-boat returned to her station, arriving at 7.16.—Rewards to the crew, £11 4s.; rewards to the helpers on shore, £4 16s.

YACHT AND FISHING VESSEL TOWED IN

Porthdinllaen, Caernarvonshire.—At nine o'clock on the morning of the 17th of April, 1957, the coastguard telephoned that a motor vessel, which was towing a fifty-foot yacht, was thought to have ropes entangled in her propellers and needed help twenty miles west-by-south of Porthdinllaen. The life-boat *Charles Henry Ashley* was launched at 9.25 in a rough sea. There was a strong west-by-southerly breeze blowing, and the tide was flooding. Visibility was down two to three miles because of mist and rain. After two and a half hours the coxswain sighted the two boats on his starboard bow. The life-boat came up with the motor fishing vessel *1122*, with a crew of three, and a yacht. They were both at anchor, as the fishing vessel's engines had broken down. A towing line was made fast, but it broke seven times before both boats were brought to Porthdinllaen, which was reached at 8.35.—Property Salvage Case.

ESCORT FOR FISHING BOAT

Aberystwyth, and New Quay, Cardiganshire.—At 8.45 on the morning of the 17th of April, 1957, the Outward Bound Sea School's ketch *Golden Valley* left Aberystwyth for New Quay, towing the fifty-foot fishing boat *Camelia*, of New Quay. At 10.30 the New Quay coastguard telephoned the Aberystwyth coastguard asking for information, as neither vessel could be

seen approaching New Quay. The New Quay coastguard learnt that the vessels were close under the land between Llanon and Aberayron. At 11.45 the *Golden Valley* returned to Aberystwyth harbour. She had cast off the *Camelia* at her master's request, as he intended to continue under sail, but by 12.30 the *Camelia* had not come into sight of the New Quay coastguard. Visibility was bad and she had last been seen six miles north-east of New Quay Head. It was decided to wait for half an hour before taking further action, and at one o'clock, by which time the *Camelia* was still out of sight, the New Quay life-boat *St. Albans* was launched. Ten minutes later the life-boat *Helen Sutton*, on temporary duty at Aberystwyth, also launched. There was a rough sea, a strong south-westerly breeze was blowing, and the tide was ebbing. The New Quay life-boat found the *Camelia*, with a crew of two, two miles west of Penrhiw, Aberath, and escorted her safely to New Quay, arriving at 3.55. The Aberystwyth life-boat was recalled and reached her station again at 3.30.—New Quay: rewards to the crew, £7 4s.; rewards to the helpers on shore, £8. Aberystwyth: rewards to the crew, £7 4s.; rewards to the helpers on shore, £8 3s.

MOTOR BOAT AND FISHING VESSEL TOWED TO HARBOUR

Wick, Caithness-shire.—At 2.35 on the afternoon of the 18th of April, 1957, the coastguard reported that a small motor boat which had engine trouble was sheltering near Reiss Sands and that a motor fishing vessel was standing by. At 3.8 Wick radio reported that the fishing vessel had taken the motor boat in tow but was herself in difficulties with a broken rudder in Reiss Bay and needed help. At 3.35 the life-boat *City of Edinburgh* was launched. There was a rough sea, a strong north-westerly gale was blowing, and the tide was ebbing. The life-boat came up with the motor fishing vessel *Economy*, with a crew of four, and the motor boat *Willing Boys*, with a crew of three. At the first attempt a line was got aboard the *Economy*, and

the life-boat towed both vessels into Wick harbour, arriving at 6.10.—Rewards to the crew, £10 3s.; rewards to the helpers on shore, £1 14s.

TWO RESCUED FROM CAPSIZED DINGHY

Tenby, Pembrokeshire.—At 5.8 on the afternoon of the 18th of April, 1957, a resident of Saundersfoot reported that a dinghy had capsized on the east side of Monkstone Point. At 5.20 the life-boat *Henry Comber Brown* was launched in a moderate sea. There was a moderate south-westerly breeze blowing, and the tide was flooding. When the life-boat reached the position the sailing dinghy's crew of two were seen to be in the water. The life-boat rescued them and towed the dinghy to Tenby harbour, arriving at 6.30.—Rewards to the crew, £9; rewards to the helpers on shore, £5 9s.

SICK MAN BROUGHT FROM TANKER

Lytham-St. Anne's, Lancs.—At 7.10 on the evening of the 18th of April, 1957, a Preston firm of shipping agents telephoned to say they had received a call from the master of the tanker *B.P. Marketer*, of London, reporting that a member of the crew had had a stroke and was seriously ill. The master had asked for a doctor to be sent as soon as possible. At 7.36 the life-boat *Sarah Townsend Porritt* was launched in a moderate swell with a doctor on board. There was a light north-westerly breeze blowing, and it was low water. The life-boat came up with the tanker off Nelson buoy in the Ribble estuary. The sick man was transferred to the life-boat, which landed him at eleven o'clock. He was taken to a hospital in Blackpool, where he died the next evening. The owners of the tanker made a donation to the funds of the Institution.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £3 15s.

TWO RESCUED FROM YACHT AGROUND

Southend-on-Sea, Essex.—At 7.40 on the evening of the 19th of April, 1957, the coastguard telephoned to say a

German tanker had reported a small vessel drifting near the East Shoebury buoy. At 8.10 the life-boat *Greater London II* (Civil Service No. 30) was launched. There was a moderate sea, a moderate south-easterly breeze was blowing, and the tide was ebbing. The life-boat found the yacht *Ava*, of London, aground inside the East Shoebury buoy. The life-boat was not able to come near enough to rescue the yacht's crew of two, and she returned to Southend to collect a small boat. She reached the position again, and the small boat took off the two people and transferred them to the life-boat. When the tide had begun to flow the life-boat went alongside the yacht and put a tow rope aboard. She then returned to her station, arriving at 2.20 the next morning.—Property Salvage Case.

YACHT ESCORTED TO NEW BRIGHTON

New Brighton, Cheshire.—At 11.15 on the morning of the 21st of April, 1957, the Wallasey police reported that a rubber dinghy was being swept out to sea one mile off Harrison Drive. The life-boat coxswain and motor mechanic went to the drive by car and saw that the craft sighted was in a dangerous position because of the south-westerly wind. The life-boat *Norman B. Corlett* left her moorings at 11.30 in a moderate sea. It was then low water. She proceeded down Rock Channel with her boarding boat in tow and came up with a yacht. It was this yacht which, when sighted from the shore, had been reported to be a rubber dinghy. The life-boat escorted the yacht to New Brighton and then returned to her moorings, arriving at 12.30.—Rewards to the crew, £6; rewards to the helpers on shore, £1 4s.

FISHING BOAT TOWED TO MERSEY

Hoylake, Cheshire.—At 8.12 on the evening of the 22nd of April, 1957, the life-boat coxswain was told that a fishing vessel appeared to be in difficulties three miles north-west of Hilbre Island. He went to the boathouse and through a telescope saw signals being sent by the fishing boat. The

life-boat *Oldham IV* was towed by the tractor across East Hoyle Bank and was launched in Hilbre Swash at nine o'clock. She reached the fishing vessel *Jenny*, of Chester, which had a crew of four. The *Jenny's* owner told the coxswain that the vessel's gear box had broken and asked for a tow to the River Mersey. The life-boat took the *Jenny* in tow and made for New Brighton, where the coxswain had intended to leave her at anchor. On arrival there the owner asked if the *Jenny* could be taken into Brunswick dock. The life-boat reached the dock at 4.30 and then returned to her station and was rehousing at seven o'clock. The *Jenny's* owner sent a letter of thanks and made a donation to the funds of the Institution.—Rewards to the crew, £13 17s.; rewards to the helpers on shore, £12 8s.

TOW FOR YACHT AND MOTOR BOAT

Ramsgate, Kent.—At 7.57 on the evening of the 24th of April, 1957, the watchman on the east pier reported that the motor boat *Champion*, with a crew of two, which had gone out to help the yacht *Dawn*, needed help as the key on her propeller shaft had sheared. The life-boat *Michael and Lily Davis* put out at 8.4 in a rough sea. There was a strong north-easterly breeze blowing, and it was high water. The life-boat came up with the *Dawn*, which had a crew of four, and the *Champion* near the Fairway buoy. She took both vessels in tow and arrived back at Ramsgate at 8.45. The underwriters made a gift to the crew.—Rewards to the crew, etc., £6 10s.

YACHT TOWED TO POOLE HARBOUR

Swanage, Dorset.—At 12.52 on the afternoon of the 25th of April, 1957, the St. Albans Head coastguard telephoned that a yacht with her sails blown away was drifting six and a half miles south-by-east of Durlston Head. The life-boat *R.L.P.* was launched at 1.5 in a rough sea. There was a fresh north-easterly breeze blowing, and the tide was ebbing. The life-boat reached the position and came up with the yacht *Janice*, of Bosham. She had a

crew of three and her engines had broken down. The life-boat towed her into Poole harbour, and after she was safely berthed returned to her station, arriving at 7.15.—Rewards to the crew, £14 5s.; rewards to the helpers on shore, £2 8s.

EXHAUSTED MAN FOUND IN ROWING BOAT

Port Erin, Isle of Man.—At 7.10 on the morning of the 26th of April, 1957, the life-boat coxswain was told that a small boat was missing from the harbour. There were marks in the sand indicating that she had been dragged down the beach during the night. At 7.25 the life-boat *Matthew Simpson* was launched in a moderate sea. There was a fresh north-easterly breeze blowing and the tide was flooding. The life-boat searched towards the Calf Sound while the man who had given the alarm made a search northwards in his own motor vessel. The missing boat was found after twenty minutes by the life-boat two miles west of Port Erin. The man on board was rowing her stern first and was in an exhausted condition. He had lost one pair of oars and was in danger of being carried into the sound, where the boat would almost certainly have capsized in the freshening wind. He was taken on board the life-boat, which took the rowing boat in tow. A message was sent by radio-telephone asking for a doctor to come to the pier. After landing the man at the pier the life-boat reached her station again at 8.5.—Rewards to the crew, £7; rewards to the helpers on shore, £4 4s.

DOCTORS TAKEN TO SICK WOMAN IN GALE

St. Peter Port, Guernsey.—At 9.28 on the morning of the 26th of April, 1957, a telephone message was received from a man who lives on Herm Island asking if a doctor could be sent to the island as his wife was seriously ill. There was a fresh easterly gale blowing and the sea was very rough. No other boat which was available could have made the passage in the prevailing condi-

tions, and the life-boat *Euphrosyne Kendal* put out at 9.47. There were very heavy rain squalls and it was low water. The life-boat made for Herm Island with a doctor on board, and after examining the patient the doctor returned to St. Peter Port in the life-boat for additional medical advice and extra equipment. The life-boat reached St. Peter Port at 11.7 and left again four minutes later with a different doctor on board. She returned to the island and further treatment was given to the sick woman. The second doctor decided that the patient should be brought back to St. Peter Port, but it was clear that there would have to be some delay, for the life-boat would not be able to come alongside to take the woman off until high water. Meanwhile, therefore, the life-boat once again returned to her station, which she reached at 12.50. There she embarked members of the St. John Ambulance Brigade, who took aboard oxygen and other equipment. The life-boat left again at 2.45, embarked the patient at Herm harbour and landed her in Guernsey at 4.35. The life-boat eventually reached her moorings again at 5.35. After one week's treatment in hospital the sick woman returned home.—Rewards to the crew, £14 5s.; reward to the helper on shore, 18s.

FISHING BOAT TOWED TO FLEETWOOD

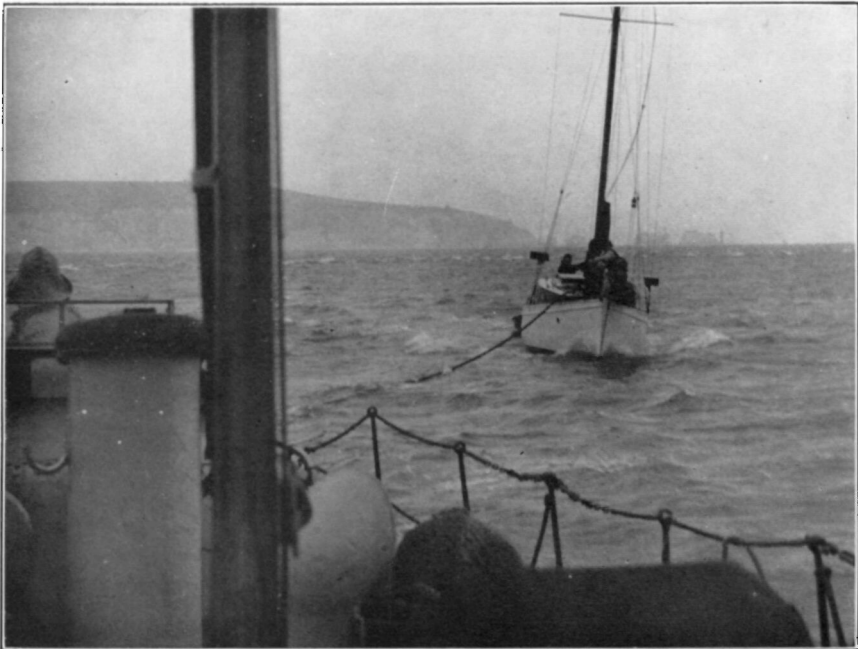
Fleetwood, Lancs.—About 8.10 on the evening of the 28th of April, 1957, the life-boat coxswain was told by the Formby coastguard that a small fishing boat had broken down with engine trouble and was in a dangerous position off Rossall Point. At 8.40 the life-boat *Ann Letitia Russell* was launched. There was a slight sea, a fresh north-westerly breeze was blowing, and the tide was flooding. The life-boat came up with the fishing boat *Roma*, of Fleetwood, with a crew of four, and took her in tow, arriving back at her station at ten o'clock. One of the *Roma's* crew had managed to reach shore before the life-boat arrived.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £2 16s.



By courtesy of]

[C. Walker, Skegness

SKEGNESS LIFE-BOAT PUTS OUT TO SEARCH FOR AIRMAN



YARMOUTH, ISLE OF WIGHT, LIFE-BOAT TOWS IN A YACHT

This photograph was taken by the coxswain, Harold Hayles

(see page 499)



By courtesy of]

[K. Scott, Leicester

WHITBY LIFE-BOAT STATION



By courtesy of]

[K. Scott, Leicester

CLOVELLY LIFE-BOAT STATION



By courtesy of]

[Medley and Bird

SURVIVORS LANDED FROM NEW BRIGHTON LIFE-BOAT

(see page 502)



By courtesy of]

[N. Jackson, Whitby

BLYTH LIFE-BOAT ON THE SLIPWAY



By courtesy of]

[Newcastle Chronicle and Journal

BLESSING THE CULLERCOATS LIFE-BOAT



By courtesy of]

[Hastings and St. Leonard's Observer

ROGATION SERVICE AT HASTINGS



By courtesy of]

[Northern Daily Mail

HARTLEPOOL CREW FIRE LINE-THROWING PISTOL



By courtesy of]

[Hull Daily Mail

BRIDLINGTON LIFE-BOAT RETURNS FROM SERVICE



By courtesy of]

[Scarborough and District Newspapers

FILEY LIFE-BOAT BRINGS BACK A SURVIVOR

(see page 509)



By courtesy of]

[P. A. Reuter

AWARD FOR OUTSTANDING FEAT OF NAVAL AVIATION

Captain the Hon. V. M. Wyndham-Quin, R.N. presents the Boyd Trophy to Lieut. R. H. Williams, R.N., for the rescue by helicopter of the crew of the Norwegian freighter *Dovrefiell*



By courtesy of]

[Guernsey Evening Post

ST. PETER PORT LIFE-BOAT LANDS A SICK WOMAN

(see page 490)



By courtesy of]

[Scottish Daily Record

ISLAY LIFE-BOAT AND YACHT SILVER STRAND

GERMAN SEAMEN TAKEN TO HOSPITAL

Workington, Cumberland.—On the 29th of April, 1957, the master of the motor vessel *Tarbek*, of Hamburg, anchored off the entrance to Workington harbour, asked if a doctor could be sent to his vessel to attend six members of his crew. The vessel was carrying a cargo of pitch, and some of the pitch had entered the men's eyes. The life-boat *Civil Service No. 5*, on temporary duty at the station, put out at 10.30 at night with a doctor on board. There was a smooth sea, the tide was flooding, and the weather was fine. After the doctor had examined the men, he decided they needed treatment in hospital. The men embarked in the life-boat and were taken ashore. After being treated they were returned to their vessel, and the life-boat reached her moorings at 1.30. At nine o'clock in the morning the life-boat again put out to land the men for further treatment and returned to her moorings at 10.30. Two and a half hours later she put to sea once more to return the six members of the *Tarbek's* crew to their vessel. She finally reached her moorings at 2.30.—Rewards to the crew: 1st service, £8 8s.; 2nd service, £14.

MAN PUT ABOARD DRIFTING DANISH BOAT

Lerwick, Shetlands.—At 11.25 on the night of the 29th of April, 1957, the honorary secretary was visiting the life-boat station when he saw a small craft drifting broadside in the middle of the harbour. An attempt was made to communicate by morse lamp with the crew, but no reply was received. The honorary secretary asked the coastguard to watch the vessel when she came into view and then went to the south harbour entrance, for the vessel was drifting out of the harbour and towards the coastguard station. At one o'clock the coastguard reported that the vessel was now in Braewick Bay but was paying no attention to sound or morse signals. Twenty minutes later the vessel had drifted to the far side of Braewick Bay, and

as it appeared that she would not clear the Sillick Baas near the Ness of Sound the life-boat *Lady Jane and Martha Ryland* put out at 1.42. There was a moderate sea, a strong northerly breeze was blowing, and the tide was ebbing. There were showers of sleet and snow. The life-boat came up with the Danish fishing vessel *Ove*, with a crew of two. The coxswain placed a member of his crew on board the fishing vessel and told him to follow the life-boat into the harbour, which was reached at 2.30. The *Ove* was moored at Victoria pier.—Rewards to the crew, £6.

YACHT TOWED TO ISLE OF WIGHT

Yarmouth, Isle of Wight.—At 6.35 on the morning of the 30th of April, 1957, the Needles coastguard reported that the yacht *Solent Sedge* was ashore on the Shingles with a rope entangled in her propeller. The life-boat *S.G.E.* put out at 6.55. There was a moderate sea, a moderate north-easterly breeze was blowing, and the tide was just beginning to flood. The life-boat found the yacht with three people on board near the north-east Shingle buoy. A rope was connected, and the life-boat towed the yacht to Yarmouth harbour, arriving there at 8.40.—Property Salvage Case.

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

Bembridge, Isle of Wight.—April 3rd.—Rewards, £13 1s.

Weymouth, Dorset.—April 6th.—Rewards, £8 8s.

Douglas, Isle of Man.—April 12th.—Rewards, £11 18s.

Dunbar, East Lothian.—April 13th.—Rewards, £15 17s.

Anstruther, Fifeshire.—April 13th.—Rewards, £20 18s.

Stornoway, Hebrides.—April 18th.—Rewards, £7.

Margate, Kent.—April 19th.—Rewards, £13 16s.

New Brighton, Cheshire.—April 20th.—Rewards, £7 4s.

New Brighton, Cheshire.—April 20th.—Rewards, £7 4s.

Dunbar, East Lothian.—April 24th.
—Rewards, £7 12s.

Barrow, Lancashire.—April 25th.—
Rewards, £8 9s.

Clacton-on-Sea, Essex.—April 25th.—
Rewards, £35 13s.

Bembridge, Isle of Wight.—April 26th.
—Rewards, £25 15s.

Selsey, Sussex. — April 26th. — Re-
wards, £29 14s.

Weston-super-Mare, Somerset. —
—April 28th.—Rewards, £15 1s.

Torbay, Devon. — April 28th. — Re-
wards, £12 8s.

St. Peter Port, Guernsey.—April 29th.
—Rewards, £10 6s.

Selsey, Sussex.—April 29th.—Re-
wards, £14 15s.

Bridlington, Yorkshire.—April 30th.
—Rewards, £21 15s.

MAY

DURING May life-boats were launched on service 44 times and rescued 31 lives.

SICK MAN TAKEN OFF DUTCH VESSEL

Great Yarmouth and Gorleston, Norfolk.—On the 30th of April, 1957, Lloyd's agent telephoned to say that the motor vessel *Caland*, of Rotterdam, on passage from Grangemouth to Brest, had a sick man on board and was making for Yarmouth Roads. She was due off the pierhead at 12.30 early on the 1st of May, and a doctor asked if the life-boat would land the sick man. At 12.35 the life-boat *Louise Stephens* was launched to meet the motor vessel, which had arrived in Yarmouth Roads. There was a smooth sea, a gentle north-northeasterly breeze was blowing, and the tide was flooding. The man, who had a strangulated hernia, was embarked and the life-boat returned to the harbour, arriving at two o'clock. The man was taken to hospital and made satisfactory progress.—Rewards to the crew, £9 12s. 6d.; rewards to the helpers on shore, £4 17s. 6d.

NORWEGIAN FISHING VESSEL TOWED TO HARBOUR

Stromness, Orkneys.—At 1.15 early on the morning of the 4th of May, 1957,

the Kirkwall coastguard telephoned to say a message had been received that a vessel was ashore in Hoy Sound. The life-boat *Archibald & Alexander M. Paterson* put out at 1.20 in a smooth sea. There was a strong northerly wind blowing and it was high water. The life-boat found the fishing vessel *Snurp VII*, of Bergen, with a crew of nine at the Point of Ness. A rope was made fast, but before the fishing vessel had begun to be pulled off the rope parted. The life-boat stood by until the *Snurp VII* had settled down on the ebb tide, and as the vessel was in no immediate danger the life-boat returned to her station, arriving at 5.45. She put out again at 9.30 and returned to the fishing vessel. A tow rope was put aboard and with the help of the fishing boat *Fame*, which had also come to help, towing operations started at 12.15. Shortly afterwards the fishing boat *Diligent* also arrived and helped with the tow. The *Snurp VII* refloated on the flooding tide at 12.34, and all four boats made for Stromness harbour, the life-boat arriving at 12.55.—Rewards to the crew, £22 5s.; rewards to the helpers on shore, £1 16s.

YACHT ASHORE IN ISLAY SOUND

Islay, Hebrides.—At 9.15 on the morning of the 5th of May, 1957, the Kilchoman coastguard telephoned that a yacht was ashore on the Black Rock in the Sound of Islay and needed help. The life-boat *Edward Z. Dresden*, on temporary duty at the station, put out at 9.35 in a slight sea. There was a moderate northerly breeze blowing and the tide was ebbing. The life-boat found the yacht *Silver Strand* aground on Glas Island. She had a crew of five and was listing badly on the ebbing tide. The owner was anxious not to leave his yacht, and he asked if the life-boat would stand by until high water. When the tide rose the life-boat towed the *Silver Strand* off the rocks, intending to escort her to Port Askaig. However, shortly after refloating, the yacht developed engine trouble, and the life-boat towed her to within half a mile of Port Askaig. From this point

she was able to make her own way to moorings. The life-boat reached her station at 8.45.—Property Salvage Case.

YACHT ESCORTED AFTER REFLOATING

Southend-on-Sea, Essex.—At 10.26 on the morning of the 5th of May, 1957, the coastguard telephoned that a yacht was aground one mile south of Red Sand Fort and was pounding heavily. At 10.55 the life-boat *Greater London II* (Civil Service No. 30) was launched in a rough sea. There was a moderate north-north-westerly gale blowing, and it was low water. The life-boat made for the position and kept in constant communication with a helicopter which had also been sent. She found the yacht *Coronet*, with a crew of three, half a mile south of the West Spaniard buoy. The yacht had refloated on the flooding tide, and the life-boat escorted her to shelter in the River Swale. She then returned to her station, arriving at 3.15.—Rewards to the crew, £12 16s.; rewards to the helpers on shore, £3 4s.

MOTOR VESSEL TOWED TO ANGLESEY

Beumaris, Anglesey.—At 7.15 on the evening of the 8th of May, 1957, a message was received from the Penmon coastguard that a motor vessel, which was anchored in a dangerous position near the Perch Rock in the channel between Anglesey and Puffin Island, needed help. At 7.31 the life-boat *Field Marshal and Mrs. Smuts* was launched in a choppy sea. There was a gentle southerly breeze blowing and it was high water. The life-boat came up with the motor vessel *Cristo*, of Bristol, with a crew of five. Her captain reported that he was bound from Caernarvon to Liverpool with a cargo of phosphate and that his engines had broken down. The life-boat took the vessel in tow to an anchorage off Bangor pier. She then returned to her station, arriving at eleven o'clock.—Rewards to the crew, £12 19s.; rewards to the helpers on shore, £3.

DIVER'S BOAT TOWED TO HOWTH

Howth, Co. Dublin.—At 6.50 on the evening of the 10th of May, 1957, the Bailey lighthouse-keeper telephoned that a boat was drifting ashore under the cliffs near the lighthouse. At seven o'clock the life-boat *John R. Webb*, on temporary duty at the station, put out with the bowman in command. There was a rough sea, a moderate southerly breeze was blowing, and it was high water. The life-boat came up with a diver's boat *Ulster Queen*, which had a crew of three. The *Ulster Queen's* engine had broken down, and the life-boat took her in tow to Howth harbour, arriving there at 8.20.—Rewards to the crew, £9; rewards to the helpers on shore, £1 4s.

FIVE CANOES ESCORTED TO SHORE

Llandudno, Caernarvonshire.—At eleven o'clock on the morning of the 12th of May, 1957, the coastguard reported that three canoes appeared to be in difficulties and to be making no progress off Great Orme's Head lighthouse. The life-boat *Tillie Morrison, Sheffield* was launched at 11.17 in a choppy sea. There was a moderate easterly breeze blowing and the tide was ebbing. The life-boat came up with the canoes five hundred yards north-west of the pier. The five canoeists said they did not need any help, but as they were suffering from sea-sickness, the coxswain decided to escort them to the shore. The life-boat then returned to her station, arriving at 12.16.—Rewards to the crew, £6; rewards to the helpers on shore, £7 2s.

THREE FISHING BOATS TOWED TO DEAL

Walmer, Kent.—At 12.50 on the afternoon of the 12th of May, 1957, the Deal coastguard reported that a small boat needed help one mile south-east of the coastguard station. At one o'clock the life-boat, *Thomas Markby*, on temporary duty at the station, was launched. There was a rough sea, a moderate south-south-westerly gale

was blowing, and the tide was ebbing. The life-boat went to the position and found that the boat had pulled towards the shore and anchored and that her crew were trying to start the outboard motor. As no help was needed the life-boat then went to the help of three fishing boats which were being driven into Pegwell Bay by the strong tide and strong wind. The boats, with a total crew of seven, were towed to Deal, and the life-boat returned to her station, arriving at 3.45.—Rewards to the crew, £10 16s.; rewards to the helpers on shore, £12 8s.

INJURED MAN TAKEN OFF ITALIAN STEAMER

Barrow, Lancashire.—At 11.45 on the morning of the 13th of May, 1957, a shipping agent telephoned the life-boat coxswain to say that a seaman on board the S.S. *Russula*, of Genoa, which was anchored off Lightning Knoll buoy, had fallen down a companion way and urgently needed medical treatment. The *Russula* was due to dock at Barrow but had missed the tide because of minor mechanical trouble. The life-boat *Herbert Leigh* was launched at 12.25 with customs officials on board. There was a moderate sea, a moderate west-south-westerly breeze was blowing, and it was one hour after high water. The life-boat went alongside the steamer and embarked the injured seaman. She then returned to her station, arriving at 2.30. The seaman, who had head injuries, was taken to hospital.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £2 10s.

LIFE-BOAT MECHANIC REPAIRS BOAT'S ENGINE

Humber, Yorkshire.—At 8.55 on the morning of the 15th of May, 1957, the coastguard reported that the steamer *Ewell* had picked up a small motor boat named *Daphne*, with three men aboard her, seven and a half miles north-west of Humber lightvessel. The *Ewell's* captain asked whether the life-boat could take over the tow. At 9.20 the life-boat *City of Bradford III* was launched. There was a slight

sea, a moderate south-westerly breeze was blowing, and the tide was ebbing. The life-boat came up with the *Ewell* three miles west of Humber lightvessel and took over the tow of the *Daphne*, whose engine had broken down. The boats anchored off Spurn Point, and the life-boat's mechanic went on board and repaired the engine. The work was completed by 2.15 and the *Daphne* went on her way. The life-boat reached her station at 3.40.—Paid Permanent Crew. Additional rewards to the crew, £4.

TWO MEN TAKEN OFF FISHING BOAT

New Brighton, Cheshire.—At 10.23 on the morning of the 18th of May, 1957, the Formby coastguard telephoned that one of the crew of the fishing boat *Mary*, of Liverpool, who had just waded ashore, had reported that the boat was aground with her fishing net entangled in her propeller, and that another member of her crew was very ill. The *Mary* was aground in Formby pool near the coastguard station. The life-boat *Norman B. Corlett* put out at 10.45 in a rough sea. There was a strong north-westerly breeze blowing with rain squalls, and the tide was flooding. The life-boat reached the position and found that the coastguard were doing all they could to help from the shore, but they were unable to reach the boat. The man who was very ill had apparently been over the side to attempt to clear the fouled propeller and had been overcome with the cold water and biting wind. He was taken aboard the life-boat, together with another member of the *Mary's* crew. He was wrapped in blankets and given rum and hot drinks. The life-boat reached New Brighton stage at one o'clock and the two men were landed and taken to hospital.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £1 8s.

DRIFTING BOAT FOUND EMPTY

Dover, Kent.—At 1.12 on the afternoon of the 19th of May, 1957, the Sandgate coastguard reported that the South Goodwin lightvessel had

reported a boat drifting three quarters of a mile north-north-west of the lightvessel. At 1.30 the life-boat *Southern Africa* put out in a moderate sea. There was a moderate north-westerly breeze blowing and the tide was flooding. The life-boat was guided to the position by an amphibian aircraft and found a boat waterlogged with nobody on board. The boat was emptied and taken on board the life-boat, which then returned to her station, arriving at 3.45.—Rewards to the crew etc., £6 5s.

EMPTY DINGHY FOUND NEAR RAMSGATE

Ramsgate, Kent.—At 7.35 on the morning of the 22nd of May, 1957, the Deal coastguard telephoned that the east pier watchman had reported a dinghy drifting past Quern buoy. At 7.52 the life-boat *Greater London* (Civil Service No. 3), on temporary duty at the station, put out. There was a moderate sea, a light north-easterly breeze was blowing, and the tide was ebbing. The life-boat came up with the dinghy, which was empty, and towed her back to Ramsgate. The life-boat returned to her moorings, arriving at 8.9.—Rewards to the crew etc., £7 10s.

FISHING BOAT TOWED TO MONTROSE

Montrose, Angus.—On the afternoon of the 23rd of May, 1957, the wife of the skipper of the fishing boat *Mizpah* informed the motor mechanic that her husband's boat had broken down with engine trouble off Buddon Point. At two o'clock the life-boat *The Good Hope* was launched. There was a calm sea, a light variable breeze was blowing, and the tide was ebbing. The life-boat found the *Mizpah*, with a crew of three, and towed her to Montrose, arriving at 3.20.—Rewards to the crew, £6; rewards to the helpers on shore, £2 12s.

FISHING BOAT TOWED TO SEAHAM

Seaham, Co. Durham.—At 6.25 on the evening of the 23rd of May, 1957, information was received that the fishing boat *Emily*, of Sunderland, with a crew of two, had been out fish-

ing since six o'clock in the morning and had not returned. After further inquiries had been made the Horden police reported that a boat was lying about three-quarters of a mile off shore and appeared to need help. The life-boat *George Elmy* was launched at 7.15 in a moderate sea. There was a variable breeze, and the tide was flooding. The life-boat came up with the *Emily* seven miles south of Seaham. She had anchored with engine trouble. The life-boat took her in tow and reached her station again at 8.45.—Rewards to the crew, £6; rewards to the helpers on shore, £1 16s.

MASTER OF IRISH VESSEL BROUGHT ASHORE

Rosslare Harbour, Co. Wexford.—At 4.35 on the afternoon of the 25th of May, 1957, the master of the motor vessel *St. Patrick* telephoned the honorary secretary to say that a small motor vessel appeared to be in trouble in South Shear three miles from Rosslare harbour. At five o'clock the life-boat *Douglas Hyde* put out in a rough sea. There was a moderate north-easterly gale blowing and the tide was ebbing. The life-boat found the motor vessel *Tyrronall*, of Dublin, with a crew of seven. Her engine had broken down and her radio had stopped working. The life-boat brought her master ashore to enable him to contact the vessel's owner and later took him back again. She then returned to her moorings, arriving at 7.30. The coxswain and a member of the life-boat crew maintained a watch during the night in case the *Tyrronall's* anchor chain parted in the strong wind and rough seas, and at eight o'clock on the morning of the 26th a sister ship arrived to tow the *Tyrronall* to Rosslare harbour.—Partly Permanent Paid Crew. Rewards to the crew, £6-16s.; reward to the helper on shore, 14s. The owner made a donation to the Institution's funds.

YACHT TOWED TO PORTSMOUTH HARBOUR

Bembridge, Isle of Wight.—At 2.29 on the afternoon of the 25th of May, 1957, the Foreland coastguard telephoned that the yacht *Janis*, of

Bosham, was making little headway a mile and a half south-west of Ventnor pier but was not calling for help. Twenty-four minutes later the honorary secretary asked the coastguard for further information, and he did so again at 3.15. Both times he was informed that the yacht was beginning to make some progress, and she eventually anchored fifty yards west of Ventnor pier at 4.21. Her owner later asked for the yacht, with her crew of three on board, to be towed to Bosham as she was dragging her anchor. The life-boat *Jesse Lumb* was launched at 6.46 in a rough sea. There was a moderate north-easterly gale blowing and the tide was flooding. The life-boat took the *Janis* in tow and reached Portsmouth harbour at 12.15 early the next morning. Because of bad weather, which would have prevented the life-boat from rehousing, she returned to moorings at Cowes, arriving at four o'clock. Two days later she reached her station.—Rewards to the crew, £22 16s.; rewards to the helpers on shore, £6 5s.

TOW FOR R.A.S.C. YACHT

Yarmouth, Isle of Wight.—At eight o'clock on the morning of the 26th of May, 1957, the Needles coastguard telephoned that the yacht *Overlord*, of Southampton, was in difficulties eight and a half miles south-west of St. Catherine's Point. The life-boat *S.G.E.* put out at 8.22 in a rough sea. There was a strong north-easterly breeze blowing and the tide was flooding. Before the life-boat reached the position she came up with the yacht, which was making for the Needles under a trysail. The *Overlord* was on passage from Alderney to Yarmouth with a crew of eight officers and men of the water-borne training company of the Royal Army Service Corps. Most of her sails had been blown away. The life-boat escorted her as far as the Needles and then took her in tow to Yarmouth, as the wind and tide had by then set against her. The life-boat reached her moorings at 12.30. The R.A.S.C. Yacht Club made a donation to the Institution's funds.—Rewards to the crew, £11 4s.; reward to the helper on shore, 12s.

YACHT TOWED TO DOVER IN GALE

Dover, Kent.—At 9.4 on the morning of the 26th of May, 1957, the Sandgate coastguard telephoned that a small yacht appeared to be in difficulties a quarter of a mile off Shakespeare Cliff. The coxswain put out in his own boat to investigate, and after he had returned the life-boat *Southern Africa* put out at 10.15. There was a very rough sea, a strong north-easterly gale was blowing, and it was one hour before high water. The life-boat came up with the yacht *Bidjly*, of Dover, with a crew of two. A line was put aboard, and the life-boat towed the yacht into Dover harbour. The life-boat then returned to her moorings, arriving at 11.45. The owner made a donation to the Institution's funds.—Rewards to the crew etc., £7 5s.

TOW FOR SEA CADET NAVAL WHALER

New Brighton, Cheshire.—At one o'clock on the afternoon of the 26th of May, 1957, the motor mechanic's wife received a telephone message that a rowing boat was drifting out to sea off the Derby pool, Harrison Drive. The message was passed to the motor mechanic, who went to Harrison Drive to investigate. He saw a sea cadet naval whaler a mile and a half out to sea, and it appeared that her crew of nine sea cadets and an officer were trying to pull against the strong ebb tide and a fresh easterly breeze. The sea was choppy. As they were making little headway, the life-boat *Norman B. Corlett* put out at 1.30. The life-boat proceeded in shallow water down the Rock channel and came up with the whaler, which was moored to one of the marker buoys in the fairway. Her crew were exhausted. The life-boat took the whaler in tow to the New Brighton stage, and the life-boat returned to her moorings, arriving at 3.45.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £1 8s.

SICK SEAMAN TAKEN OFF TANKER

Valentia, Co. Kerry.—At seven o'clock on the evening of the 27th of May, 1957, Valentia radio reported that the

tanker *Harvella*, of London, needed the help of the life-boat to land a very sick seaman. The tanker was due to arrive off Valentia at 4.30 the next morning. The life-boat *A.E.D.* put out at three o'clock with a doctor and a nurse on board. There was a calm sea, a gentle north-easterly breeze was blowing, and it was low water. The life-boat came up with the tanker fifteen miles west of Valentia, and the doctor and nurse were put on board. The sick seaman was transferred to the life-boat at 4.45, and with the patient, the doctor and the nurse on board the life-boat returned to her station, arriving at 7.30. The life-boat crew carried the patient to hospital by stretcher.—Rewards to the crew, £11 4s.; reward to the helper on shore, 16s.

SECOND COXSWAIN PUT ABOARD

YACHT

Poole, Dorset.—At 4.15 on the morning of the 29th of May, 1957, the Southbourne coastguard telephoned that a small yacht needed help as she was aground opposite the Sandbanks pavilion. The life-boat *Thomas Kirk Wright* put out at 4.25 in a slight sea. There was a moderate easterly breeze blowing and it was low water. The life-boat came up with the yacht *Brief Encounter*, of Southampton, with a crew of two. The second coxswain boarded the yacht, and the life-boat stood by until the tide began to flood. The yacht was then taken in tow to Sandbanks, where the second coxswain returned to the life-boat, which reached her station at 7.30.—Rewards to the crew, £9 16s.; rewards to the helpers on shore, £1 16s.

LIFE-BOAT STANDS BY FISHING VESSEL ON ROCKS

Fishguard, Pembrokeshire.—At 4.35 on the afternoon of the 31st of May, 1957, the coastguard telephoned to say a motor fishing vessel was on the rocks at Divas Head. The life-saving apparatus team and a helicopter had been summoned, and at five o'clock the life-boat *Howard Marryat* was

launched. There was a smooth sea with light airs, and it was low water. The life-boat came up with the fishing vessel *John Briscoe*, of Cardigan, with a crew of two. She stood by her until 7.15, when the fishing vessel refloated on the rising tide. The life-boat then returned to her station, arriving there at 7.45.—Rewards to the crew, £6; rewards to the helpers on shore, £2 16s.

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

Stornoway, Hebrides.—May 1st.—Rewards, £7.

Clacton-on-Sea, Essex.—May 3rd.—Rewards, £11 17s.

Fowey, Cornwall. — May 3rd. — Rewards, etc., £7 2s. 6d.

Islay, Hebrides.—May 4th.—Rewards, £8 8s.

Shoreham Harbour, Sussex. — May 5th.—Rewards, £9 9s.

Skegness, Lincolnshire.—May 6th.—Rewards, £15 9s.

Stronsay, Orkneys.—May 10th.—Rewards, £18 1s.

Bembridge, Isle of Wight.—May 12th.—Rewards, £10 5s.

Swanage, Dorset.—May 12th.—Rewards, £9 12s.

Skegness, Lincolnshire.—May 13th.—Rewards, £12 15s.

Bembridge, Isle of Wight.—May 16th.—Rewards, £11 13s.

New Brighton, Cheshire.—May 18th.—Rewards, £7 4s.

Hastings, Sussex.—May 19th.—Rewards, £33 18s.

Torbay, Devon. — May 24th. — Rewards, £12 8s.

Hoylelake, Cheshire.—May 24th.—Rewards, £20.

Rhyl, Flintshire. — May 24th. — Rewards, £17 16s.

Troon, Ayrshire.—May 25th.—Rewards, £5.

Selsey, Sussex. — May 25th. — Rewards, £34 13s.

St. Mary's, Scilly Islands.—May 29th.—Rewards, £15 1s.

Ramsey, Isle of Man.—May 29th.—Rewards, £14.

Swanage, Dorset.—May 30th.—Rewards, £16 13s.

JUNE

DURING June life-boats were launched on service 65 times and rescued 39 lives.

SHIP AGROUND WITH THIRTY-NINE ON BOARD

Islay, Hebrides.—At 7.50 on the morning of the 2nd of June, 1957, the Kilchoman coastguard telephoned that the steamer *King George V*, of Glasgow, on passage from the Clyde to Oban with thirty-nine people on board, was aground at Scarba Sound and needed help immediately. At 8.15 the life-boat *Charlotte Elizabeth* put out in a calm sea. There was a light variable breeze blowing and the tide was flooding. Visibility in the Sound of Islay was very bad with fog patches. Radar bearings passed by the motor vessel *Loch Broom* were of great help to the coxswain in enabling him to maintain full speed to the position of the grounded vessel. The life-boat found the *King George V* at 11.25 stranded on a ledge of rocks at Rhuda-Na-Una on the Island of Scarba. Her sister ship *Loch Dunvegan* was alongside, and the life-boat stood by until high water, when she helped the *Loch Dunvegan* to refloat the *King George V*. The life-boat then returned to her moorings, arriving at 11.30 at night.—Rewards to the crew, £25 3s.; rewards to the helpers on shore, £1 4s.

MOTOR CRUISER TOWED CLEAR OF ROCKS

Weston-super-Mare, Somerset.—At 1.10 on the afternoon of the 2nd of June, 1957, the piermaster telephoned to say that a motor cruiser was in a very dangerous position off the end of Brean Down and needed help. The life-boat *Frank and William Oates*, on temporary duty at the station, was launched at 3.27 in calm weather. The tide was ebbing. The life-boat came up with the motor cruiser *Gazelle*, of Weston-super-Mare, which had a party of eight people, including two women and three children, on board. They had been fishing when their anchor dragged and caught in the

Howe rocks. The life-boat towed the motor cruiser clear and then returned to her station, arriving at 2.45. The owner expressed his thanks to the crew and made a donation to the Institution's funds.—Rewards to the crew, £5; rewards to the helpers on shore, £3 5s.

BOAT TOWED TO ROSSLARE HARBOUR

Rosslare Harbour, Co. Wexford.—On the afternoon of the 3rd of June, 1957, the coxswain saw a small fishing boat drifting out to sea about three miles east of Rosslare harbour. At 3.5 the life-boat *Douglas Hyde* put out in a choppy sea. There was a fresh westerly breeze blowing, and the tide was half ebb. The life-boat came up with the local fishing boat *Mary*, with a crew of four. She had shipped a considerable amount of water, and the life-boat took her crew on board and towed her to Rosslare harbour, arriving at 4.15.—Partly Permanent Paid Crew. Rewards to the crew, £5; reward to the helper on shore, 13s.

LIFE-BOAT TAKES OVER TOW FROM STEAMER

Weymouth, Dorset.—At 11.55 on the morning of the 4th of June, 1957, the Wyke Regis coastguard telephoned to say a yacht was being towed by the S.S. *Cora* fifteen miles south-west of Portland Bill and to ask if the life-boat would take over the tow. At 12.10 the life-boat *William and Clara Ryland* was launched in a choppy sea with a fresh south-westerly breeze blowing. The tide was flooding. The life-boat came up with the *Cora* and the yacht *Solar Gipsy* four miles south-west of Portland Bill. The yacht had a crew of three. The life-boat took over the tow and reached her station at 2.25.—Rewards to the crew, £8 8s.

YACHT TOWED TO SWANAGE BAY

Swanage, Dorset.—At 6.36 on the evening of the 4th of June, 1957, the St. Albans Head coastguard telephoned that a yacht appeared to be drifting two miles south of Anvil lighthouse. At 6.55 the life-boat *R.L.P.* was

launched. There was a rough sea, a moderate westerly breeze was blowing, and the tide was half ebb. The life-boat came up with the auxiliary cutter *Solent Shirl*, of Southampton, with a crew of four. The *Solent Shirl* had split her mainsail and a rope was entangled in her propeller. The life-boat took her in tow into Swanage bay and reached her station at 8.30.—Rewards to the crew, £7; rewards to the helpers on shore, £2 8s.

IRISH SEA FISHERIES TRAWLER TOWED TO HARBOUR

Valentia, Co. Kerry.—At 4.5 on the morning of the 5th of June, 1957, a message was received from Valentia radio that the Irish Sea Fisheries trawler *Naoim Cait* was adrift fifteen miles south-west of Skelligs Rock. The life-boat *A.E.D.* put out at 4.30 in a moderate sea. There was a gentle north-westerly breeze blowing and it was low water. The life-boat came up with the trawler eighteen miles south-west of Skelligs Rock. The trawler had a crew of five. Her engine had broken down and the life-boat passed a line to her and towed her to Valentia harbour, which was reached at 2.30.—Rewards to the crew, £20 13s.; reward to the helper on shore, £1 2s.

CONVERTED SHIP'S BOAT TOWED THROUGH HEAVY SURF

Wells, Norfolk.—At 11.3 on the morning of the 5th of June, 1957, the coast-guard telephoned that a boat was in difficulties off Wells. At 11.15 the life-boat *Cecil Paine* was launched in a rough sea. There was a strong north-north-westerly breeze blowing and the tide was flooding. The life-boat found a converted ship's boat *Sailfish*, with one man on board, ashore on the east side of the harbour bar. She towed her into the harbour through heavy surf and reached her station at 1.30.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £9 12s.

ESCORT DOWN RIVER FOR DUTCH VESSEL

Hoylake, Cheshire.—At 6.30 on the morning of the 5th of June, 1957, a report was received that a motor vessel was aground on the Salisbury bank in the River Dee. She was not in any danger and watch was kept on her. At 4.20 in the afternoon the vessel refloated and went up river towards Caldy, but later returned to her former position. The Formby coast-guard reported at 7.40 that the vessel was making signals, and the life-boat *Oldham IV* was taken from her boat-house by tractor twenty minutes later and launched near Hilbre Island at 8.30. She came up with the motor vessel *Marie Louise*, of Rotterdam, whose master asked for a pilot. The coxswain reported this by radio telephone and a member of the life-boat crew then went on board the *Marie Louise*. Escorted by the life-boat, the vessel proceeded to a safe anchorage off Salisbury Swatch buoy, where a pilot was due to board her at four o'clock the next morning. The life-boat returned to her station, arriving at 1.30 early on the 6th of June.—Rewards to the crew, £9 12s.; rewards to the helpers on shore, £8 12s.

YACHT AFRICAN QUEEN TOWED TO SOUTHEND

Southend-on-Sea, Essex.—At 9.1 on the evening of the 6th of June, 1957, the coastguard telephoned that a yacht was burning flares near the No. 5 Sea Reach buoy. At 9.25 the life-boat *Greater London II* (*Civil Service No. 30*) was launched. There was a slight sea, a light north-westerly breeze was blowing, and the tide was ebbing. The life-boat found the yacht *African Queen*, which had a crew of four, with her engine broken down. She took the four people on board and towed the *African Queen* to Southend-on-Sea, arriving there at 10.45.—Rewards to the crew, £8; rewards to the helpers on shore, £3 18s.

SECOND COXSWAIN REPAIRS FERRY'S ENGINE

Howth, Co. Dublin.—At 2.15 on the afternoon of the 9th of June, 1957, a

message was received that the relief boat for Rockabill lighthouse had been damaged when she had struck a rock on St. Patrick's Island. Two small outboard motor boats had put out from Skerries, and because of the bad weather the life-boat *R.L.P.* put out at three o'clock, towing her board- ing boat. There was a choppy sea and a fresh north-easterly breeze was blowing. It was low water. The life-boat reached the position and found that the tender of the Commis- sioners of Irish Lights *Wanderer* had been towed off at high water by a local fishing boat and had been beached. The life-boat returned to her station, but on the return journey she came up with a motor ferry boat with thirty people on board. The ferry's engine had broken down and the second coxswain was transferred to her to repair the engine. He then returned to the life-boat, which arrived back at her moorings at 6.30.—Rewards to the crew, £9 16s.; rewards to the helpers on shore, £1 4s.

SICK MAN TAKEN FROM LIGHT- VESSEL

Tenby, Pembrokeshire.—At 6.20 on the evening of the 9th of June, 1957, the Mumbles honorary secretary telephoned that there was a sick man on the Helwick lightvessel. At 6.59 the life-boat *Henry Comber Brown* was launched, with a doctor on board, in a choppy sea. There was a fresh south- westerly breeze blowing and the tide was ebbing. The life-boat came up with the lightvessel, and put the doctor aboard. She then embarked the patient after the doctor had given him morphia. The life-boat returned to moorings at Tenby at eleven o'clock, where the sick man was transferred to a waiting ambulance. The life-boat was re- housed on the 10th of June.—Rewards to the crew, £14 16s.; rewards to the helpers on shore, £8 18s. Refunded to the Institution by Trinity House.

BOY ADRIFT IN DINGHY

Beaumaris, Anglesey.—On the morn- ing of the 10th of June, 1957, a message was received from a man living in Penmon that his twelve-year-old son

was drifting in a dinghy out towards Penmon Point. At 12.30 the life-boat *Field Marshal and Mrs. Smuts* was launched. There was a rough sea, a moderate north-easterly breeze was blowing, and the tide was ebbing. Before the life-boat reached the posi- tion the boy jumped into the sea and tried to swim ashore. A man who lived near by put out in a dinghy and rowed to the boy, who was found to be unconscious. The boy was revived and brought to the shore. The life- boat found the dinghy and took it on board. She then returned to her station, arriving at 2.15.—Rewards to the crew, £8 15s.; rewards to the helpers on shore, £2 14s.

DINGHY BROUGHT TO MUMBLES

The Mumbles, Glamorganshire.—At 1.45 on the afternoon of the 10th of June, 1957, the coastguard telephoned that a small boat had capsized off Port Eynon Point. Her three occu- pants had been thrown into the sea. The life-boat *William Gammon, Man- chester and District XXX* was launched at 1.57. There was a moderate sea, a moderate west-north-westerly breeze was blowing, and the tide was flooding. At 2.34 the coastguard reported that the dinghy's crew of three had landed safely, and shortly afterwards the life-boat found the dinghy *Jolly Roger* and took her on board. She then returned to her station, arriving at 4.45.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £5 12s.

MOTOR YACHT TOWED TO SWANAGE

Swanage, Dorset.—At 12.20 on the afternoon of the 12th of June, 1957, the St. Albans Head coastguard telephoned that a vessel was waving a red flag two miles east of St. Albans Head. The life-boat *R.L.P.* was launched at 12.31 in a calm sea. There was a light easterly breeze blowing, and the tide was ebbing. The life-boat found the motor yacht *Penguin*, of Falmouth, with a crew of two. She had engine trouble, and the life-boat took her in tow, arriving back at her station at 2.30.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £2 8s.

MOTOR BOAT TOWED TO FLEETWOOD

Fleetwood, Lancashire.—At 9.15 on the evening of the 12th of June, 1957, the coastguard telephoned that a small boat with three men on board was firing red flares off Rossall Point. At 9.35 the life-boat *Ann Letitia Russell* was launched in a choppy sea. There was a light westerly breeze blowing and the tide was flooding. The life-boat came up with the motor boat *Madonna*, of Fleetwood, whose engine had broken down. She took her in tow to Fleetwood, arriving at 11.15.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £2 16s.

YACHT ESCORTED TO SALCOMBE

Salcombe, Devon.—At 11.2 on the night of the 14th of June, 1957, the Hope Cove coastguard telephoned that red flares had been seen four miles west-north-west of Prawle Point. The life-boat *Samuel and Marie Parkhouse* put out at 11.15 in a smooth sea. There was a gentle north-easterly breeze blowing and the tide was ebbing. The life-boat found the local yacht *The Lamagee* with a crew of three. She had parted a shroud. The life-boat escorted the yacht to Salcombe, arriving there at 1.15. The owner made a gift to the crew and a donation to the Institution's funds.—Rewards to the crew, £8; rewards to the helpers on shore, £1 4s.

FISHING VESSEL TOWED TO ISLE OF MAN

Ramsey, Isle of Man.—At 3.41 on the afternoon of the 16th of June, 1957, the coastguard telephoned that the motor fishing vessel *Pygmalion*, of Fleetwood, had broken down off Manghold Head and needed help. The life-boat *Thomas Corbett* was launched at 4.15 in calm weather. The tide was ebbing. The life-boat reached the *Pygmalion*, which had a crew of three, four miles north of Bahama Bank buoy. The *Pygmalion* had a rope entangled in her propeller and the life-boat towed her into Ramsey Bay, arriving at 8.40. She then waited for the tide to flood before entering the harbour. At 12.45

early on the 17th of June the life-boat resumed the tow into the harbour. She then returned to her station, arriving at 1.15.—Rewards to the crew, £17 9s.; rewards to the helpers on shore, £15.

RESCUED FROM YACHT ON FIRE

Filey, Yorkshire.—At 1.40 early on the morning of the 22nd of June, 1957, the coastguard telephoned that a man and two women had landed at Filey in a dinghy. The man had reported that they had come from the yacht *Rissa*, which was on fire off Filey Brigg, and that her owner was still on board. At two o'clock the life-boat *The Isa and Penryn Milsted* was launched in a smooth sea with a gentle northerly breeze blowing. The tide was ebbing. The life-boat reached the yacht and the coxswain brought her alongside. The man, who was standing on the remaining inches of deck which were not ablaze, jumped into the life-boat. He was wrapped in blankets and brought to the shore, where he was taken to hospital. The *Rissa* became a total loss.—Rewards to the crew, £6; rewards to the helpers on shore, £9 14s.

INJURED LAMPLIGHTER BROUGHT OFF IN GALE

Rosslare Harbour, Co. Wexford.—At two o'clock on the afternoon of the 22nd of June, 1957, the inspector of Irish Lights telephoned that a member of the crew of the Blackwater light-vessel was injured and needed medical treatment ashore. At 2.40 the life-boat *Douglas Hyde* put out. There was a rough sea, a moderate east-north-easterly gale was blowing, and the tide was ebbing. The life-boat reached the lightvessel, took the injured man, who was the lamplighter, on board, and landed him at Rosslare harbour. She reached her moorings at 6.45.—Rewards to the crew, £11; rewards to the helper on shore, 16s. Refunded to the Institution by the Commissioners of Irish Lights.

TWO DINGHIES CAPSIZE DURING REGATTA

Barry Dock, Glamorganshire.—At 2.35 on the afternoon of the 22nd of

June, 1957, at the time of the Penarth regatta, the life-boat *Rachel and Mary Evans* put out in a rough sea, with a fresh south-easterly breeze blowing and rain, to help two sailing dinghies which had capsized. The dinghies each had a crew of two. The life-boat towed them to safety and eventually arrived back at her station at six o'clock.—Rewards to the crew, £9 16s.; rewards to the helpers on shore, £2 5s.

TOW FOR BOAT WITH TWENTY-EIGHT ON BOARD

Ramsgate, Kent.—At 11.53 on the morning of the 23rd of June, 1957, the east pier watchman telephoned that the motor boat *New Britannic* appeared to be disabled in Pegwell Bay. At 12.1 the life-boat *Michael and Lily Davis* put out in a slight sea. There was a gentle north-easterly breeze blowing and the tide was ebbing. The life-boat came up with the *New Britannic*, which had twenty-eight people on board. The motor boat had engine trouble, and the life-boat took her in tow to Ramsgate harbour, arriving there at 12.37.—Rewards to the crew, etc., £7 10s.

SPEED BOAT TOWED TO GUERNSEY

St. Peter Port, Guernsey.—At 8.30 on the evening of the 24th of June, 1957, a telephone message was received that the 21-foot speed boat *Sea Gipsy* had broken down six miles south-south-east of the Casquets. At 8.50 the life-boat *Euphrosyne Kendal* put out in a calm sea. There was a variable breeze and the tide was ebbing. The life-boat carried out a search of the area and at 5.20 the next morning found the *Sea Gipsy*, with a crew of two, seven miles north of Sark. She towed her to St. Peter Port, arriving there at 7.55. The owner made a donation to the Institution's funds.—Rewards to the crew, £19 5s; reward to the helper on shore, £1 3s.

MASTER TAKEN OFF LIGHTVESSEL

Arklow, Co. Wicklow.—At 5.40 on the afternoon of the 25th of June, 1957, the Irish Lights Office asked if the life-

boat could launch to land the master of the Arklow lightvessel, whose wife was dangerously ill. The life-boat *Inbhear Mor* was launched at 5.50 in a smooth sea. There was a gentle southerly breeze blowing and the tide was flooding. The life-boat arrived at the lightvessel at 7.30 and embarked her master. She landed him at Arklow at 9.10 and reached her station at 9.30.—Rewards to the crew, £9 16s.; rewards to the helpers on shore, £3 18s. Refunded to the Institution by the Commissioners of Irish Lights.

CREW TAKEN OFF BY FORMER COXSWAIN

Cloughey, Co. Down.—At 3.35 on the afternoon of the 26th of June, 1957, the motor mechanic and bowman reported to the honorary secretary that a small yacht was aground on North Rock. At four o'clock the life-boat *Constance Calverley* was launched in a slight swell. There was a light southerly breeze blowing and it was one hour before low water. The life-boat came up with the yacht *Tafner 2nd*, of Glasgow, and found that her crew of three had been taken off by a fishing boat skippered by the Cloughey ex-coxswain. The life-boat stood by the yacht in order to refloat her at high water. Meanwhile the yacht's crew were landed at Portavogie harbour by the fishing boat. Later, however, the life-boat was recalled to Portavogie harbour in order to take the crew back to their yacht, as they wished to be present when the yacht was refloated. The life-boat took the men out, and when the yacht was refloated towed her into Portavogie harbour, arriving at eight o'clock. The life-boat returned to her station the next day. The owner made a donation to the Institution's funds.—Rewards to the crew, £14 2s.; rewards to the helpers on shore, etc., £15 16s. 6d.

FISHING BOAT TOWED TO NEW QUAY

New Quay, Cardiganshire.—At 12.30 on the afternoon of the 27th of June, 1957, the coxswain informed the honorary secretary that the fishing fleet

had returned to the harbour with the exception of the motor boat *Dolins*, which had a crew of two. She had last been seen seven to eight miles north of Llangranog Head, and as the weather had deteriorated, the life-boat *St. Albans* was launched at 1.15. There was a rough sea, a strong south-westerly breeze was blowing, and the tide was ebbing. The life-boat came up with the *Dolins*, whose engines had broken down, and towed her to the harbour, arriving at 2.30.—Rewards to the crew, £7 10s.; rewards to the helpers on shore, £10 17s.

LONGSHORE BOAT TOWED TO LOWESTOFT

Lowestoft, Suffolk.—At 1.12 early on the morning of the 28th of June, 1957, the coastguard reported that a vessel was burning flares south of the harbour. The life-boat *Michael Stephens* put out at 1.45 in a slight sea. There was a fresh westerly breeze blowing and the tide was ebbing. The life-boat found the local longshore boat *Pedro* with a crew of two. Her engine had broken down. The life-boat took her in tow to Lowestoft harbour, arriving there at 2.35.—Rewards to the crew, £8; rewards to the helpers on shore, £1 4s.

CREW OF THIRTEEN TAKEN OFF TRAWLER

Wick, Caithness-shire.—At 12.40 early on the morning of the 29th of June, 1957, the coastguard telephoned that a trawler was ashore on the north side of Noss Head. At one o'clock the life-boat *City of Edinburgh* was launched in a slight sea. The weather was calm and there was dense fog. It was high water. With the help of the trawler's direction finding apparatus the life-boat found the steam trawler *Carency*, of Aberdeen, with a crew of thirteen, ashore in the rocky inlet of Papigoe, near Wick. Her crew were transferred to the life-boat, and at the request of the trawler's skipper the life-boat stood by. The Wick life-saving apparatus team also stood by. At eleven o'clock the trawler *Giluar* arrived, and she joined the life-boat in attempts to tow the

Carency off. They did not succeed, and the life-boat landed the *Carency's* crew at Wick at three o'clock. The *Carency* became a total loss.—Rewards to the crew, £28 17s.; rewards to the helpers on shore, £1 4s.

BATHERS RESCUED AFTER MIDNIGHT

Clacton-on-Sea, Essex.—At 12.12 early on the morning of the 30th of June, 1957, the coastguard telephoned that two bathers were marooned on a sand-bank at Point Clear. The life-boat *H.C.J.*, on temporary duty at the station, was launched at 12.35 in calm weather. The tide was flooding. With the help of a police car's headlights the life-boat found the two bathers and took them on board. She then returned to her station, arriving at three o'clock.—Rewards to the crew, £11 4s.; rewards to the helpers on shore, £5.

CABIN CRUISER FOUND IN RIVER TAY

Broughty Ferry, Angus.—At 3.47 on the morning of the 30th of June, 1957, the Dundee police telephoned that a cabin cruiser was drifting up the River Tay towards the Tay bridge and was in danger of colliding with the stone piers of the Tay railway bridge. At 4.14 the life-boat *Mona* was launched in calm weather. The tide was flooding. The life-boat came up with the cabin cruiser, but there was no one on board. She took her in tow to Dundee harbour and reached her station at 5.35. The owner wrote a letter of thanks.—Rewards to the crew, £7; rewards to the helpers on shore, £2 9s.

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

Anstruther, Fifeshire.—June 2nd.—Rewards, £12 1s.

Wells, Norfolk.—June 3rd.—Rewards, £18 13s.

Eastbourne, Sussex.—June 4th.—Rewards, £22 9s.

Torbay, Devon.—June 5th.—Rewards, £9 12s.

Yarmouth, Isle of Wight.—June 5th.—Rewards, £7 12s.

Exmouth, Devon. — June 5th. — Rewards, £16 6s.

Baltimore, Co. Cork. — June 6th. — Rewards, £12 1s.

Kirkcudbright. — June 6th. — Rewards, £9 16s.

Plymouth, Devon. — June 7th. — Rewards, £6.

Ramsgate, Kent. — June 8th. — Rewards, £6 10s.

Swanage, Dorset. — June 9th. — Rewards, £10 16s.

Aberystwyth, Cardiganshire. — June 10th. — Rewards, £21.

Exmouth, Devon. — June 10th. — Rewards £21 4s.

Llandudno, Caernarvonshire. — June 10th. — Rewards, £14 0s. 6d.

Lytham-St. Anne's, Lancashire. — June 10th. — Rewards £11 18s.

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

Aldeburgh No. 1, Suffolk. — June 11th. — Rewards, £38 12s. 6d.

Wick, Caithness-shire. — June 12th. — Rewards £10 9s.

Bembridge, Isle of Wight. — June 13th. — Rewards, £10 5s.

Poole, Dorset. — June 14th. — Rewards, £8 16s.

Clacton-on-Sea, Essex. — June 14th. — Rewards, £24.

Southend-on-Sea, Essex. — June 14th. — Rewards £12 12s.

Llandudno, Caernarvonshire. — June 15th. — Rewards, £20 8s.

St. Ives, Cornwall. — June 16th. — Rewards, £20 15s.

Cromarty. — June 17th. — Rewards, £14 9s.

Exmouth, Devon. — June 18th. — Rewards, £20 4s.

Torbay, Devon. — June 18th. — Rewards £12 8s.

CREW GIVE REWARDS TO FUND FOR WIDOW

Berwick-upon-Tweed, Northumberland. — At 5.39 on the afternoon of the 18th of June, 1957, the Spittal police telephoned that a twelve-year-old girl was in difficulty while bathing off Spittal beach. Ten minutes later the life-boat *William and Mary Durham* was launched on service for the first time. There was a smooth sea, a light north-westerly breeze was blowing, and the tide was flooding. Before the life-boat arrived the girl was rescued from the shore. A man was drowned in attempting to help the girl, and the crew and helpers are donating their rewards for this service to the fund opened for the widow of the dead man. — Rewards, to the crew, £8; rewards to the helpers on shore, £1 16s.

Sennen Cove, Cornwall. — June 19th. — Rewards, £11 9s.

New Quay, Cardiganshire. — June 26th. — Rewards, £13 17s.

Newhaven, Sussex. — June 28th. — Rewards, £16 12s.

Walmer, Kent. — June 29th. — Rewards, £23 3s.

Salcombe, Devon. — June 29th. — Rewards, £9 4s.

Ramsgate, Kent. — June 29th. — Rewards, £7 10s.

The Lizard, Cornwall. — June 29th. — Rewards, £16 5s.

Dungeness, Kent. — June 30th. — Rewards, £32 19s.

An Adventurous Life

Man the Ropes (Hodder and Stoughton, 12s. 6d.) is the autobiography of Mr. Augustine Courtauld, a Vice-President and a member of the Committee of Management. It tells the story of an engrossing and adventurous life: of his days at Charterhouse and Cambridge; his journeys to Lapland and the Sahara; Gino Watkins' Greenland expedition, in which Mr. Courtauld served as surveyor and was in charge

of boats; his naval service during the last war; and his home life in Essex.

Mr. Courtauld recalls his successful approach to the Essex County Council, as a result of which restrictions on the holding of flag days were removed, and it is typical of the modesty prevailing throughout the book that his munificent gesture in presenting a new life-boat is dismissed with the comment:

“Using a legacy left me by my mother, I decided to give a life-boat to be stationed in Essex or Kent. I discovered that the Walton and Frinton

station were due for a new boat; the Duchess of Kent, President of the Institution, named her *Edian Court-auld*, after my mother”.

New Ways of Raising Money

A FOOTBALL match between members of learned professions and the police, which took place at Fraserburgh, Aberdeenshire, raised some £70 for the Institution. It was organised by the Rev. J. H. F. Wilson, who himself played in the match.

* * *

Mr. Pearce, a dentist of Tilehurst, near Reading, asks patients who break their appointments to make a contribution in the collecting box in his waiting-room.

* * *

An unusual fashion display was organised by the Caterham branch, whose honorary secretary is Mrs. R. D. Wood. It was presented by children who themselves chose the dresses and acted as models, the youngest model being Felicity Grosse, aged six. Mrs. B. C. Collins, director of Children's Wear, Caterham, gave a running commentary on the show and the proceeds went to the Institution's funds.

* * *

A doctor's wife in Berwick-upon-Tweed, who because of her husband's profession is entitled to a special discount on purchases from chemists, regularly gives the amount of the discount to the Institution's funds.

* * *

A Bristol lady recently sent a donation to the Institution on her 87th birthday. The sum was £4 7s., representing 1s. for every year of her life.

A customer who comes to the Wellington Inn at Wolviston, Co. Durham, regularly lends his evening newspaper to other customers, provided they put a coin in the life-boat collecting box.

* * *

The Seer Green (Buckinghamshire) Skiffers made a handsome contribution to the Institution's funds from money raised at their sessions.

* * *

Mrs. M. Merry of 17 Uplands Avenue, Wolverhampton, has raised a considerable sum for branch funds by the sale of over a hundred children's toys which she has knitted.

* * *

Mrs. Hartley, of Carshalton, has raised considerable sums for branch funds by making toy animals out of fur and selling them.

* * *

Mr. A. G. Bethell, honorary secretary of the Stevenage Branch, raised more than £4 for branch funds by buying gramophone records in bulk and selling them individually.

* * *

The committee of the Burnham (Bucks) branch augmented the takings on a recent life-boat day by using a barrel organ as a means of raising funds.

Awards to Coxswains and Members of Life-boat Crews

TO WILLIAM WATTS WILLIAMS, on his retirement, after serving for 19½ years as coxswain of the St. David's life-boat, a coxswain's certificate of service, a gratuity and a retirement allowance.

TO MATTHEW LETHBRIDGE, on his retirement, after serving for 31 years as coxswain, 5 years as second coxswain and 1 year as bowman of the St. Mary's life-boat, a coxswain's certificate of service and an annuity

To JAMES H. BROWN, on his retirement, after serving for 6 years as coxswain and 8 years as second coxswain of the Caister life-boat, a coxswain's certificate of service and an annuity.

To GEORGE A. WALKER, on his retirement, after serving for 7 years as coxswain and 12 years as second coxswain of the Aberdeen No. 2 life-boat, and 12 years as second coxswain of the Aberdeen No. 1 life-boat, a coxswain's certificate of service.

To JAMES COULL, on his retirement, after serving for 21½ years as coxswain of the Broughty Ferry life-boat and 1 year as bowman of the Montrose No. 2 life-boat, a coxswain's certificate of service, a gratuity and a retirement allowance.

To THOMAS S. ANDREWS, on his retirement, after serving for 7½ years as coxswain, 2½ years as second coxswain and nearly 6 years as bowman of the St. Ives life-boat, a coxswain's certificate of service and an annuity.

To ALFRED J. WEBBER, on his retirement, after serving for 12 years as coxswain, 4 years as second coxswain and 2 years as bowman of the Minehead life-boat, a coxswain's certificate of service.

To FREDERICK STEPHENS, on his retirement, after serving for 12½ years as coxswain, 13½ years as second coxswain, ¾ years as bowman and 11 years as a member of the crew of the Cadgwith life-boat, a coxswain's certificate of service and an annuity.

To ALFRED WATKINS, on his retirement, after serving for 10½ years as coxswain, 1½ years as second coxswain, 1 year as bowman and 15 years as a member of the crew of the Angle life-boat, a coxswain's certificate of service, a gratuity and an annuity.

To WILLIAM HAWKINS, on his retirement, after serving for 11½ years as coxswain, 1 year as second coxswain and 4 years as bowman of the Poolbeg life-boat, a coxswain's certificate of service.

To JAMES T. UPPERTON, on his retirement, after serving for 10½ years as coxswain and 6½ years as second coxswain, a coxswain's certificate of service and an annuity.

To JOSEPH HALL, on his retirement, after serving for 11 years as coxswain and 2½ years as bowman, a coxswain's certificate of service and an annuity.

To ARTHUR D. STOREY, on his retirement, after serving for 9½ years as second coxswain, 2¾ years as bowman and 24¾ years as a member of the crew of the Newbiggin life-boat, a certificate of service.

To THOMAS GILCHRIST, on his retirement, after serving for 14½ years as second coxswain and 16 years as a member of the crew of the Hartlepool life-boat, a certificate of service and an annuity.

To P. K. HANNIGAN, on his retirement, after serving for 5½ years as second coxswain and 5 years as bowman of the Poolbeg life-boat, a certificate of service.

To HAROLD HALL, on his retirement, after serving for 7 years as second coxswain, 1½ years as bowman and 28 years as a member of the crew of the Redcar life-boat, a certificate of service and a gratuity.

To ALFRED E. STEPHENS, on his retirement, after serving for 1½ years as second coxswain, 12½ years as bowman and 14½ years as a member of the crew of the Cadgwith life-boat, a certificate of service and an annuity.

To MARTIN M. GARDNER, on his retirement, after serving for 10¾ years as second coxswain, 7¾ years as bowman and 32 years as a member of the crew of the Anstruther life-boat, a certificate of service and an annuity.

To JAMES WILSON, on his retirement, after serving for 7¾ years as second coxswain, 18 years as assistant mechanic and 6 months as motor mechanic of the St. Abbs life-boat, a certificate of service and an annuity.

To ALFRED H. MORRIS, on his retirement, after serving for 2 years as second coxswain, 7½ years as bowman and 20 years as a member of the crew of the Margate life-boat, a certificate of service and an annuity.

To ERNEST H. COOPER, on his retirement, after serving for 1 year as second coxswain, 19 years as bowman and 23 years as a member of the crew of the Bembridge life-boat, a certificate of service and an annuity.

To WILLIAM T. PRODGER, on his retirement, after serving for 14½ years as second coxswain, 1¾ years as assistant mechanic, 6¾ years as bowman and 15 years as a member of the crew of the Eastbourne life-boat, a certificate of service and an annuity.

To JAMES YELLOP, on his retirement, after serving for 8 years as second coxswain, 2½ years as bowman and 18 years as a member of the crew of the Youghal life-boat, a certificate of service and a gratuity.

To JAMES STEWART, on his retirement, after serving for 14½ years as bowman and 11 years as a member of the crew of the Newburgh life-boat, a certificate of service.

To ROLAND F. GRIMES, on his retirement, after serving for 34½ years as bowman of the Wells life-boat, a certificate of service and an annuity.

To FRANK H. INMAN, on his retirement, after serving for 15 years as bowman and 7 years as a member of the crew of the Swanage life-boat, a certificate of service.

To FRANK BRAY, on his retirement, after serving for 26½ years as bowman of the Padstow No. 2 life-boat, a certificate of service and an annuity.

To THOMAS MARKWELL HANDYSIDE, on his retirement, after serving for 7¾ years as bowman and 10 years as a member of the crew of the Amble life-boat, a certificate of service and a gratuity.

To FREDERICK W. NOVIS, on his retirement, after serving for 10 years as bowman and 22½ years as a member of the crew of the Eastbourne life-boat, a certificate of service.

To JOSEPH DOYLE, on his retirement, after serving for 29 years as motor mechanic of the Galway Bay life-boat, a certificate of service, a gratuity and a retirement allowance.

To H. KITCHENER PEGG, D.S.C., on his retirement, after serving for 9½ years as motor mechanic and 6 years as assistant mechanic of the Dover life-boat, and 1 year as reserve mechanic, 4 years as motor mechanic and 3 years as a member of the crew of the Sheringham life-boat, a certificate of service.

To ROBERT J. B. FESSON, on his retirement, after being associated as mechanic of the Aberdeen life-boat for 32½ years, a certificate of service.

To ARTHUR W. BANHAM, on his retirement, after serving as motor mechanic for 22½ years in the Plymouth life-boat, 4½ years in the Yarmouth life-boat and 5½ years in the Padstow No. 2 life-boat, a certificate of service, a gratuity and a retirement allowance.

To STANLEY LINDSAY, on his retirement, after serving for 14½ years as motor mechanic of the Ramsey life-boat, a certificate of service.

To JOSEPH J. MADRON, on his retirement, after serving for 1½ years as assistant mechanic of the Penlee life-boat, 1½ years as mechanic of the Mumbles life-boat, 12½ years as mechanic, 9 years as second coxswain and 9 years as a member of the crew of the Penlee life-boat, a certificate of service and a gratuity.

To GWILYM J. DAVIES, on his retirement, after serving for 9½ years as assistant motor mechanic and 11½ years as a member of the

crew of the St. David's life-boat, a certificate of service.

To SAMUEL CROSS, on his retirement, after serving for 28½ years as second mechanic of the Humber life-boat, a certificate of service, a gratuity and a retirement allowance.

To WILLIAM R. WOOD, on his retirement, after serving for 25½ years as assistant mechanic and 9 years as a member of the crew of the Boulmer life-boat, a certificate of service and an annuity.

To J. GILONEY, on his retirement, after serving for 40 years as a member of the crew of the North Sunderland life-boat, a certificate of service.

To JOHN DUGGAN, on his retirement, after serving for 13 years as a member of the crew of the Rosslare Harbour life-boat, a certificate of service.

To WILLIAM BRIGNALL, on his retirement, after serving for 32 years as a member of the crew of the Dungeness life-boat, a certificate of service.

The list of awards to honorary workers will be published in the December number of *The Life-boat*.

Swedish Life-boat Jubilee

THE jubilee celebrations of the Swedish Life-boat Society were held at Gothenburg from the 17th to the 19th of May. Captain V. M. Wyndham-Quin, Deputy Chairman of the Committee of Management, and Colonel A. D. Burnett Brown, Secretary of the Institution, attended and representatives of ten other countries were present.

The celebrations started with a formal inspection of some visiting life-boats by the King and Queen of Sweden in the attractive little harbour of Langedrag. The representatives of other countries were presented to Their Majesties during this inspection which took place in fine weather in the presence of a considerable number of people. This was followed by a meeting in the Town Hall and a luncheon, both attended by the King and Queen. At the luncheon Captain

Wyndham-Quin voiced the thanks of the overseas visitors and presented the Institution's silver medal and accompanying vellum to the President of the Swedish Society.

The celebrations continued with a visit to a large ship-building yard and a great deal of most hospitable entertainment, winding up with a luncheon given by the City of Gothenburg on Sunday, 19th of May.

There was opportunity during the week-end for a certain amount of discussion of points of common interest, and before the lunch on Sunday visitors were taken on a demonstration cruise in Swedish, Norwegian, Polish and German life-boats, during which a party of children in a small boat provided an unrehearsed "incident" of which full advantage was taken.

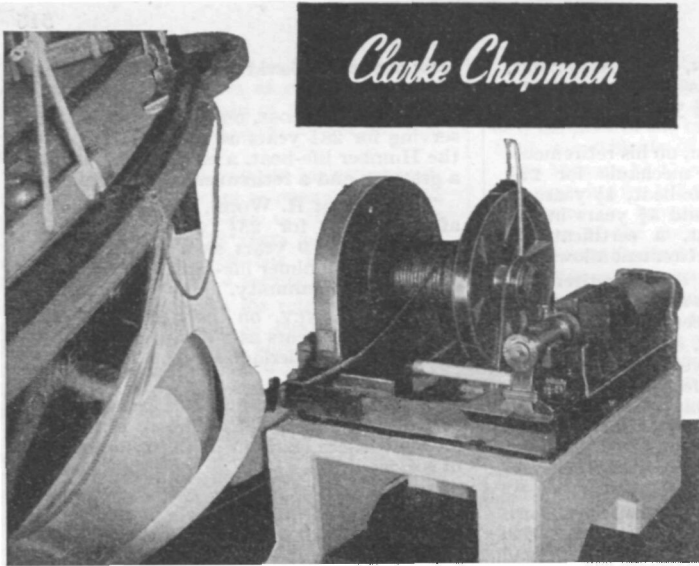
A. D. B. B.

Notice

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

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

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



**MARINE
AUXILIARIES
FOR LIFE-BOAT
STATIONS**

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

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

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