

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 September, 1957 - - - 81,174

Notes of the Quarter

BEFORE the middle of October the Institution's life-boats had already rescued more lives this year than they rescued in the whole of 1956, although 1956 was the busiest year the service had ever known in time of peace. When the St. Peter Port life-boat rescued the crew of three of the fishing boat *Shirley May*, of Alderney, on the 9th of October, the figure for lives rescued in 1957 was brought up to 535. In 1956 life-boats rescued 533 lives. These remarkable figures again provide evidence of the steady increase in the tasks which life-boat crews are now called upon to perform. In the last eight years of peace before the outbreak of war in 1939 life-boats were launched on an average 277 times a year. Since the war the yearly average has exceeded 600, and even the advent of the helicopter and the growing co-operation between helicopters and life-boats have not served to reduce the numbers of life-boat services.

GERMAN LIFE-BOAT SOCIETY FORGOES SUBSIDIES

The Secretary of the Institution has received a letter from the life-boat society of the German Federal Republic, *Deutsche Gesellschaft zur Rettung Schiffbrüchiger*, stating that the Ger-

man society has now decided, of its own free will, to forgo any subsidy from the State.

For some ninety years the German society was financed, like the Royal National Life-boat Institution, wholly by voluntary contributions, but after the last war a State subsidy had to be asked for. The subsidy amounted to an agreed percentage of the voluntary contributions. Year by year a lower percentage was granted, and now the German society appears able to manage without the subsidy.

NORTH-EASTERN DISTINCTION

Among the many outstanding recent achievements of financial branches, two from the north-east of England seem to call for special mention. The Bradford and district branch has already succeeded in providing the full sum of money needed for the provision of the life-boat stationed at the Humber and named *City of Bradford III*. The success of the appeal owed much to the energy and enthusiasm of Alderman Horace Hird and his daughter, Miss Audrey Hird, and also to the services of Mr. Clifford M. Kershaw, honorary secretary, and Mr. L. H. Sheppard, honorary treasurer, and to the officials of the Bradford Ladies' Life-boat Guild, Mrs.

Silvio Lanfranchi, Mrs. J. B. Thornton, and Mrs. F. K. Lund.

Equally remarkable was the one-day effort organized in the small community of North Sunderland-Seahouses, where a fête held on August bank holiday, in which expenses were negligible, raised £1,145. The August bank holiday Seahouses fête has for many years been a resounding success, and from 1954 onwards more than £1,000 have been raised each year.

JOSEPH CONRAD CENTENARY

Jozef Korzeniowski, who was known to the world as Joseph Conrad, was born in southern Poland on the 3rd of December, 1857, and his surviving sons have expressed the wish that the centenary of his birth should be marked by a public appeal for a new life-boat to bear their father's name. Conrad was a profound admirer of the Life-boat Institution. He wrote a foreword to a history of the service published in 1923, and whenever he visited a seaside town where there was a life-boat station, almost his first action was to inspect the life-boat. He never consciously passed a life-boat collecting box without inserting a coin. The appeal is being supported by a number of distinguished literary figures and former associates of Conrad, and

in connection with the appeal the Dean and Chapter of Canterbury Cathedral were good enough to allow the collection at Evensong in the Cathedral on Sunday the 6th of October to be given to the funds of the Institution. The Marquis Camden and Mr. T. O. Gray represented the Committee of Management at this service, and members of the crews of the Dover, Margate, Ramsgate and Walmer life-boats were present.

V.H.F. RADIO TO BE INSTALLED IN 40 MORE LIFE-BOATS

The Institution has decided to install very high frequency radio telephones into a further 40 life-boats to enable them to communicate directly with helicopters and other search and rescue aircraft. Seventeen of the life-boats are stationed in England, eleven in Scotland, three in Wales, two in Northern Ireland, two in the Channel Islands and two in the Isle of Man. Three are reserve life-boats.

In July, 1956, it was announced that a first list of 50 life-boats in which V.H.F. sets would be installed had been selected. Five months later a second list of 50 life-boats in which the sets were to be installed was published.

Rescue of Four Swimmers

On the afternoon of the 16th of July, 1957, a number of people, children as well as adults, were bathing in the sea off Barmouth beach. About three o'clock somebody raised the alarm that a swimmer was in difficulties, and a local policeman asked everyone to come out of the water. It was then learnt that several people were missing.

Mr. William Morris, the motor mechanic of the Barmouth life-boat, was on the quay about half a mile away. Hearing what had happened, he immediately put out in his 20-foot motor launch *Skylark*, accompanied by Mr. George Berridge, the winchman of the Barmouth life-boat station.

A fresh north-north-westerly breeze was blowing and the tide was half ebb. There was a short steep sea.

Two Passages Into Channel

There are two passages into Barmouth harbour divided by a small island called Ynys-y-Brawd. The main channel is to the south but there is also a narrow channel to the north, which is normally used only in fine weather. The stream in the channel was then running at four knots, but to save time Mr. Morris took his boat through the northern channel, where the water was shallow and broken. There was a strong ebb tide behind her.

His boat touched bottom a number of times, and only careful handling saved her from disaster.

Two bathers were soon found and picked up. They were young girls and both exhausted. Shortly afterwards two more bathers were sighted. One was a girl of thirteen who was wearing an inflated rubber life-belt. A boy of about ten was clinging to her, and both children were in an extreme state of exhaustion. They were being carried out to sea by the ebb tide into water which was becoming increasingly rough. They were both picked up by the boat. As he could see no other bathers, Mr. Morris decided to land those he had rescued, so that they could be given medical attention at once, and he then returned to the harbour through the main channel. Near the harbour bar a nine-year-old boy was seen to be floating. He was picked up and found to be unconscious. Artificial respiration was applied at once and continued until the boat reached the shore, but the boy died.

The Barmouth life-boat was also launched and carried out an extensive search, and another motor boat, the *Welsh Girl*, skippered by Mr. John Berridge and crewed by Mr. James Shotter, also searched along the coast. A visitor to Barmouth, Mr. J. Zehetmayer, who also went out in the *Welsh Girl*, climbed over the side to secure the body of a girl which was found in shallow water. Again artificial respiration was carried out but without success.

Girl's Body Recovered

Another boat, the *Thomas Sinclair*, recovered the body of a fifteen-year-old girl a mile and a half outside the harbour bar, and two more bodies, those of a thirty-seven-year-old man and a seventeen-year-old girl, were found washed ashore the next day.

For this service the thanks of the Institution inscribed on vellum have been accorded to Mr. William Morris and Mr. George Berridge. Monetary rewards were paid to others who took part in attempts to rescue the swimmers.

Rescue by Fifteen-year-old Boy

At 10.30 on the morning of the 27th of July, 1957, the coastguard told the honorary secretary of the Hoylake life-boat station, Captain H. H. Davies, that a man was in danger on a bank opposite the Heswall Yacht Club, and asked if the life-boat could reach him. Captain Davies pointed out that the life-boat could only reach the position given at high water, which would be too late to save the man. There was a strong westerly breeze blowing and the sea was moderately rough.

Carried Canoe to Estuary

John Crook, a fifteen-year-old boy of Parkgate, Wirral, was preparing his 15-foot single-seater kayak canoe for a trial run when he learnt that there was a man in need of help. Although he knew little about his new craft John Crook immediately carried her a hundred yards and then

launched her into the estuary. By this time the tide had made a wide channel between the man and the shore and he was completely cut off.

On reaching the bank John Crook found Mr. R. Bartley, who is a fisherman aged sixty-seven, up to his waist in water and had great difficulty in dragging him aboard the canoe. At first he tried to let Mr. Bartley sit astride the canoe behind him, but this made it impossible for him to control the canoe. John Crook then persuaded Mr. Bartley to go into the cockpit and squeezed himself forward with most of his body under the fore-deck. In this way he managed to cross the choppy waters of the channel, although the canoe nearly capsized three times.

For this service the thanks of the Institution inscribed on vellum and an engraved wrist watch have been awarded to John Crook.

Award for Licensee of Inn

ON the evening of the 9th of August, 1957, two boys and a girl were bathing off the beach at Walberswick, some two hundred yards south of the south pier of the harbour at Southwold, Suffolk. A strong south-by-east breeze was blowing and there was a rough confused sea. It was two hours after low water.

The children swam to a sandbank about a hundred yards from the beach, and the girl was then swept out to sea, probably by an eddy current. She was last seen by a local fisherman about a hundred yards seaward of the harbour entrance. The two boys managed to reach shore safely.

Reached Shore Exhausted

Meanwhile a visitor to Southwold, Mr. Mervin Jones, had swum out to try to save the girl. He managed to grab her but could not retain his hold, and eventually himself reached shore in an exhausted state.

A woman living at Walberswick telephoned Mr. F. T. W. Cross, the licensee of the Harbour Inn, asking him to put out in his 19-foot open motor boat, *Kingfisher*. Mr. Cross asked for volunteers to come with him and was joined

by Mr. G. Siddall and two visitors known as Joe and Wally. The four men put to sea immediately, but had considerable difficulty in the harbour entrance because of the flood tide and the confused sea.

Carried Between Piers

They made a search to seaward and along the coast but could find no sign of the girl. Eventually, after having difficulty in turning the boat in the heavy seas which were then running, Mr. Cross headed back for the harbour. Just before the *Kingfisher* reached the harbour entrance a heavy sea broke aboard her. The engine stopped, but by a lucky accident the boat was carried between the piers by wind and tide, and once inside the harbour the engine was re-started. The Aldeburgh life-boat was also launched and searched without success.

For this attempted rescue the thanks of the Institution inscribed on vellum have been accorded to Mr. F. T. W. Cross. A letter of appreciation has been sent to Mr. G. Siddall, and the Institution is trying to trace the men known as Joe and Wally in order to send letters of appreciation to them.

A New History of the Life-boat Service

By CHARLES VINCE

PERHAPS the most charming thing in Patrick Howarth's most attractive book* is the way in which he has set his story. As he moves round the coast, apparently quite casually, from one carefully chosen life-boat station to another, he begins each chapter with a picture of the place—English, Scots, Irish, Welsh—to take, and hold, your eye as you listen to him.

So he seems to see the Life-boat Service as a permanent part of the very landscape of the British Isles, the variety of its story repeating the extraordinary variety of those coasts—"the rocky shores and sheep on the

grassy hills" of east Scotland; the contrast between the grey granite of Aberdeen and the pink granite of Peterhead (spoilt a little by "the sickly yellow of the life-boat house"; for Mr. Howarth has regretfully to admit that the life-boat houses themselves have not added to the beauty of the scene); Southend-on-Sea "which Gainsborough and Turner painted, and Disraeli and the *Gentleman's Magazine* admired", with its ancient mud and cackle fishermen, its modern jiving and jazz; the delicious mixture—on the foreshore at Deal—of the tablet that records the landing

* *The Life-boat Story* by Patrick Howarth, with a Foreword by H.R.H. The Duchess of Kent, Routledge and Kegan Paul, 21s.

of Julius Caesar and the corporation's putting-green, the children's playground and the life-boat house.

Ballycotton Committee

His interior of the committee room, in the Irish Republic, where the Institution's Ballycotton station is administered, is the equal of any of his landscapes:

"Nearly every man of prominence in and around Ballycotton is a member of the life-boat committee. Among them are a doctor, a farmer, a store-keeper, a retired bank manager, a Roman Catholic priest and a clergyman of the Church of Ireland. Some three-quarters of the committee are of the Catholic faith; the honorary secretary of the station is a member of the Church of Ireland; there are Quakers and Methodists and the staunchest of republicans among those who serve. At the gatherings of the committee which take place after the formal business has been concluded, when the talk may at first be of herrings or horses or rugby football, it can be learnt after a time that a remarkably large proportion of the committee members took an active part in either the first or the second war against Germany."

Variety and Versatility

There, at a glance, you have the splendid paradox of the Life-boat Service, the variety and versatility of the men whom it unites in a single purpose. It began at the beginning with its founder, Sir William Hillary, who could unite with the same practical sense of the need for a life-boat service, the troubles of Ireland, the government of the Holy Land and the adornment of London. It continued through the second founder, the fourth Duke of Northumberland, admiral and First Lord of the Admiralty, who also, as Mr. Howarth points out, took part in a scientific expedition and helped to produce an Arabic lexicon. It is repeated again today in his record of Dr. Joseph Soar, the honorary secretary of the station at St. David's—a soldier in his youth, a cathedral organist for the rest of his years, a

member of the life-boat's crew, a medallist of the Institution. As Mr. Squeers said, "Here's richness."

There is the same richness even in the most trivial things that Mr. Howarth has collected, in the life-boat which at its latter end became a hen-coop, in the rescued Russian captain who stepped aboard the life-boat carrying his gold-mounted umbrella. And he brings out the full surprise of that richness by including in his stories of life-boat rescues the journey of the Lynmouth life-boat by land right over the top of Exmoor to launch at Porlock. (As the life-boatmen came with their boat towards Porlock Hill they passed near that farm where, a hundred and two years before, Coleridge had dreamed *Kubla Khan*. That is perhaps worth recalling, for their great journey through that night of gale is, at times, almost as fantastic as a dream.)

Portrait of a Welsh Coxswain

Here its value is that it showed life-boatmen as resourceful, determined, undefeatable on land as on the sea, and and, in a way peculiarly their own, they belong both to sea and land. You see it in Mr. Howarth's beautiful portrait of a Welsh coxswain, which, as you look, seems to become a composite portrait of all life-boat coxswains—those men with one foot standing firm on their native soil, the other as firmly set in their native sea:

"A man with humorous, understanding eyes, who spent many years at sea and who now lives in a house with a 500-year-old water mill, where the osiers of his own planting are turned into the lobster pots of his own making."

And what could better express the charity and goodwill of the Life-boat Service, that confident trust in the goodness of one's fellows (whether to risk their lives or to give their money) which is the very spirit of its work, than Mr. Howarth's tribute to the banks and the Inland Revenue Department?

"They seem, in defiance of probability, to be filled by the pleasantest of men."

New Life-boat Transporting Carriage

By R. A. OAKLEY,

Surveyor of Life-boats

WORK has been in progress for some years to produce a new carriage for transporting life-boats down to the sea at stations where there is no suitable harbour and no means of launching a life-boat down a slipway. For some time the need has been felt to find a track which would carry the increasing weight of the boats over all types of beaches.

Extensive trials were carried out over the different types of beaches encountered with four designs of tracks. Of these it was found that the girder tracks produced by Messrs. Roadless Traction of Hounslow gave the best results. Unlike the types in use hitherto, in which a different design is necessary for each type of beach, these tracks worked satisfactorily on both sand and shingle beaches and also over mud flats. The trials were conducted at Sheringham, Wells, Hoylake, Aberystwyth and Caister.

Size of Tracks Increased

The length and width of the tracks have both been increased, and this has served to reduce the ground pressure with the result that the track does not sink so deeply into the beach.

The new carriage is of welded steel construction and its shape is similar to that of the carriages which have been in use until now, but a number of improvements have been introduced which make it easier to recover the boat. It is now possible, for instance, to recover the boat without completely removing the fore-carriage. The fore-carriage is now attached to the main keelway by hinge and locking pins.

By the removal of the locking pin the main keelway can be tipped to receive the stern of the boat, which is then hauled on to the carriage stern first. The stern securing chain is rove as the boat is moving, and as the centre of gravity of the boat passes the main axle of the carriage, the boat and the main portion of the carriage tip automatically. Hauling continues until the stern chain is tight, by which time the boat is in the correct position on the carriage. The fore-carriage locking pin is then inserted and the fore chain secured.

Fore Part Detachable

The wheels of the fore part of the new carriage are fitted with pneumatic tyres, and the carriage is so designed that the fore part can be detached and joined to the other end. This may be an advantage if conditions are such that it is easier to recover the boat bow first.

Another advantage of the new carriage is that launching can be effected by the tractor driver alone without the help of a man on the tractor launching platform. This has been made possible by the use of an automatic slip hook by which the tractor is attached to the fore-carriage draw bar or released from it.

The prototype of the new carriage has been in service for some months at Sheringham, and the crew have expressed complete satisfaction with the way in which it can be operated at this station where launching conditions are often difficult. Four more carriages of the new design are at present under construction.

Portrait on the Cover

THE portrait on the cover is of Coxswain Thomas Dent of Newbiggin, who first joined the Newbiggin crew in 1932. He was bowman from 1938 to 1944, second coxswain from 1944 to 1947 and was appointed coxswain

in July 1947. Since he became a boat's officer Newbiggin boats have been launched 45 times and have rescued 17 lives. The photograph is reproduced by courtesy of *Coal*.

Death of a Head Launcher

EARLY on the evening of the 28th of August, 1957, a schoolmaster went to the harbour at Staithes in Yorkshire with a number of his pupils to bathe. There was a light north-westerly wind blowing, and outside the harbour the sea was rough. The tide was flooding and there was a confused sea inside the harbour.

Shouts for help were heard by the head launcher of the Runswick life-boat, George Hanson, who immediately went into the sea fully clothed and brought a boy ashore. He then went out again to help the schoolmaster, Mr. Christopher Jardine, who was also in difficulties. He failed to reach him and then himself collapsed face down in the water. Two young men, Stephen Jackson and James

Wright, saw what had happened and immediately ran up the harbour for a boat. On the way they met the coxswain of the Runswick life-boat, Frank Verrill, and the three of them put out in an 18-foot rowing boat. They found George Hanson, who weighed over 16 stone, and with some difficulty took him on board. They brought him ashore but he died soon afterwards. The search continued for Mr. Jardine, whose body was found after dark.

The Carnegie Hero Fund Trust has awarded a memorial certificate to Mr. Hanson's widow and has given her a pension and a grant for funeral expenses. The Institution also made a grant to the widow.

A History of Rockets

The First Sixty Years, by C. R. Thompson, states in the form of a well-illustrated and well-produced booklet the story of the development of the Schermuly pistol rocket apparatus. It was in May 1897 that William Schermuly, after ten years' experimental work, succeeded in producing

an efficient ship's line-throwing apparatus. The booklet gives many details of the subsequent use of this invention in war and peace, but its continual and successful application by the Life-boat Service has somewhat surprisingly been over-looked by the author.

New Member of Committee of Management

DR. E. A. PASK, O.B.E., has been co-opted to the Committee of Management of the Institution. Dr. Pask, who was educated at Rydal School and Cambridge and studied at the London Hospital, is now Professor of Anaesthetics in the University of Durham and works at the Newcastle Medical School. He is a member of the Survival at Sea Sub-Committee of the Royal

Naval Personnel Research Committee. During the war he served in the Royal Air Force and was largely engaged in research on behalf of Air Sea Rescue. He was particularly concerned with problems of artificial respiration and the testing and designing of life-jackets and other equipment.

Dr. Pask is honorary medical adviser to the Tynemouth station.

Life-boat Societies Abroad

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

Country	Name of Society	Strength of Fleet	Nature of Finances
Belgium	Section of Administration de la Marine, Ministère des Communications.	3 motor life-boats.	State financed.
Canada*	Government of Canada (Department of Transport).	3 motor life-boats.	State financed.
Chile	Cuerpo de Voluntarios "Botes Salvavidas".	3 motor life-boats.	Voluntary contributions with small State grant.
Denmark	Bestyrelsen af Redningsvaesenet.	23 motor life-boats. 19 pulling and sailing life-boats. 16 shore stations with rocket apparatus.	State financed.
Finland	Suomen Meripelastusseura Finlands Sjöräddningsällskap.	3 patrolling rescue-cruisers. 13 motor life-boats. 10 shore stations with rocket apparatus.	Voluntary contributions with small State and municipal subsidies.
France	Société Centrale de Sauvetage des Naufragés. Société des Hospitaliers Sauveteurs Bretons.	48 motor life-boats. 4 pulling and sailing life-boats. 17 shore stations with rocket apparatus. 8 motor life-boats.	Voluntary contributions but with State subsidies for maintenance and new construction. Voluntary contributions with State and municipal subsidies.
Germany	Deutsche Gesellschaft zur Rettung Schiffbrüchiger.	32 pulling beach patrol boats. 30 motor life-boats. 5 shore stations with rocket apparatus.	Solely by voluntary contributions.
Iceland	Slysavarnafélag Islands.	3 motor life-boats. 4 patrolling rescue cruisers. 14 pulling surf boats. 89 shore stations with rocket apparatus.	Voluntary contributions with State and municipal subsidies.
Italy	Società Siciliana Salvataggi (Palermo).	1 ambulance aircraft. 1 tug.	Financed by the shipping company of which it forms part.
Japan	Nippon Suinan Kyusaikai.	30 motor life-boats. 67 pulling life-boats.	Voluntary contributions with municipal subsidies.
Netherlands	Koninklijke-Noord-en-Zuid-Hollandsche Redding-Maatschappij. Koninklijke Zuid-Hollandsche Maatschappij Tot Redding Van Schipbreukelingen.	26 motor life-boats. 16 shore stations with rocket apparatus. 8 motor life-boats. 5 shore stations with rocket apparatus.	Solely by voluntary contributions.
New Zealand	The Summer Life-boat Institution.	1 motor life-boat. 1 pulling life-boat (reserve).	Voluntary contributions with a municipal grant.
Norway	Norsk Selskab til Skibbrudnes Redning.	27 patrolling rescue cruisers. 32 shore stations with rocket apparatus.	Until 1955 solely by voluntary contributions. Small State subsidy now given.
Poland	Polskie Ratownictwo Okretowe.	6 patrolling rescue cruisers. 7 life-boats. 2 salvage tugs.	State financed.
Portugal	Instituto de Socorros a Naufragos.	20 motor life-boats. 23 pulling and sailing life-boats. 29 shore stations with rocket apparatus.	Voluntary contributions with State subsidies.
Spain	Sociedad Española de Salvamento de Naufragos.	8 motor life-boats.	Voluntary contributions with subsidies from official organisations.
Sweden	Svenska Sällskapet för Räddning af Skeppsbrutne.	8 patrolling rescue cruisers 12 motor life-boats.	Voluntary contributions with donations from towns and villages along the coast.
Turkey	Denizcilik Bankasi T.A.O. (Turkish Maritime Bank). (Coastguard).	1 motor life-boat. 8 pulling and sailing life-boats 15 coastguard stations with rocket apparatus.	Financed by Turkish Maritime Bank.
U.S.A.	United States Coast Guard.	1,411 motor boats. 1,840 pulling boats.	State financed.
U.S.S.R.	Soviet Emergency Rescue Service.	72 life-boats and Tenders. 14 salvage tugs.	State financed.

* The Canadian Life-saving Service is co-ordinated with the Air-Sea Rescue Services.

A life-boat service is in the course of being established in Uruguay and is to be financed by voluntary contributions.

Services of the Life-boats in July, August and September, 1957

264 Lives Rescued

JULY

DURING July life-boats were launched on service 95 times and rescued 83 lives.

FISHING BOAT AND HOUSE-BOAT TOWED TO HARBOUR

Skegness, Lincolnshire.—At 7.30 on the evening of the 3rd of July, 1957, the honorary secretary and coxswain saw the fishing boat *Valerie* in difficulties off Skegness. The *Valerie* was towing the house-boat *Miranda*. The life-boat *The Cuttle* was launched at 8.20 in a choppy sea. There was a moderate north-easterly breeze blowing and the tide was flooding. The life-boat came up with the *Valerie*, which had a crew of three, and found she had engine trouble. She therefore towed the *Miranda* to Wanfleet haven and then returned and towed the *Valerie* to the haven. She reached her station again at 6.15 the next morning. The owners of the *Miranda* made a donation to the Institution's funds.—Rewards to the crew, £19 8s.; rewards to the helpers on shore, £5 15s.

STEAM TRAWLER AGROUND FOR DAYS

Longhope, Orkney.—At 4.28 on the morning of the 4th of July, 1957, the coastguard telephoned to say the steam trawler *Girdleness*, of Aberdeen, was aground one mile west of Cantick Head lighthouse. At 4.50 the life-boat *Thomas McCunn* was launched in calm weather. There was dense fog and the tide was ebbing. The life-boat reached the position at 5.21 and soon afterwards the tug *Metinda* arrived. The coxswain decided to stand by the *Girdleness* until high water, which was at four o'clock in the afternoon, when attempts would be made by the tug to refloat the trawler. These attempts were unsuccessful, and as the weather was very calm and the

trawler in no danger, the life-boat returned to her station, arriving at five o'clock. As further attempts to refloat the *Girdleness* were to be made at the next high tide at four o'clock the next morning, the life-boat was launched again at 3.40. She stood by while another unsuccessful attempt was made to refloat the trawler and reached her station again at 6.10 on the evening of the 5th of July. The *Girdleness* eventually refloated two days later.—Rewards: first service, rewards to the crew, £23 17s.; rewards to the helpers on the shore, £4 4s. Second service, rewards to the crew, £27 1s.; rewards to the helpers on shore, £4 6s.

SICK MAN BROUGHT FROM LIGHTVESSEL

Aldeburgh, Suffolk.—At 6.50 on the evening of the 4th of July, 1957, the coastguard telephoned that there was a very sick man in the Shipwash light-vessel and asked if the life-boat would put off with a doctor. At seven o'clock the no. 1 life-boat *Abdy Beauclerk* was launched. There was a light north-north-easterly breeze with a calm sea and an ebbing tide. The life-boat took the doctor to the lightvessel, embarked the sick man, and landed him at Aldeburgh, where an ambulance was waiting, at 9.46.—Rewards to the crew, £12; rewards to the helpers on shore, £24 4s. 6d. Refunded to the Institution by Trinity House.

FISHING BOAT TOWED TO GORLESTON

Great Yarmouth and Gorleston, Norfolk.—At 5.31 on the evening of the 6th of July, 1957, the Gorleston coast-guard telephoned that a fishing boat needed help a mile and a half south of the harbour. The life-boat *W. R. A.*, on temporary duty at the station, was launched at 5.40. There was a slight sea, a strong easterly breeze was blowing,

and the tide was flooding. The life-boat came up with the fishing boat *Ethel May*, which had a crew of two and whose engines had broken down. She took the fishing boat in tow and reached her station at 6.25.—Rewards to the crew, £6; rewards to the helpers on shore, £1 16s.

ESCORT FOR SMALL FISHING BOAT

Lytham-St. Anne's, Lancashire.—At 8.50 on the evening of the 6th of July, 1957, a message was received that a small motor boat had been seen drifting eastwards down the Ribble estuary with her engine broken down. The life-boat *Sarah Townsend Porritt* put out at 9.19 in a slight sea. There was a moderate south-easterly breeze blowing with heavy rain. The tide was ebbing. About a mile from her station the life-boat met the motor boat, which was found to be the fishing boat *P.N. 143*, of Lytham, with a crew of two. Her crew had repaired her engine and the boat was returning up the estuary. The life-boat escorted her back to her moorings and reached her station again at 9.45.—Rewards to the crew, £7; reward to the helper on shore, 12s.

YACHT SAVED FROM ROCKS IN HEAVY THUNDERSTORM

Campbeltown, Argyllshire.—Just before midnight on the 6th of July, 1957, the police telephoned that a motorist had reported seeing three red rockets off Kildalloig three miles south of Campbeltown. The life-boat *City of Glasgow II* put out at 12.5 in a swell. A moderate easterly breeze was blowing, there was a heavy thunderstorm, and the tide was ebbing. The life-boat found the yacht *Zamorin*, with a crew of four, near Auchenhoan Head. She had left Donaghadee for Campbeltown early on the 6th of July, but shortly afterwards her engine had broken down. Her crew had been able partly to repair the engine so that it could run for a quarter of an hour at a time, but it eventually broke down completely. The yacht was then sailed to the entrance of Campbeltown Loch, when an easterly breeze suddenly sprang up and carried the *Zamorin*

towards the dangerous rocky shore of Auchenhoan Head, where the life-boat was just in time to save her from being pounded on the rocks. At the height of one of the most severe thunderstorms known in the district for many years the life-boat took the *Zamorin* in tow and brought her to Campbeltown, arriving at 2.5.—Rewards to the crew, £7; reward to the helper on shore, 13s.

POLICE REPORT DINGHY MISSING

Poole, Dorset.—At 1.55 early on the morning of the 7th of July, 1957, a telephone message was received from the police that a dinghy, which three youths had hired the evening before, was missing from Rockby Sands. At 2.15 the life-boat *Thomas Kirk Wright* was launched in a moderate sea. There was a moderate south-westerly breeze blowing and the tide was flooding. The life-boat carried out a search along the shores of the harbour up to Wareham Channel, and she eventually found the dinghy, which had an out-board motor, alongside the barge *Santille* near Green Island. The skipper of the barge told the coxswain he had found the dinghy at midnight and had taken the three boys on board. They were transferred to the life-boat and the dinghy was taken in tow to Rockby Sands, where the boys were landed. The life-boat then returned to her station, arriving at eight o'clock.—Rewards to the crew, £12 12s.; rewards to helpers on shore, £1 16s.

YACHT TOWED TO BEMBRIDGE

Bembridge, Isle of Wight.—At 2.36 on the morning of the 7th of July, 1957, the Foreland coastguard telephoned that red flares had been seen near Ventnor pier. He added that some local boats had gone out to a yacht and there appeared to be no need to launch the life-boat. At 4.46 the coastguard telephoned that the owner of the yacht *Kayak*, which had seven people on board, had asked if the life-boat would launch, as the yacht was bumping two hundred yards east of Ventnor pier. The life-boat *Jesse Lumb* was launched at 5.5 in a moderate swell. There was

a light northerly breeze blowing and the tide was flooding. The life-boat found the yacht and took her in tow, arriving back at her station at nine o'clock. The owner made a gift to the crew.—Rewards to the crew, £9 16s.; rewards to the helpers on shore, £3 5s.

YACHT TOWED TO RAMSGATE

Ramsgate, Kent.—At 1.35 on the afternoon of the 7th of July, 1957, a message was received from the east pier that a yacht needed help off Dumpton Gap. The life-boat *Michael and Lily Davis* put out at 1.45 in a moderate sea. There was a fresh south-westerly breeze blowing and it was low water. The life-boat found the yacht *Cameo II* with four people on board. The yacht was dismasted and was in danger of going ashore. The life-boat took her in tow, arriving at Ramsgate at 2.37.—Rewards to the crew, etc., £7 10s.

MOTOR BOAT ADRIFT WITH CREW OF ONE

Fowey, Cornwall.—At 3.10 on the afternoon of the 7th of July, 1957, the Polruan coastguard telephoned that a small motor boat was drifting about a mile and a half south of Black Head in St. Austell Bay. Eight minutes later the life-boat *Deneys Reitz* put out in a slight sea. There was a gentle west-south-westerly breeze blowing and the tide was just beginning to ebb. The life-boat found the motor boat off Mevaggissey, with one man on board. Her engine had broken down and she was taken in tow to her port. The life-boat returned to her moorings, arriving at 5.30.—Rewards to the crew, etc., £8 10s. 6d.

DINGHY BLOWN OUT TO SEA IN GALE

Runswick, Yorkshire.—At 3.30 on the afternoon of the 7th of July, 1957, the honorary secretary received a telephone message that two men were being blown out to sea in a small dinghy. At 3.50 the life-boat *The Elliott Gill* was launched in a choppy sea. There was a south-westerly gale blowing with heavy rain showers, and

the tide was ebbing. The life-boat found the dinghy two miles north-east of Runswick. She took the two men on board and the dinghy in tow. On returning to the shore, the life-boat came up with an abandoned yacht and towed her ashore too. She reached her station again at 4.50.—Rewards to the crew, £6; rewards to the helpers on shore, £9 19s.

YACHT'S CREW HEARD SHOUTING FOR HELP

Clacton-on-Sea, Essex.—At 6.10 on the evening of the 7th of July, 1957, the coastguard telephoned that the crew of a yacht were shouting for help south-west of Buxey Sands. At 6.30 the life-boat *H. C. J.*, on temporary duty at the station, was launched in a rough sea. There was a fresh south-westerly breeze blowing and the tide was flooding. The life-boat found the yacht *Peace*, of Colchester, with a crew of three, a mile and a half north of the South Buxey buoy. The yacht had engine trouble and was making water. The life-boat took her in tow to Burnham-on-Crouch and then returned to her station, arriving at 7.30 on the morning of the 8th of July.—Rewards to the crew, £23 16s.; rewards to the helpers on shore, £7 3s.

MARGATE LIFE-BOAT ESCORTS YACHT TO RAMSGATE

Margate, Kent.—At 7.16 on the evening of the 7th of July, 1957, the coastguard reported that a small motor yacht was drifting out to sea near the East Margate buoy. At 7.25 the life-boat *North Foreland (Civil Service No. 11)* was launched in a rough sea. There was a fresh south-westerly breeze blowing and the tide was flooding. The life-boat reached the position at 7.50 and went alongside the yacht *Lady Beatrice D.*, of Colchester. The yacht had one man aboard, who told the coxswain she had had engine trouble but that the engine was now working again. The coxswain decided to escort the yacht to Ramsgate harbour, and the life-boat then returned to her station, arriving at 12.50.—Rewards to the crew, £12 13s.; rewards to the helpers on shore, £4 4s.

MEMBER OF CREW PUT ABOARD

CABIN CRUISER

Beaumaris, Anglesey.—At 7.45 on the evening of the 7th of July, 1957, the Penmon coastguard telephoned to say a flare had been seen between Great Ormes Head and Puffin Island. The life-boat *Field Marshal and Mrs. Smuts* was launched at 8.10 in a very rough sea. There was a strong north-north-westerly breeze blowing and the tide was ebbing. After searching for a time the life-boat found the cabin cruiser *Bonita*, with a crew of three, two miles north of Great Ormes Head. The owner told the coxswain he was on passage from Eastham to the Menai Straits but because of the ebb tide and freshening wind he had been unable to make headway. As the three men were exhausted the coxswain decided to put a member of the life-boat crew aboard with provisions. The life-boat then took the *Bonita* in tow to Beaumaris pier, which was reached at 11.45. The life-boat could not be rehoused until the following evening.—Rewards to the crew, £12 19s.; rewards to the helpers on shore, £3.

FISHING BOAT ESCORTED ACROSS
HARBOUR BAR

Barmouth, Merionethshire.—At 12.50 on the afternoon of the 9th of July, 1957, the police reported that a fishing boat appeared to be in difficulties off Llwgngwriil. The boat was kept under observation from the coastguard lookout by the coastguard and the coxswain, and when it became clear that she might not be able to cross the bar the decision was taken to launch the life-boat, *The Chieftain*, which put out at 2.5. There were heavy seas, a moderate south-south-westerly gale was blowing, and the tide was flooding. The life-boat came up with the fishing boat, which had a crew of three, and escorted her safely across the bar into the harbour. She then returned to her station, arriving at three o'clock.—Rewards to the crew, £6; rewards to the helpers on shore, £2 8s.

CABIN CRUISER REFLOATED

Margate, Kent.—At 6.35 on the evening of the 9th of July, 1957, the coastguard telephoned that a cabin cruiser was ashore on the north-west corner of Margate sands and that she had a heavy list to port. At 6.43 the life-boat *North Foreland (Civil Service No. 11)* was launched in a choppy sea. There was a moderate westerly breeze blowing and the tide was flooding. The life-boat found the cabin cruiser *Albatross*, of Sheerness, with one man on board. He had lost his bearing and asked the coxswain to stand by until the cabin cruiser refloated. With some advice from the coxswain the man succeeded in refloating the *Albatross*, and the life-boat escorted her to deeper water. The life-boat then returned to her station, arriving at 9.45.—Rewards to the crew, £12 13s.; rewards to the helpers on shore, £4 4s.

YACHT TOWED TO DOVER

Dover, Kent.—At 2.28 early on the morning of the 12th of July, 1957, the Lloyds signal station reported that a yacht was drifting off South Foreland. At 2.40 the life-boat *Greater London (Civil Service No. 3)*, on temporary duty at the station, put out in a rough sea. There was a fresh south-westerly breeze blowing and the tide was ebbing. When the life-boat was off South Foreland a message was received from the St. Margaret's Bay coastguard that a large light had been seen flashing three miles north-east of St. Margaret's Bay. The life-boat went to this position and found the sailing yacht *Gold Mist* with one man on board. The yacht's main halyards were jammed and her rudder stock was broken. The life-boat took her in tow, arriving at Dover at 5.30. The man who had been on board the yacht made a gift to the life-boat crew.—Rewards to the crew, etc., £5 1s.

MAN LOST FROM YACHT IN GALE

Weymouth, Dorset.—At 6.45 on the morning of the 12th of July, 1957, the Wyke Regis coastguard telephoned that H.M.S. *Urania* had reported a yacht in

need of help a mile and a half north-east of Weymouth harbour. The life-boat *William and Clara Ryland* put out at seven o'clock in a very rough sea. A west-south-westerly gale was blowing, with heavy rain squalls, and the tide was flooding. The life-boat found the yacht *Gay Nixie*, of Lymington, with one man on board. The yacht was almost waterlogged and was difficult to handle. She had been struck by a violent storm in the early hours of the morning while on passage to England from the small French port of St. Vaast. Another member of the crew had been swept out of the yacht during the storm. The life-boat took the *Gay Nixie* in tow to Weymouth harbour, where the yacht was moored and the man landed. She then put out to sea again to search for the man lost overboard. After several hours of searching without finding anything she returned to her station, arriving at 2.45.—Rewards to the crew, £15 17s.; rewards to the helpers on shore, £1 4s.

MOTOR LAUNCH TOWED THROUGH GALE

Dun Laoghaire, Co. Dublin.—At 7.10 on the evening of the 13th of July, 1957, the honorary secretary received a message from the assistant harbour master that a boat needed help off the east pier. The life-boat *Dunleary II* put out at 7.45 in a choppy sea. A moderate south-westerly gale was blowing and the tide was flooding. At 7.53 the life-boat came up with a motor launch, which had a crew of three, four hundred yards from the east pier and took her in tow. She arrived back at her station at 8.15.—Rewards to the crew, £8; rewards to the helpers on shore, £2 8s.

YACHT TOWED TO SALCOMBE

Salcombe, Devon.—At 8.1 on the evening of the 14th of July, 1957, the Hope Cove coastguard telephoned that a yacht needed help half a mile south-east of Prawle Point. At 8.10 the life-boat *Samuel and Marie Parkhouse* put out in a smooth sea. There was a light north-westerly breeze blowing and it was high water. The life-boat

found the auxiliary yacht *Ripple*, which had a crew of four. The yacht was leaking badly, and the life-boat towed her to Salcombe harbour, arriving at 9.40.—Rewards to the crew, £7.; rewards to the helpers on shore, £1 4s.

MAN TAKEN TO LIFE-BOAT ON STRETCHER

Torbay, Devon.—At 11.40 on the night of the 14th of July, 1957, the Berry Head coastguard telephoned to say a doctor had asked if the life-boat would put out to bring ashore a man who had fallen down a cliff at Shankham Point, as it would be very difficult to bring him up the cliff in the dark. At 12.10 the life-boat *George Shee* put out in a slight swell. There was a light north-westerly breeze blowing and the tide was ebbing. The life-boat took a small boat with her. She anchored near the spot where the man had fallen down, and several members of the life-boat crew went ashore in the small boat. The man was put on a stretcher and taken to the life-boat, which then returned to Torbay harbour, arriving 1.25. An ambulance, which was waiting, took the man to hospital.—Rewards to the crew, £7; rewards to the helpers on shore, £1 4s.

YACHT DRIVEN ASHORE BUT REFLOATED

Margate, Kent. — At 8.20 on the morning of the 15th of July, 1957, the coastguard reported that a sailing yacht appeared to be ashore at Birchington about four and a half miles west of the look-out. Heavy rain squalls obscured the coastguard's view, and the coxswain telephoned the harbour master, who lives at Birchington, and asked him to go to the shore and find out whether the yacht was in trouble. The harbour master went down to the shore and reported that the yacht was aground with a list, and that two men were standing on her deck. The life-boat *North Foreland (Civil Service No 11)* was launched at 8.45 in a heavy swell. There was a fresh to strong north-westerly wind blowing, and the tide was ebbing.

The life-saving apparatus team were also called out. The life-boat reached the position and found the sailing yacht *Roach* of Burnham-on-Crouch. The coxswain spoke to the two men by loud hailer and they informed him that they had anchored the night before, but the wind had changed from south-west to north-west and the yacht had driven ashore. The life-boat stood by the yacht, which began to hit the ground severely on the flooding tide. With advice from the coxswain the two men refloated the *Roach*, and she continued on passage to the river Blackwater. The life-boat returned to her station, arriving at 12.15, but because of the bad weather and the ebbing tide she was not rehousing until 6.30.—Rewards to the crew, £14 17s.; rewards to the helpers on shore, £6 19s.

MOTOR LAUNCH TOWED TO PORTPATRICK

Portpatrick, Wigtownshire.—At 2.17 on the morning of the 16th of July, 1957, the coastguard reported that a red flare had been seen six miles south-south-west of Portpatrick. At 2.30 the life-boat *Edward Z. Dresden*, on temporary duty at the station, put out in a slight sea with light airs blowing. It was high water. The life-boat found the motor launch *Pathfinder*, of Donaghadee, drifting with her engine broken down. There were two women and two men on board. The life-boat took the launch in tow and brought her to Portpatrick, arriving at four o'clock.—Rewards to the crew, £7.

SICK MAN TAKEN FROM MOTOR VESSEL

Whitby, Yorkshire.—At 11.15 on the night of the 16th of July, 1957, the coastguard telephoned to say the motor vessel *Spontaneity*, on passage to Yarmouth, had reported that one of her crew was sick. She was expected to arrive off Whitby in one hour and asked if the life-boat would land the sick man. At 11.55 the no. 1 life-boat *Mary Ann Hepworth* was launched in a slight sea. There was a light northerly breeze blowing and the tide was ebbing. The life-boat met the

Spontaneity and the sick man was transferred. The life-boat reached her station at 12.46 early on the 17th of July, when the man was taken to hospital in an ambulance. Because of the state of the tide the life-boat was not rehousing until 12.15 in the afternoon.—Rewards to the crew, £8; rewards to the helpers on shore, £1 16s.

LEAKING MOTOR BOAT TAKEN IN TOW

Dun Laoghaire, Co. Dublin.—At 5.35 on the evening of the 17th of July, 1957, a telephone message was received that a motor boat needed help in Scotch Bay. She had a crew of five, one of whom was waving a shirt. The life-boat *Dunleary II* put out at 5.57 in a rough sea. There was a fresh south-easterly breeze blowing and the tide was ebbing. The life-boat came up with the motor boat, which had engine trouble and was leaking badly, and took her in tow. She reached her moorings at 6.30. The five men expressed their thanks.—Rewards to the crew, £7; rewards to the helpers on shore, £2 8s.

TOW FOR YACHT WITH CHILDREN ON BOARD

Weymouth, Dorset.—At 7.5 on the evening of the 17th of July, 1957, the Wyke Regis coastguard telephoned that the Shambles lightvessel had reported a yacht in need of help near the lightvessel. At 7.20 the life-boat *William and Clara Ryland* put out in a rough sea. There was a strong south-south-westerly breeze blowing and the tide was ebbing. The life-boat found the schooner *Olivia*, of Plymouth, with a woman, four small children and two men on board, one mile north-north-west of the lightvessel. Her sails had been blown away and her engine had broken down. The *Olivia* was taken in tow to Weymouth harbour, which was reached at 9.5.—Property Salvage Case.

TANKER AGROUND ON GOODWINS

Ramsgate, Kent.—At 3.30 on the afternoon of the 18th of July, 1957, the Deal coastguard telephoned to say a tanker was aground on the Goodwin

Sands. At 3.45 the life-boat *Michael and Lily Davis* put out in a moderate sea. There was a moderate south-westerly breeze blowing and it was high water. The life-boat came up with the tanker *Adour*, of Norway. The coxswain put two members of the life-boat crew aboard her and stood by until the tanker refloated at 5.20. After the two members of the life-boat crew had returned and the tanker had gone on her way, the life-boat made for her station, arriving at 7.20.—Property Salvage Case. Rewards to the helpers on shore, 10s.

CLOTHES BURNT IN BUCKET AS DISTRESS SIGNAL

Rosslare Harbour, Co. Wexford.—At 5.28 on the afternoon of the 18th of July, 1957, the wife of the Chief Justice of Ireland telephoned the coxswain to say a small motor boat was on fire east of Carnsore Point. At 5.48 the life-boat *Douglas Hyde* put out in a heavy swell. There was a strong north-easterly breeze blowing and the tide was flooding. The life-boat reached the position and found the motor boat with a crew of two. The boat's engine had broken down and her crew had burnt some old clothing in a bucket to attract attention. The life-boat took her in tow to Carne pier and then returned to her moorings, arriving at 8.15.—Rewards to the crew, £6; rewards to the helper on shore, £1 4s.

FISHING VESSEL ESCORTED TO HARBOUR

Dunbar, East Lothian.—At 6.50 on the morning of the 19th of July, 1957, the coxswain received a telephone message that the motor fishing vessel *Yvonne Risager* was in difficulties with a fouled propeller ten miles west of May Island. The fishing vessel's skipper reported by radio-telephone that another vessel, the *May Queen*, was towing her, but as the weather was bad both vessels were making little progress. At seven o'clock the life-boat *George and Sarah Strachan* put out in a rough sea. There was a strong north-easterly breeze and the tide was flooding. The life-boat

found the two vessels south-east of May Island. By then the *May Queen* had cast off the tow, as the *Yvonne Risager* had freed her propellers and was able to proceed on her own at a slow speed. The life-boat escorted the *Yvonne Risager* to the harbour, arriving at 8.15.—Rewards to the crew, £7.

MOTOR LAUNCH'S CREW OF FOUR RESCUED

Barry Dock, Glamorganshire.—At 5.58 on the evening of the 14th of July, 1957, the coastguard telephoned that a motor launch needed help between Sully Island and Lavernock Point. At 6.50 the life-boat *Rachel and Mary Evans* was launched in a choppy sea. A moderate westerly breeze was blowing and the tide was flooding. The life-boat found the motor launch aground on rocks at St. Mary's Well. She could not come close enough to connect a tow line, but a member of the life-boat crew swam with a light line to the launch. The launch's crew of four were taken on board the life-boat, which then began to tow the launch, but the launch made water rapidly and had to be abandoned. She finally sank near Sully Island. The life-boat reached her station at 8.45.—Rewards to the crew, £9 8s.; rewards to the helpers on shore, £2 2s.

LIFE-BOAT STANDS BY DUTCH COASTER

Teesmouth, Yorkshire.—At 11.15 on the night of the 20th of July, 1957, the South Gare coastguard telephoned that a small coaster was ashore in the river near Redcar wharf. It was learnt later that the coaster was aground by her stern and that her master had declined the help of a tug. As the tide was ebbing, the life-boat *John and Lucy Cordingley* was launched at 12.48 in calm weather. She came up with the motor vessel *Noordkaap*, of Delfzijl, which had a crew of eleven. The *Noordkaap* was loaded with coke in her holds and on her deck, and the coxswain decided that the life-boat should stand by her. The *Noordkaap* failed to refloat on the following high tide, but with the help of tugs she was

towed clear on the next flood water. The life-boat reached her station at 11.45 on the morning of the 21st of July.—Rewards to the crew, £20 13s.; rewards to the helpers on shore, £6 13s.

DUTCH MOTOR VESSEL AGROUND

Caister, Norfolk.—At 5.50 on the morning of the 21st of July, 1957, the coastguard telephoned that the motor vessel *Fiducia*, of Rotterdam, was ashore on the mainland at Waxham, but as the weather was calm she did not need help. The *Fiducia* tried to refloat under her own power on the two following high tides but failed. The Dutch tug *Maas* arrived that night, and as the weather was becoming worse, it was decided to launch the life-boat early next morning, when a further attempt to refloat the vessel would be made. The life-boat *Jose Neville* was launched at 10.30 on the morning of the 22nd of July in a heavy swell. There was a northerly breeze blowing and the tide was ebbing. The life-boat reached the position and after consultation with the master of the tug a tow rope was connected but it soon parted. The life-boat then had engine trouble and had to return to her station, which was reached at 5.30. The *Fiducia* refloat on the 23rd of July. The owners of the tug made a gift to the life-boat crew.—Rewards to the crew, £19 16s.; rewards to the helpers on shore, £6 7s.

CANOEISTS RESCUED DURING RACE

Barry Dock, Glamorganshire. — At 10.40 on the morning of the 21st of July, 1957, the life-boat *Rachel and Mary Evans* was launched to stand by during the Bristol Channel canoe race between Weston-super-Mare and Barry. In the early afternoon the weather deteriorated and there was a rough sea. A fresh north-westerly breeze was blowing and the tide was flooding. At 1.40 a canoe capsized and the life-boat rescued her crew of two and took the canoe on board. An hour and a quarter later the crew of two of another canoe became exhausted and they too were taken

aboard the life-boat with their canoe. All four men with their canoes were landed at Barry at 3.40. Shortly afterwards a message was received by radio-telephone that the yacht *Audrey* needed help three and a half miles south-east of Barry. The life-boat made for the position and found the *Audrey* with a crew of eight. Her engine had broken down, and the life-boat took her in tow, arriving at Barry at 4.50.—Rewards to the crew, £15 17s.; rewards to the helpers on shore, £2 17s.

TWO BOATS ESCORTED TO SHOREHAM

Shoreham Harbour, Sussex.—At 4.44 on the afternoon of the 21st of July, 1957, the coastguard telephoned to say a small sailing boat appeared to be in need of help two miles south-east of Shoreham harbour. Her crew of four were waving an oar to attract attention. At 4.54 the life-boat *Rosa Woodd and Phyllis Lunn* was launched in calm weather. The tide was flooding and there were thundery showers. The life-boat came up with the sailing boat *Corsair*, but her crew told the coxswain they did not need the life-boat and were making signals only because they could not start the outboard motor. The life-boat stood by the *Corsair* until another motor boat, *Anne*, had taken her in tow. She then escorted both boats into Shoreham harbour and reached her station at 6.15.—Rewards to the crew, £5; rewards to the helpers on shore, £3 1s.

LINE FIRED TO YACHT AGROUND

Cromer, Norfolk.—At eleven o'clock on the morning of the 22nd of July, 1957, the coxswain of the no. 2 life-boat received a message from the coastguard that a small boat was ashore five miles south-east of Cromer on Trimmingham beach. The tide was out and the boat was high and dry. There were two people on board and they were in no danger at the time, but as there was a heavy ground swell and a moderate northerly breeze blowing the no. 2 life-boat crew decided to stand by in case they might be needed. At

one o'clock the tide began to flood and the boat was in danger of capsizing, so the no. 2 life-boat *Harriot Dixon* was launched at 1.25. She came up with the yacht *Pococita*. A line was fired to the yacht by the Schermuly pistol and an attempt was made to tow her off, but this was unsuccessful. When the tide began to ebb the two men on board the yacht decided to go ashore and the life-boat returned to her station, arriving at 3.50.—Rewards to the crew, £10 16s.; rewards to the helpers on shore, £7 9s.

SAILING BOAT TOWED TO FLEETWOOD

Fleetwood, Lancashire.—At 2.55 on the afternoon of the 22nd of July, 1957, the coxswain was told that a fishing vessel had wirelessly that a small sailing craft was ashore near the King's Scar buoy and that her crew were waving for help. The life-boat *Anne Letitia Russell* was launched at 3.10 in a choppy sea. A gentle north-north-westerly breeze was blowing, with thundering rain squalls, and the tide was flooding. The life-boat reached the position and found a small sailing boat with a man and a small boy on board. They were taken on board the life-boat, and the sailing boat was towed to Fleetwood, arriving at 4.30.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £2 16s.

YACHT'S ENGINE ON FIRE

Exmouth, Devon.—At 2.18 on the morning of the 26th of July, 1957, the coastguard telephoned that red rockets had been seen near Longshore Rock. At 2.39 the life-boat *Maria Noble* was launched in a slight sea. There was a strong north-westerly breeze blowing and the tide was flooding. The life-boat reached the position and found that the yacht *Lady Isabella*, whose engine was on fire, was being driven on to the Pole Sands. She had a crew of two. The life-boat took her in tow to Exmouth, arriving there at 4.40.—Property Salvage Case.

CABIN CRUISER TOWED TO BRIXHAM

Torbay, Devon.—At 2.26 on the morning of the 26th of July, 1957, the Berry Head coastguard telephoned that a small boat was in difficulties three miles east of Berry Head. At 2.58 the life-boat *George Shee* put out in a moderate sea. There was a strong west-south-westerly breeze blowing and the tide was flooding. The life-boat made for the position but found nothing and continued to search. After a time a flashing light was seen ahead, and the life-boat came up with the cabin cruiser *Gadwall*, with six people on board, eight miles east of Berry Head. The *Gadwall's* skipper told the coxswain he had been unable to make for Brixham harbour because of the off-shore wind, and the life-boat took the cabin cruiser in tow, arriving at the harbour at 5.30. The people rescued made a gift to the crew.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £1 4s.

THREE RESCUED FROM DRIFTING DINGHY

Hartlepool, Co. Durham.—At 11.19 on the morning of the 26th of July, 1957, the coastguard telephoned that three people were drifting out to sea off Crindon Dene in a rubber dinghy. The life-boat *The Princess Royal* (*Civil Service No. 7*) was launched at 11.35 in a moderate sea. There was a fresh westerly breeze blowing and the tide was flooding. The life-boat found the dinghy about three miles north of Hartlepool and took the three people on board. They were dressed only in bathing suits and the life-boat crew supplied them with clothes and blankets and gave them hot soup. The life-boat returned to Hartlepool, and on arrival the coxswain was told that a small motor boat, which had gone out to help the swimmers, had broken down. After landing the three rescued people the life-boat put to sea again, but the motor boat had managed to reach the beach through the use of oars, and the life-boat returned to her station, arriving at 1.20.—Rewards to the crew, £7; rewards to the helpers on shore, £2 8s.

ESCORT FOR YACHT WITH DAMAGED SAIL

Dover, Kent.—At 1.20 on the afternoon of the 26th of July, 1957, the Sandgate coastguard telephoned that the yacht *Gold Mist*, of Newhaven, appeared to be making little progress in heavy weather two and a half miles south of Copt Point. Ten minutes later the life-boat *Southern Africa* put out in a rough sea. There was a strong west-south-westerly breeze blowing and the tide was ebbing. The life-boat reached the position and found the yacht with a damaged mainsail and sailing with only her foresail. There was one man on board. The life-boat escorted the yacht safely to Dover harbour, arriving at three o'clock.—Rewards to the crew, etc., £6 5s.

WHALER TOWED TO FISHGUARD

Fishguard, Pembrokeshire. — At 2.55 on the morning of the 27th of July, 1957, the coastguard telephoned that a naval whaler was in difficulties one mile north-east of Strumble Head. The life-boat *Howard Marryat* was launched at 3.33 in a rough sea. There was a strong westerly breeze blowing and the tide was ebbing. The life-boat came up with a whaler from H.M.S. *Bulwark* with six naval ratings on board. They were taken on board the life-boat and a member of the life-boat's crew was transferred to the whaler. The life-boat then towed the whaler to Fishguard, arriving at five o'clock. The Commander-in-Chief, Plymouth, sent a letter of thanks to the Institution.—Rewards to the crew, £6; rewards to the helpers on shore, £2 12s.

RESCUE DURING BREECHES BUOY DEMONSTRATION

Whitby, Yorkshire.—On the afternoon of the 27th of July, 1957, the no. 1 life-boat *Mary Ann Hepworth* was finishing a demonstration of a rescue by breeches buoy during an exercise in Whitby harbour when a message was received that a small boat was in difficulties three-quarters of a mile north-east of the coastguard station. The time was 3.31, and the life-boat

immediately put out in a calm sea. There was a gentle south-westerly breeze blowing and the tide was flooding. The life-boat came up with a 14-foot rowing dinghy with a young boy and girl aboard, who were being carried out to sea. The children were taken on board the life-boat, which towed the dinghy, with a member of the life-boat's crew on board, to the quayside, arriving at four o'clock. The life-boat then continued with her exercise.—Rewards to the crew, £10; rewards to the helpers on shore, 15s.

TWO BOATS ESCORTED TO HARBOUR

Campbeltown, Argyllshire.—At 8.50 on the evening of the 27th of July, 1957, a telephone message was received that a yacht with her sails badly torn was eight miles south of Campbeltown. A fishing vessel was alongside her and she was in no immediate danger. At 10.12 the coastguard reported that the fishing vessel and yacht had moved very little, and as darkness was coming on and a strong north-north-westerly wind was blowing, the life-boat *City of Glasgow II* put out in a choppy sea. The tide was flooding. At the entrance to Campbeltown Loch the life-boat met the fishing vessel *Goshawk*, with the yacht *Margaret*, which had a crew of six, lashed alongside. She escorted both boats to harbour and reached her moorings at 11.40.—Rewards to the crew, £7.

YACHT TOWED IN AFTER COLLISION

Selsey, Sussex.—At 4.45 on the night of the 27th of July, 1957, the coastguard telephoned that the yacht *Dreamer II*, of Bosham, needed help six and a half miles south of Selsey. At 11.58 the life-boat *Canadian Pacific* was launched in a rough sea. A strong west-north-westerly breeze was blowing and the tide was flooding. The life-boat searched in company with H.M.S. *Fleetwood* and found the yacht with a crew of six. The yacht had been damaged in a collision with the S.S. *Isle of Thanet*, which had first

reported her in difficulties. The life-boat towed her to Littlehampton, arriving at 5.50 on the morning of the 28th of July. She finally reached her station at 10.30. The crew of the *Dreamer II* made a gift to the crew of the life-boat. The Yarmouth, Isle of Wight, life-boat was also launched. Property Salvage Case.

GIRL BATHER AND TWO MEN RESCUED

Moelfre, Anglesey.—At 4.15 on the afternoon of the 28th of July, 1957, the coxswain was told by telephone that a girl bather was being carried out to sea on the ebb tide at the estuary of the Red Wharf Bay River. Fifteen minutes later the life-boat *Watkin Williams* was launched in a choppy sea. There was a gentle north-north-westerly breeze blowing and the tide was ebbing. In the meantime a local doctor and another man had gone to the girl's help in an outboard motor canoe, but the canoe had capsized before they had been able to reach the swimmer. When the life-boat arrived on the scene two members of her crew jumped into the sea and one swam towards the girl to help her keep afloat. The other helped the two men from the capsized canoe into the life-boat. The life-boat was beached at Beullech to land the three rescued people. She then returned to her station, arriving at 8.30. The mother of the girl made a donation to the Institution's Funds.—Rewards to the crew, £13 4s.; rewards to the helpers on shore, £3 4s.

TWO BOATS TOWED TO CAISTER

Caister, Norfolk.—About noon on the 29th of July, 1957, a small boat was seen from the boathouse to be flying a distress flag. She was towing a larger vessel and appeared to be making little progress north of the north-west Scroby buoy. As the tide was beginning to ebb and the vessels were in danger of being driven on to the Scroby Sands, the life-boat *Jose Neville* was launched shortly afterwards. There was a slight sea and a gentle north-westerly breeze blowing. The life-boat came up with the fishing

boat *Valerie*, which was towing the motor launch *Miranda*. The fishing boat's steering gear had failed and the two boats were running short of fuel, food and water. The life-boat took both boats in tow to the harbour and returned to her station, arriving at three o'clock. The Skegness life-boat had launched to the help of both these vessels on the 3rd of July.—Rewards to the crew, £9 12s.; rewards to the helpers on shore, £6 2s.

INJURED MAN TAKEN OFF LIBERIAN TANKER

Penlee, Cornwall.—At 2.30 on the afternoon of the 29th of July, 1957, a message was received that there was an injured man on board the Liberian tanker *Cnosa* about twenty miles south-east of Bishop's Rock Lighthouse. At three o'clock the life-boat *W. & S.* was launched in a calm sea. She made first for Newlyn to take a doctor and an ambulance man on board and came up with the *Cnosa* twelve miles south-south-west of Penzance. The injured man was transferred to the life-boat, which arrived back at her station at seven o'clock. The owners made a donation to the Institution's funds.—Rewards to the crew, £9 16s.; rewards to the helpers on shore £5 8s.

LIFE-BOAT OUT FOR TWENTY- FIVE HOURS

Sheringham, Norfolk.—At six o'clock on the evening of the 29th of July, 1957, a message was received that a yacht was in need of help a quarter of a mile south-east of Sheringham. At 6.22 the life-boat *Foresters Centenary* was launched in a heavy ground swell. There was a light northerly breeze blowing and the tide was flooding. The life-boat found the motor yacht *Vanessa*, of Rochester, with two men and a woman on board. Her anchor chain had fouled in the winch and her rudder was broken. She was also leaking badly. The life-boat veered in on her anchor and cast a rope aboard her. As the *Vanessa's* crew were completely exhausted the coxswain put three of his crew aboard to continue with baling,

and the yacht was taken in tow to Great Yarmouth. After about five miles the water was gaining in the yacht and the coxswain put two more of his crew aboard. When Gorleston was reached three of the Gorleston crew helped with the baling until the *Vanessa* was safely beached at Gorleston Brush at 2.30 on the morning of the 30th of July. On her return passage to her station the Sheringham life-boat found the local fishing boat *Boy Charlie* with a crew of three, drifting with the tide three miles north of Hemsby. The fishing boat's engine had broken down, and the life-boat towed her to Hemsby. The life-boat then continued her passage to Sheringham, arriving at 7.15 in the evening. The master of the *Vanessa* sent a letter of appreciation to the Institution.—Rewards to the crew, £52 13s.; rewards to the helpers on shore, £23 13s.

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

Poole, Dorset.—July 3rd.—Rewards, £11 12s.

Swanage, Dorset.—July 3rd.—Rewards, £10 16s.

Dover, Kent.—July 4th.—Rewards, £9 17s.

Plymouth, Devon.—July 4th.—Rewards, £12 16s.

Dungeness, Kent.—July 4th.—Rewards, £20 3s.

Tenby, Pembrokeshire.—July 5th.—Rewards, £18 9s.

Anstruther, Fifeshire.—July 5th.—Rewards, £13 7s.

Sheringham, Norfolk.—July 5th.—Rewards, £31 16s.

Padstow, Cornwall.—July 6th.—Rewards, £7 4s.

Cromarty.—July 6th.—Rewards, £7 4s.

Skegness, Lincolnshire.—July 7th.—Rewards, £13 16s.

Boulmer, Northumberland.—July 7th.—Rewards, £16 13s.

Selsey, Sussex.—July 7th.—Rewards, £18 10s.

Dover, Kent.—July 8th.—Rewards, £3 5s.

Shoreham Harbour, Sussex.—July 8th.—Rewards, £13 16s.

Tenby, Pembrokeshire.—July 11th.—Rewards, £22 14s. 5d.

Torbay, Devon.—July 12th.—Rewards, £8 4s.

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

Swanage, Dorset.—July 14th.—Rewards, £8 8s.

Girvan, Ayrshire.—July 14th.—Rewards, £16 9s.

Eastbourne, Sussex.—July 14th.—Rewards, £20 19s.

Barmouth, Merionethshire.—July 16th.—Rewards, £9 12s.

Girvan, Ayrshire.—July 17th.—Rewards, £7 12s.

Howth, Co. Dublin.—July 17th.—The crew desired no reward.

Blackpool, Lancashire.—July 17th.—Rewards, £15 10s.

Caister-on-Sea, Norfolk.—July 17th.—Rewards, £14 1s.

Dun Laoghaire, Co. Dublin.—July 17th.—Rewards, £8 16s.

Shoreham Harbour, Sussex.—July 19th.—Rewards, £11 10s.

Newhaven, Sussex.—July 19th.—Rewards, £11 13s.

Lowestoft, Suffolk.—July 20th.—Rewards, £10 16s.

Selsey, Sussex.—July 24th.—Rewards, £18 10s.

Skegness, Lincolnshire.—July 24th.—Rewards, £12 13s.

Skegness, Lincolnshire.—July 24th.—Rewards, £13 19s.

Salcombe, Devon.—July 26th.—Rewards, £8 4s.

Yarmouth, Isle of Wight.—July 27th.—Rewards, £10 4s.

Campbeltown, Argyllshire.—July 27th.—Rewards £7 13s.

Barry Dock, Glamorganshire.—July 27th.—Rewards, £8 19s.

Boulmer, Northumberland.—July 27th.—Rewards, £17 6s.

Amble, Northumberland.—July 27th.—Rewards, £11 4s.

Troon, Ayrshire.—July 27th.—Rewards, £4.

Hoylake, Cheshire.—July 28th.—Rewards, £11 6s.

Dungeness, Kent.—July 28th.—Rewards, £28 9s.

Blyth, Northumberland.—July 29th.—Rewards, £8 8s.

Humber, Yorkshire.—July 29th.—Paid Permanent Crew. Additional reward, £1.

Padstow, Cornwall.—July 31st.—Rewards, £10 4s.

AUGUST

DURING August life-boats were launched on service 138 times and rescued 98 lives.

WOMEN AND CHILDREN TAKEN OFF LAUNCH IN FOG

Great Yarmouth and Gorleston, Norfolk.—At midnight on the 1st of August, 1957, the police telephoned to say that the motor launch *Golden Galleon* had not returned from a pleasure cruise up the river. There were 180 passengers on board. The honorary secretary went to a number of points along the bank of the river to try to locate the launch but without success, and at 2.15 the life-boat *Louise Stephens* was launched in calm weather and very dense fog. It was high water. The life-boat made her way up Breydon Water and after an hour and a half reached the *Golden Galleon*, which had anchored because of the fog. All the children and some of the women on board the launch were taken off and put in the life-boat cabin. When the fog lifted the life-boat escorted the launch to Great Yarmouth, arriving at 8.30.—Rewards to the crew, £18 5s.; rewards to the helpers on shore, £5 13s.

TWO CANOEISTS RESCUED

Lowestoft, Suffolk.—While the life-boat *Greater London (Civil Service No. 3)*, on temporary duty at the station, was on show for the local life-boat day, on the 2nd of August, 1957, the coxswain was told that a canoe had capsized a mile and a half north of the harbour. The life-boat put out at 4.3 in the afternoon. There was a moderate sea, a moderate north-easterly breeze was blowing, and the tide was ebbing. The life-boat found two men clinging to the canoe's bottom. They were taken on board and landed at the harbour, which was reached at 5.30.—Rewards to the crew, £8.

DINGHY TOWED TO SHORE AFTER SEARCH

Walton and Frinton, Essex.—At 4.58 on the afternoon of the 2nd of August, 1957, the coastguard told the coxswain that a dinghy had capsized two hundred yards off shore opposite the Grand Hotel at Frinton. The life-boat *Edian Courtauld* put out at 5.5 in a moderate sea. There was a slight to moderate north-easterly breeze blowing and it was high water. The life-boat made for the position given but found nothing and called a helicopter, which was also searching, by the very high frequency radio-telephone. The pilot of the helicopter replied that he had seen nothing but that he would continue to search. The coxswain then received a message that the dinghy had reached shore safely, and after passing this message to the helicopter pilot he made for the life-boat station. Just before the life-boat reached the pier a small dinghy was seen about a mile off the coastguard station, and as the wind and seas were freshening the coxswain decided to investigate. The life-boat came up with the small dinghy *Philomena* and found that her crew of three were unable to row ashore. The life-boat took the dinghy in tow and arrived back at her moorings at 6.12.—Rewards to the crew, £8; rewards to the helpers on shore, £4 17s.

YACHT WITH CHILD ON BOARD TOWED TO HARBOUR

The Lizard, Cornwall.—At 8.22 on the evening of the 2nd of August, 1957, the coastguard telephoned that the motor boat *Pinda* had left Mullion at three o'clock to go on a fishing trip between Mullion and Penzance. There were three people, including a child, on board, and as they had been expected back at five o'clock it was decided to launch the life-boat *Duke of York* at 8.43. There was a moderate sea, a fresh easterly breeze was blowing, and the tide was flooding. The life-boat carried out a search in conjunction with a helicopter and found the *Pinda*, with her engines broken down, at Hoe Point near Prussia Cove. She took the yacht in tow to Mullion and

reached her station at 1.40 early on the 3rd of August. The owner made a gift to the crew.—Rewards to the crew, £12 12s.; rewards to the helpers on shore, £11 18s.

TOW FOR NAVAL MOTOR VESSEL

St. Abbs, Berwickshire.—At 8.10 on the evening of the 2nd of August, 1957, the St. Abbs Head lighthouse-keeper reported that a small vessel had fired two rockets half a mile north-east of the lighthouse. At 8.20 the life-boat *W. Ross Macarthur of Glasgow* was launched in calm weather. The tide was ebbing. The life-boat found the Royal Naval motor vessel *Santa Cruz* with a broken shaft. She had a crew of six and twelve naval cadets on board. The life-boat took her in tow to Eyemouth harbour and reached her station at 12.20 early on the 3rd of August.—Rewards to the crew, £7.; rewards to the helpers on shore, £1 17s.

NINE-YEAR-OLD BOY RESCUED FROM RUBBER MATTRESS

Rhyl, Flintshire.—At 10.55 on the morning of the 3rd of August, 1957, the police reported that a boy was adrift on an inflated rubber mattress off Towyn. At 11.15 the life-boat *Anthony Robert Marshall* was launched in a slight sea. There was a light south-south-easterly breeze blowing and the tide was flooding. The life-boat rescued the boy, who was in a very distressed condition, and returned to her station, arriving at 1.10. The boy, who was aged nine, was then attended by a doctor and taken to hospital. A helicopter also helped in the search.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £5 18s.

TOW FOR SHORE BOAT IN SEARCH FOR DINGHY

Barmouth, Merionethshire.—At 2.45 on the afternoon of the 3rd of August, 1957, the police reported that a rubber dinghy was being blown out to sea one mile off shore. At three o'clock the life-boat *The Chieftain* was launched in a choppy sea. There was a fresh easterly breeze blowing and the tide

was flooding. When the life-boat was a mile out she picked up two exhausted men from the shore safety boat, which had put out to search for the missing dinghy. The safety boat was taken in tow and the life-boat continued out to sea. Three miles farther on, after a long search, the life-boat found the rubber dinghy empty. She took it on board and continued to search but found nothing and returned to her station, arriving at 5.40.—Rewards to the crew, £6; rewards to the helpers on shore, £2 8s.

TOW FOR FISHING VESSEL WITH BROKEN PUMP

Kirkcudbright.—On the evening of the 3rd of August, 1957, the life-boat *J. B. Couper of Glasgow* was returning from a visit to Port William for publicity when a message was received at 8.10 from Portpatrick radio that red flares had been seen east of Ross light. The life-boat was then two miles south-west of the light. There was a slight swell, a light south-easterly breeze was blowing, and the tide was ebbing. The life-boat made for the position and with the help of her searchlight found the motor fishing vessel *Endeavour*, of Workington, with a crew of four. The *Endeavour's* water-cooling pump had broken and the life-boat took her in tow to a safe anchorage in Ross Roads. The life-boat reached her station at 5.30 on the morning of the 4th of August.—Rewards to the crew, £15 1s.; rewards to the helpers on shore, etc., £3 8s.

YACHT TOWED TO ILFRACOMBE

Ilfracombe, Devon.—About noon on the 4th of August, 1957, a message was received that a yacht was in difficulties off Bull Point. Another yacht had tried to tow her but had failed to make headway and had cast off the tow and made for Ilfracombe. It was learnt from the owner of this yacht when he reached Ilfracombe that the yacht *Spring Flower*, of Bristol, with four people on board, which he had tried to tow, had broken down and had been drifting since 3.30. The life-boat *Robert and Phemia Brown* was launched at 12.55. There was a

moderate sea, a light east-north-easterly breeze was blowing, and the tide was flooding. The life-boat took the *Spring Flower* in tow and reached her station at 3.30.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £12 17s.

TWO MOTOR BOATS TOWED TO BANFF

Whitehills, Banffshire.—At 6.22 on the evening of the 4th of August, 1957, the coastguard telephoned to say a small boat had broken down and needed help two miles north-west of Banff. The life-boat *St. Andrew* (Civil Service No. 10) was launched at 6.50 in a calm sea. There was a light southerly breeze blowing and the tide was flooding. The life-boat came up with the motor boat *Morning Star* and also the motor boat *Fame*, which had put out to assist the *Morning Star*, and had herself broken down. Both boats had one man aboard, and the life-boat towed them both to Banff harbour. She then returned to her station, arriving at 8.45.—Rewards to the crew, £7; rewards to the helpers on shore, £3 2s.

MAN AND DAUGHTER RESCUED FROM SAILING BOAT

Moelfre, Anglesey.—On the 5th of August, 1957, the life-boat *Watkin Williams* took part in a combined helicopter and life-boat exercise. At the end of the exercise a strong easterly wind sprang up, with a very rough sea, and it was impossible to rehouse the life-boat. She made for a safe anchorage in Beaumaris and on the way found a capsized sailing boat in Traeth Bychan Bay. The life-boat made for the sailing boat and found a man astride the bottom of her. His daughter was at the stern with only her head above the water. The life-boat took them on board and the boat in tow and landed them on the beach. She then continued her passage to Beaumaris, arriving at six o'clock in the evening. She returned to her station later after receiving a report that conditions at Moelfre were better, but on reaching Moelfre at nine o'clock found that a strong easterly

wind had again sprung up and was making the seas too rough to rehouse the boat. She therefore returned to Beaumaris, arriving at 12.30, remained there through the night, and finally reached her station at 9.30 on the morning of the sixth of August.—Rewards to the crew, £22 1s.; rewards to the helpers on shore, £1.

FISHING BOAT TOWED TO NEWHAVEN

Newhaven, Sussex.—At 12.45 on the afternoon of the 5th of August, 1957, the coastguard telephoned that a fishing boat was in difficulties with a fouled propeller off Cuckmere haven and needed help. At 12.50 the life-boat *Cecil and Lilian Philpott* was launched, with the second coxswain in command, in a slight sea with a gentle south-easterly breeze blowing. It was low water. The life-boat found the fishing boat *Peace and Plenty* with a crew of two and took her in tow to Newhaven, arriving at 1.50.—Rewards to the crew, £5.; rewards to the helpers on shore, £3 12s.

SIXTEEN-YEAR-OLD BOY RESCUED FROM MOTOR CRUISER

Beaumaris, Anglesey.—At 10.10 on the night of the 5th of August, 1957, cries for help could be heard from the motor cruiser *Kanedo*, which was moored close to the pier. A strong south-easterly gale was blowing and the sea was very rough. At 10.30 the life-boat *Field Marshal and Mrs. Smuts* was launched in an ebbing tide and found that the *Kanedo* had only a sixteen-year-old boy on board and that she was dragging her anchor. The life-boat rescued the boy and returned to her station, arriving at 11.15. The *Kanedo* eventually beached.—Rewards to the crew, £12 7s.; rewards to the helpers on shore, £2 11s.

CREW AND POLICE BOARD NORWEGIAN VESSEL

Aldeburgh, Suffolk.—At 12.35 early on the morning of the 8th of August, 1957, the coastguard telephoned that the Norwegian fishing vessel *Jenco II*

was adrift near the Shipwash Sands with the skipper apparently intoxicated. At 1.58 the no. 1 life-boat *Abdy Beauclerk* was launched with three policemen on board. There was a slight swell, a light south-easterly breeze blowing, and the tide was ebbing. The life-boat came up with the fishing vessel one mile north-north-east of Shipwash lightvessel. She had a crew of three. The three policemen and two members of the life-boat crew were put aboard, and then the *Jenco II* was piloted to Harwich with the life-boat in attendance. Harwich was reached at 6.30, and for the next three and a quarter hours the life-boat was used to ferry police to and from the fishing vessel. She left for her station at 9.45, arriving at 12.20. The Margate life-boat was also launched.—Rewards to the crew, £31 17s.; rewards to the helpers on shore, etc., £27 5s. 10d.

LIFE-BOAT AND DINGHY TO HELP OF SAILING BOAT

Weston-super-Mare, Somerset.—At 8.45 on the evening of the 8th of August, 1957, the honorary secretary learnt that a sailing boat had capsized off the mouth of the river Axe and was drifting out to sea. The life-boat *Fifi and Charles* was launched at 9.4. There was a gentle south-easterly breeze, with rain squalls and an ebbing tide. A dinghy with an outboard motor and a crew of two had put out from the shore, and when the life-boat reached the scene she found that the dinghy's crew had rescued one man and had dived overboard and were attempting to rescue the second. The life-boat picked the three men up from the water, took the man who had already been rescued off the dinghy, and towed the waterlogged yacht and dinghy back to her station. She arrived there at 10.30.—Rewards to the crew, £7; rewards to the helpers on shore, £4 11s.

FISHING VESSEL AGROUND OFF NORTH SUNDERLAND

North Sunderland, Northumberland.—At 5.40 on the morning of the 9th of August, 1957, the coastguard telephoned that a fishing vessel was ashore

in Beadnell Bay. The life-boat crew assembled, but a message was then received that the crew of the fishing vessel had landed safely, and the life-boat crew stood down at 6.50. Later in the morning it was learnt that attempts would be made to refloat the fishing vessel at high water, and at 12.50 the life-boat *Grace Darling* was launched in a rough sea with a fresh easterly breeze blowing. The tide was flooding. The life-boat came up with the *Europa*, of Buckie, which had a crew of six and was loaded with fish. She connected a tow rope but was unable to move the fishing vessel and returned to her station, arriving at 4.30. In the early hours of the next morning further efforts were due to be made to re-float the *Europa*, and the life-boat was launched at 2.20 in a rough sea with a light north-easterly breeze blowing. It was nearly high water. While the life-boat was making for the position the *Europa* wirelessed that she would not be able to assist with her own engines in any attempts to refloat her, as the engines were flooded. The *Europa* was in no immediate danger, and the life-boat therefore returned to her station, arriving at 4.50. The Amble life-boat was also launched.—First service, rewards to the crew, £11 17s.; rewards to the helpers on shore, £10 17s. 6d. Second service, rewards to the crew, £7 4s.; rewards to the helpers on shore, £6 14s.

SAILING SKIFF TOWED TO MARGATE

Margate, Kent.—At 1.44 on the afternoon of the 10th of August, 1957, the coastguard passed on a report from the police that a boat had capsized off Grenham Bay and another boat, with two men on board was trying to tow her. There was a south-westerly gale, and the boats were being blown out to sea. The life-boat *North Foreland (Civil Service No. 11)* was launched at 1.55 in a rough sea. The tide was ebbing. The life-boat made for the position and about one mile off Westgate shore came up with a waterlogged sailing skiff. There was nobody on board, and the life-boat continued to search, in company with a helicopter,

until a wireless message was received that the boat with the two men on board was safely ashore. On her return to her station the life-boat towed the waterlogged sailing skiff *Rabbit* to Margate harbour, arriving there at 3.32. Because of the weather conditions the life-boat could not be rehoused immediately.—Rewards to the crew, £11 4s.; rewards to the helpers on shore, £4 4s.

CHILDREN TAKEN FROM SMALL ISLAND

St. Mary's, Scilly Islands.—At 3.25 on the afternoon of the 10th of August, 1957, the Telegraph coastguard reported that a sailing dinghy had capsized between St. Mary's and St. Martin's and that two boys were in the water. The coastguard had asked a steamer, which had just left St. Mary's, to keep a look-out for the boys. At 3.33 the life-boat *Guy and Clare Hunter* was launched. She began to search in a very rough sea, with a strong west-south-westerly gale blowing and heavy rain squalls. The tide was flooding. She made for Crow Sound and came up with the steamer, which reported that she had seen the boys on a small island. A small motor dinghy, in which the father of the children was searching, arrived on the scene, and the steamer picked him up and towed his boat to the lee of the island. The life-boat had by now also reached the island and found that there were, in fact, three boys and a girl from two capsized sailing dinghies on it. The life-boat took all the children on board and landed them at St. Mary's, where an ambulance was waiting, at 5.15. Several passenger boats were still at sea, and it was decided that the life-boat should put off again to St. Martin's, where there was a boat with twenty visitors on board. However, the skipper of the boat decided to remain at St. Martin's for the night.

The weather was becoming worse, and as the life-boat was leaving for St. Martin's about 5.30 a small motor boat was seen putting off in the direction of Tresco. Shortly afterwards, when the life-boat was returning from

St. Martin's, the motor boat was seen to be burning flares. She had eight people aboard and had broken down. The life-boat towed her to Old Grimsby harbour and reached her station again at seven o'clock.—Rewards to the crew, £14 17s.; rewards to the helpers on shore, £4 5s.

THREE MEN RESCUED FROM CABIN CRUISER

Southend-on-Sea, Essex.—At 5.55 on the evening of the 10th of August, 1957, the coastguard telephoned that a motor launch appeared to have broken down one mile south-east of the pier. One of her crew of three was waving an oar, and at 6.17 the life-boat *Greater London II* (Civil Service No. 31) was launched. There was a rough sea, a moderate south-south-westerly gale was blowing and it was one hour before low water. The life-boat found the cabin cruiser *Flamingo*, of Leigh-on-Sea, two hundred yards north-east of West Shoebury buoy. The life-boat crew fired a line to her and took her in tow. They then rescued the three men on board her and brought the *Flamingo* in tow to Southend, arriving at 7.35.—Rewards to the crew, £9 12s.; rewards to the helpers on shore, £4 4s.

LIFE-BOAT HONORARY SECRETARY SENDS DISTRESS SIGNALS

Youghal, Co. Cork.—At 6.30 on the evening of the 10th of August, 1957, the fishing vessel *Star of Meavagh*, of Skibbereen, skippered by the honorary secretary, had not arrived in the harbour as expected. The honorary secretary's wife, the coxswain, the mechanic and the shore signalman went to Youghal lighthouse and through very heavy rain saw the fishing vessel anchored in the bay. Her crew were burning old bedding soaked in diesel oil. The life-boat *Herbert John* was launched at 7.30 in a moderate swell. There was a moderate northerly breeze blowing and the tide was ebbing. The life-boat came up with the fishing vessel, which had a crew of six and was anchored off the Blackball Ledge buoy two miles from the lighthouse. She took her in tow, but the ebb tide made progress very

difficult, and the coxswain decided to land the fishing vessel's crew and secure the *Star of Meavagh* to moorings until the flood tide. The life-boat reached Youghal at 10.15 and at one o'clock she put out again to tow the fishing vessel to a safe anchorage. She finally arrived back at her station at three o'clock.—Rewards to the crew, £11 4s.; rewards to the helpers on shore, £3 2s.

ESCORT FOR GERMAN YACHT

Weymouth, Dorset.—At 3.16 on the morning of the 11th of August, 1957, the Wyke Regis coastguard telephoned that a distress signal had been seen two miles south of Portland Bill. At 3.40 the life-boat *William and Clara Ryland* put out in a very rough sea with a westerly gale blowing. The tide was ebbing. The life-boat came up with the yacht *Inschallah*, of Hamburg, with a crew of six. She had shipped a lot of water but was making good progress. At her master's request the life-boat escorted her to Weymouth harbour, arriving at 5.40.—Rewards to the crew, £7; reward to the helper on shore, 12s.

YACHT TOWED TO SOUTHEND

Southend-on-Sea, Essex.—At 4.56 on the morning of the 11th of August, 1957, the coastguard reported that a yacht was in distress off the Shivering Sands towers. At 5.30 the life-boat *Greater London II* (Civil Service No. 30) was launched in a rough sea. There was a fresh south-westerly gale with squally showers, and the tide was half ebb. The life-boat came up with the yacht *Sandling*, with five people on board, and towed her back to her station, arriving at 10.35.—Property Salvage Case.

ATTEMPTS TO REFLOAT YACHT AGROUND

Fraserburgh, Aberdeenshire. — At eleven o'clock on the morning of the 11th of August, 1957, the coastguard inspector at Rattray asked if the life-boat would launch to stand by the yacht *Silver Cloud*, of London, which had a crew of six, and help refloat her. The yacht was aground one mile north of

Rattray Head lighthouse. At 11.10 the life-boat *The Duchess of Kent* was launched in a very heavy swell. There was a light easterly breeze blowing and the tide was flooding. The life-boat reached Rattray Head after an hour, and several attempts were made to get a line aboard the yacht. They all failed, and it was decided, since there was no danger to life and because of the very heavy swell and the ebbing tide, to abandon the attempt. The life-boat returned to her station, arriving at 3.50.—Rewards to the crew, £11 4s.; rewards to the helpers on shore, £1 16s.

DUTCH YACHT'S MAINMAST BLOWN AWAY

Weymouth, Dorset.—At 1.46 on the afternoon of the 11th of August, 1957, the Wyke Regis coastguard telephoned that a yacht appeared to have capsized three miles south-south-east of Portland Bill. At two o'clock the life-boat *William and Clara Ryland* put out in a very rough sea and a westerly gale. The tide was ebbing. The life-boat found the yacht *Maze*, of Rotterdam, a mile and a half off Church Hope Cove. She had a crew of five. Her mainmast had blown away, and she was depending on her mizzen. The life-boat escorted her to Weymouth harbour, arriving at 6.25.—Rewards to the crew, £11 4s.; reward to the helper on shore, 12s.

MOTOR YACHT TOWED TO RAMSGATE

Ramsgate, Kent.—At 1.40 on the afternoon of the 12th of August, 1957, the watchman on the east pier telephoned that a motor yacht off Main Sands between Ramsgate and Broadstairs was burning flares. Ten minutes later the life-boat *Michael and Lily Davis* put out. There was a slight sea and a moderate south-westerly breeze. The tide was ebbing. The life-boat came up with the fifteen-ton motor yacht *Wanganui*, which had a crew of seven and had broken down. She towed her to Ramsgate, reaching her station at 2.29.—Property Salvage Case.—Rewards to the helpers on shore, 10s.



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[The Guernsey Press Co., Ltd.

IN SURVIVAL SUIT ABOARD ST. PETER PORT LIFE-BOAT

(see page 556)



By courtesy of]

[Norman E. Wheeler

CAMPBELTOWN LIFE-BOAT AND YACHT ZAMORIN

(see page 526)



By courtesy of]

[W. C. G. Baldwin

ALDEBURGH LIFE-BOAT LAUNCHED ON SERVICE



By courtesy of]

[Ronald Smith

EASTBOURNE LIFE-BOAT PUTS OUT ON SEARCH FOR CHILDREN



By courtesy of]

[Eastern Daily Press

CROMER LIFE-BOAT SAVES A DINGHY

(see page 561)



By courtesy of]

[Douglas Weaver

THE NEW DUNGENESS LIFE-BOAT

(see page 571)

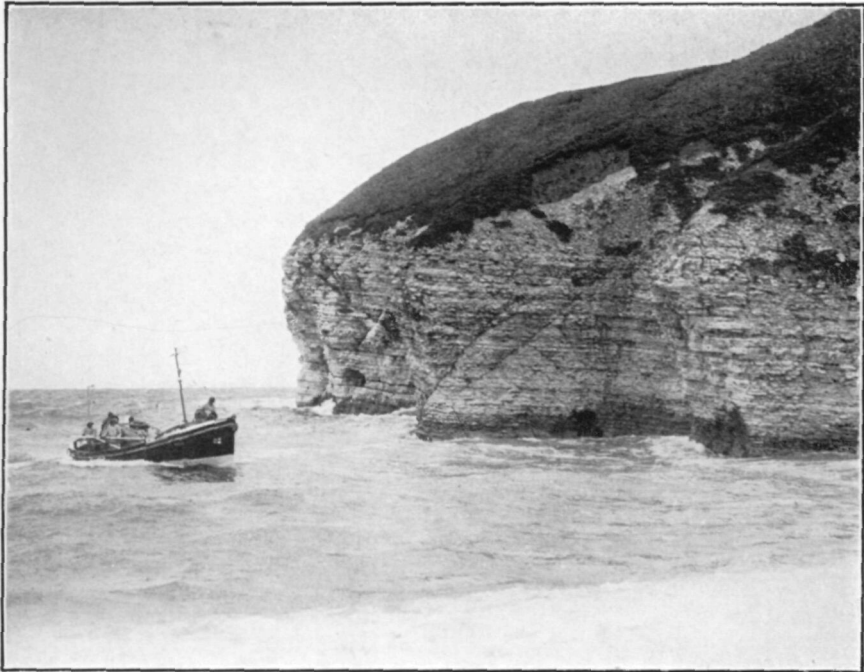


By courtesy of]

[The Shields Gazette

H.R.H. THE DUCHESS OF KENT WITH THE BERWICK CREW

(see page 570)



By courtesy of]

[Bridlington Free Press

FLAMBOROUGH LIFE-BOAT RETURNS FROM SERVICE



By courtesy of]

[Evening Argus, Brighton

HASTINGS LIFE-BOAT RETURNS

(see page 561)



By courtesy of]

[Eastern Daily Press

GORLESTON CREW DURING CENTENARY CELEBRATION

(see page 568)



By courtesy of]

[Eastern Daily Press

CENTENARY SERVICE AT CAISTER

(see page 568)

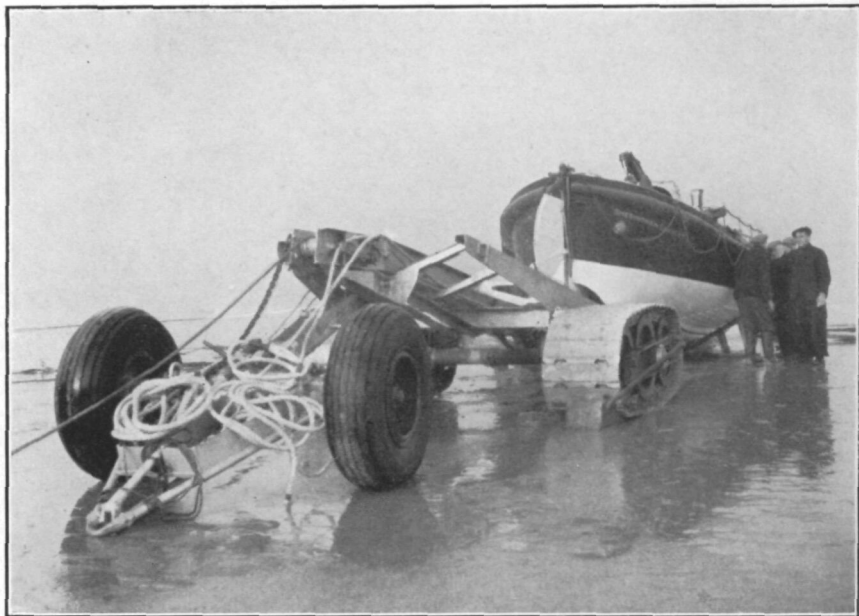


By courtesy of

[The Studio Jon

NAMING CEREMONY AT FISHGUARD

(see page 570)



NEW LIFE-BOAT TRANSPORTING CARRIAGE

(see page 522)



LIFE-BOAT IN SERVICE IN CHILE

The former Walton and Frinton life-boat *E.M.E.D.* now forms one of the Chilean life-boat fleet

(see page 524)

BOAT TOWED TO DUNGENESS

Dungeness, Kent.—At 12.30 on the afternoon of the 13th of August, 1957, a report was received that a small boat appeared to be dragging her anchors one mile north-east of the station. The boat was kept under observation and at 1.5 it was decided to launch the life-boat *Charles Cooper Henderson*. There was a choppy sea, a moderate south-westerly breeze was blowing, and it was high water. The life-boat came up with the boat, which had a crew of two, and took her in tow to the life-boat station, arriving at two o'clock.—Rewards to the crew, £8; rewards to the helpers on shore, £11 11s.

MEN FROM SPEEDBOAT TAKEN OFF LIGHTVESSEL

Dover, Kent.—At 2.17 on the afternoon of the 13th of August, 1957, the Sandgate coastguard telephoned to say a motor boat was in difficulties alongside the South Goodwin light-vessel. The life-boat *Southern Africa* put out at 2.30 in a rough sea. There was a strong south-westerly breeze and it was high water. The life-boat came up with the lightvessel and took off the crew of two of the speedboat *Albatross*, who were already aboard the lightvessel. The speedboat, which the lightship's crew had slung up into a davit, was lowered into the water, and the life-boat towed her back to Dover, arriving at her station at 5.40.—Rewards to the crew, etc., £8 13s.

TOW FOR DAMAGED YACHT

Weston - super - Mare, Somerset. — Shortly after eight o'clock on the evening of the 13th of August, 1957, the pier master noticed that a yacht was in difficulties off Sand Point. Fifteen minutes later the yacht flashed S.O.S., and at 8.27 the life-boat *Pifi and Charles* was launched. A fresh westerly breeze was blowing, and there was surf and a flooding tide. The life-boat found the auxiliary sailing yacht *Trade Winds*, of Bristol, with a crew of four. She was dragging her anchor, her engine had broken down, and she had

lost her dinghy. She was slightly damaged. The life-boat towed her to Knightstone harbour, arriving at 9.30.—Rewards to the crew, £8; rewards to the helpers on shore, £9 11s.

TWO RESCUED FROM DINGHY

Mcelfre, Anglesey.—At 11.15 on the morning of the 14th of August, 1957, a dinghy three miles north-east of Moryn Point, Dulas, was seen drifting out to sea. Five minutes later the life-boat *Watkin Williams* was launched. There was a rough sea, a strong west-north-westerly wind was blowing, and the tide was flooding. The life-boat came up with the dinghy half an hour later. She rescued the crew of two and towed the dinghy back to her station, arriving at 12.50. The men in the dinghy made a donation to the funds of the Institution.—Rewards to the crew, £5; rewards to the helpers on shore, £2 12s.

MOTOR YACHT ESCORTED TO MARGATE ROADS

Margate, Kent.—At 11.7 on the morning of the 14th of August, 1957, the coastguard telephoned to pass on a report that a cabin cruiser north of East Margate buoy was burning a flare and flashing a light. At 11.20 the life-boat *North Foreland (Civil Service No. 11)* was launched. The sea was rough, there was a strong, squally south-south-westerly wind, and the tide was flooding. The life-boat found the motor yacht *St. Ambrose*, of London, with a crew of three east of the buoy. The owner said his engines had broken down and he needed help. He was able to restart one of the engines, and at his request the life-boat stood by until the yacht reached sheltered water. The life-boat escorted her to Margate Roads, where the yacht anchored, and then returned to her station, arriving about two o'clock.—Rewards to the crew, £11 4s.; rewards to the helpers on shore, £4 4s.

YACHT TOWED CLEAR OF ROCKS

Cloughey, Co. Down.—At 3.55 on the afternoon of the 14th of August, 1957, the coxswain of the life-boat reported that a small yacht was burning flares

off North Rock. At 4.15 the life-boat *Constance Calverley* was launched. There was a rough sea, a fresh north-westerly wind was blowing, and the tide was ebbing. The life-boat found the yacht *Hazel*, of Portavogie, with a crew of one. She had anchored but was bumping on the rocks, and the anchor was in danger of dragging. The life-boat crew passed a line aboard, towed the yacht clear and brought her to her station, arriving at 5.30.—Rewards to the crew £6; rewards to the helpers on shore, £9 10s.

YACHT TOWED IN WITH FOUR ABOARD

Ramsgate, Kent.—At 2.51 on the afternoon of the 15th of August, 1957, the watchman on the east pier reported that a yacht about two miles from the Quern buoy was signalling for help. She could apparently make no headway against the wind and tide. At 2.59 the life-boat *Michael and Lily Davis* put out in a rough sea with a moderate westerly wind blowing. She found the yacht *Nora*, with a crew of four, and towed her to the harbour, arriving at 3.35.—Rewards to the crew, £7; rewards to the helpers on shore, 10s.

DOCTOR TAKEN TO SHIP'S OFFICER

Great Yarmouth and Gorleston, Norfolk.—At seven o'clock on the evening of the 17th of August, 1957, the Gorleston coastguard telephoned that a message had been received from the M.V. *Seriality*, of London, that her first officer had severe pains in his chest. The message asked for a doctor to meet the vessel in Yarmouth Roads. At 7.23 the life-boat *Louise Stephens* was launched with a doctor on board. There was a slight swell, a light north-westerly breeze was blowing, and the tide was ebbing. The life-boat came up with the *Seriality* one mile east of the harbour, and the doctor found that the first officer had heart trouble. He arranged for him to be taken aboard the life-boat, which landed him at her station at 8.15. An ambulance was waiting there. The master of the

Seriality expressed his thanks.—Rewards to the crew, £11 5s.; rewards to the helpers on shore, £4 5s.

CABIN CRUISER TOWED OFF SANDS

Southend-on-Sea, Essex.—At 11.20 on the morning of the 18th of August, 1957, the coastguard reported that a cabin cruiser was aground on the Barrow sands. At 11.40 the life-boat *Greater London II* (*Civil Service No. 30*) was launched in a moderate sea. There was a fresh north-westerly breeze blowing, and it was low water. The life-boat came up with the cabin cruiser *Jochelle*, with four people on board. She was just afloat, but both her engines had broken down. The life-boat took her in tow to her station, arriving at five o'clock.—Property Salvage Case.

TOW FOR DINGHY DURING EXERCISE

Clacton-on-Sea, Essex.—At 4.30 on the afternoon of the 18th of August, 1957, the life-boat *H.C.J.*, on temporary duty at the station, was launched for a routine exercise with the honorary secretary, Mr. C. A. Perry, on board. There was a moderate north-westerly breeze, and the sea was calm. The life-boat had been under way about an hour when a small sailing dinghy was seen about two miles off Holland-on-Sea. Her mainsail had jammed and had fouled the mast. She had a crew of one, who asked if the life-boat would tow his dinghy to his sailing clubhouse. The life-boat towed the dinghy to Holland-on-Sea and reached Clacton again at seven o'clock.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £5 5s.

FIVE ANGLERS RESCUED IN GALE

Dun Laoghaire, Co. Dublin.—At 6.38 on the evening of the 19th of August, 1957, the civic guard at Bray reported that some sea anglers from Inchinore were in difficulties in a small motor boat five miles east-south-east of Bray Head. They were waving a shirt on an oar. At 6.56 the life-boat *Dunleary II* put out. There was a rough sea, a gale was blowing from west-south-west, and the tide was ebbing. The

life-boat came up with the motor boat *Carmac*, rescued the five anglers, and towed their boat to Dun Laoghaire, arriving at 10.30.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £2 11s.

LEAKING YACHT TOWED TO WEYMOUTH

Weymouth, Dorset.—At 10.14 on the morning of the 20th of August, 1957, the Wyke Regis coastguard telephoned a report that the yacht *Rona* had developed a bad leak one mile west of St. Alban's Head. The life-boat *William and Clara Ryland* was launched at 10.25 in a moderate sea. There was a moderate south-west-by-westerly breeze and the tide was flooding. The life-boat found the yacht *Rona*, with a crew of three, and took the vessel in tow. She then returned to Weymouth, arriving at 4.25.—Rewards to the crew, £12 13s.

LINE PASSED TO ROLLING CABIN CRUISER

Sheringham, Norfolk.—At 11.15 on the morning of the 20th of August, 1957, the Cromer coastguard reported that a vessel, which had broken down near Blakeney Bell buoy, was firing rockets and flying a distress signal. At 11.35 the life-boat *Foresters Centenary* was launched in a moderate sea. A fresh north-north-westerly wind was blowing and the tide was flooding. The life-boat came up with the 60-foot cabin cruiser *Sunwood*, which had a crew of five and was bound for Poole. Her engines had broken down and she was rolling heavily. The life-boat closed her, put the second coxswain on board and passed a rope across. She towed the cabin cruiser to smoother water and there she put two more men on board. She then continued the tow to Great Yarmouth, arriving at 7.10.—Rewards to the crew, £43 17s. 6d.; rewards to the helpers on shore, £21 3s.

ONE OF DINGHY'S CREW LOST

Donaghadee, Co. Down.—At 6.15 on the evening of the 20th of August, 1957, a message was received from the Royal

Ulster Constabulary barracks that a small boat with three men on board was missing at Ballywhiskin, Millisle. The life-boat *Sir Samuel Kelly* put out at 6.35 in a smooth sea. There was a gentle westerly breeze and a flooding tide. The life-boat picked up an empty dinghy and after confirming that it was the missing boat carried out an extensive search of the area for the three men in conjunction with a helicopter. It was later learnt that two of the crew had been rescued by a shore-boat, but the third member was still missing. After a further search the life-boat returned to her station, arriving at 9.45.—Rewards to the crew, £9 16s.

ESCORT FOR YACHT IN GALE

Ramsey, Isle of Man.—At 10.30 on the morning of the 23rd of August, 1957, the coastguard telephoned that the harbour master at Laxey had reported a yacht making heavy weather between two and three miles off Laxey harbour. At 10.50 the life-boat *Thomas Corbett* was launched. The sea was rough, there was a south-south-easterly gale blowing, and the tide was ebbing. The life-boat came up with the yacht *Zulu*, of Fleetwood, which had a crew of three, three miles east-by-south of Ramsey. She escorted her to Ramsey and reached her station again at 12.10.—Rewards to the crew, £6; rewards to the helpers on shore, £9 12s.

THREE BOYS RESCUED AFTER CANOE CAPSIZES

Tenby, Pembrokeshire.—At 1.25 on the afternoon of the 23rd of August, 1957, the coastguard telephoned that a small boy was drifting out to sea in a rubber dinghy off South Beach. Ten minutes later the life-boat *Henry Comber Brown* was launched. There was a heavy surf and a fresh west-north-westerly breeze. The tide was flooding. Two other boys put out in a canoe and took the boy off the dinghy. They then tried to take the dinghy in tow, but the canoe capsized and flung all three boys into the sea. The life-boat rescued them all and picked up the canoe and rubber dinghy. She then returned to her station,

arriving at 2.10.—Rewards to the crew, £7; rewards to the helpers on shore, £5 4s.

THREE COBLES ESCORTED IN GALE

Filey, Yorkshire.—At 1.40 on the afternoon of the 23rd of August, 1957, the coastguard reported that the weather was worsening and that three cobles were still at sea. The life-boat *The Isa and Penryn Milsted* was launched at 1.45 in a rough sea. A moderate southerly gale was blowing and the tide was flooding. The life-boat escorted the cobles to safety and arrived back at her station at 4.45.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £9 15s.

CHANNEL SWIMMER BROUGHT TO AMBULANCE

Dover, Kent.—At 7.34 on the evening of the 23rd of August, 1957, the Sandgate coastguard reported that the motor boat *Ariel* needed help near the South Goodwin lightvessel. The life-boat *Southern Africa* put out at 7.51 in a very rough sea. There was a fresh south-south-westerly gale, with heavy rain and mist, and the tide was flooding. The life-boat came up with the motor boat *Ariel*, which had a crew of six and was steaming towards South Foreland with a channel swimmer aboard. The *Ariel's* crew asked for a message to be sent requesting an ambulance to meet them. A little later the engine of the motor boat failed and the crew asked for help. After several attempts a tow rope was connected, and the life-boat towed the *Ariel* into Dover harbour. The swimmer was transferred to the ambulance and taken to hospital. The life-boat arrived back at her station at 9.20.—Rewards to the crew, etc., £5 5s.;

FISHING COBLE TOWED THROUGH GALE

Sunderland, Co. Durham.—At 8.26 on the morning of the 24th of August, 1957, the coastguard telephoned that a man at Whitburn had reported a fishing coble flying a distress signal two and a half miles off Whitburn. At nine o'clock the life-boat *Edward*

and *Isabella Irwin* was launched in a moderate sea. A westerly gale was blowing, and it was nearly low water. The life-boat came up with the fishing coble *Mayflower*, which had a crew of three and had broken down. She was being blown out to sea, but a Russian drifter was standing by her. The life-boat took her in tow and made for Sunderland, arriving at 11.15.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £1 16s.

YACHT TOWED IN AFTER SEARCH WITH HELICOPTER

Clacton-on-Sea, Essex.—At 11.30 on the morning of the 24th of August, 1957, the coastguard reported that smoke signals had been observed about seven miles west-south-west of Clacton pier. The life-boat *H.C.J.*, on temporary duty at the station, was launched at 11.42 in a rough sea. There was a moderate west-south-westerly gale and it was high water. The life-boat searched in conjunction with a helicopter, but without success. As she was returning to her station a yacht was seen to be in difficulties one mile off St. Osyth beach. The life-boat came up with the yacht *Mariet*, of Maldon, and took her in tow to Brightlingsea. She arrived back at her station at six o'clock.—Property Salvage Case.

ESCORT FOR BOAT TOWING CAPSIZED DINGHY

Shoreham Harbour, Sussex.—At 12.32 on the afternoon of the 24th of August, 1957, the Worthing police reported that a dinghy had capsized a quarter of a mile off Lancing beach. The life-boat *Rosa Woodd and Phyllis Lunn* was launched at 12.43 in a calm sea. There was a gentle westerly breeze and the tide was ebbing. The life-boat made for the position and found a small boat towing the dinghy. The occupants of the dinghy were already safely ashore. As there was a danger that the small boat would also capsize the life-boat escorted her to the shore. She then returned to her station, arriving at 2.15.—Rewards to the crew, £7; rewards to the helpers on shore, £3 1s.

YACHT ESCORTED TO CALMER WATER

Bembridge, Isle of Wight.—At 3.35 on the afternoon of the 24th of August, 1957, the Foreland coastguard telephoned that a yacht appeared to be in difficulties three miles south-east of Foreland. At 3.45 the life-boat *Jesse Lamb* was launched. There was a rough sea, a strong west-north-westerly breeze was blowing, and the tide was ebbing. The life-boat came up with the yacht, which had a crew of two, and escorted her to calmer water, returning to her station at 3.14.—Rewards to the crew, £6; rewards to the helpers on shore, £3 5s.

SECOND YACHT TOWED AFTER CALL TO FIRST

Tenby, Pembrokeshire.—At 4.46 on the afternoon of the 24th of August, 1957, it was learnt that the yacht *Donna* had capsized in the bay off Monks-house. The life-boat *Henry Comber Brown* was launched at 4.55 in a moderate sea. There was a moderate west-north-westerly breeze, and the tide was flooding. When the life-boat reached the position she found that the *Donna* had been righted and was proceeding under her own power, but another yacht, the *Pandora*, was seen to be in difficulties and the life-boat stood by her for some time. The *Pandora* then asked for help, and the life-boat towed her and her crew of three into Tenby, which was reached at 6.30.—1st service, rewards to the crew, £7; rewards to the helpers on shore, £5 4s. 2nd service, Property Salvage Case.

YACHT TOWED THROUGH GALE TO WEYMOUTH

Weymouth, Dorset.—At 5.3 on the afternoon of the 24th of August, 1957, the Wyke Regis coastguard reported that the yacht *Tarifa* was in difficulties some three miles south of Portland Bill. The life-boat *William and Clara Ryland* put out at 5.20 in a very rough sea. There was a fresh west-south-westerly gale and a flood tide. The life-boat came up with the

yacht *Tarifa*, which had a crew of seven, a mile and a half west of Shambles lightship. She took her in tow, arriving back at her station at 8.30.—Property Salvage Case.

RESCUE BY YACHT CLUB LAUNCH

Lowestoft, Suffolk.—At 6.58 on the evening of the 24th of August, 1957, it was reported that a yacht had capsized off Claremont pier. The life-boat *Greater London (Civil Service No. 3)*, on temporary duty at the station, put out at 7.10 in a rough sea. A moderate west-south-westerly gale was blowing. The life-boat found that the crew of two of the yacht *Garlock* had been rescued by the yacht club rescue launch. The life-boat then took the yacht in tow and returned to her station, arriving at 8.10.—Rewards to the crew, £9; rewards to the helpers on shore, £1 4s.

COASTGUARD LOWERED TO YOUTH ON CLIFF

Clovelly, Devon.—At 9.50 on the night of the 24th of August, 1957, the Hartland Point coastguard reported by telephone that a young man, who had set out at 2.30 in the afternoon to walk from Clovelly to Hartland along the beach, was missing. Shortly after ten o'clock watchers at Bucks Mills reported that a torchlight could be seen from the cliff-face about one mile west of Clovelly, and the coastguard life-saving apparatus team set out. The coastguard asked if the life-boat would illuminate the cliff, and at 10.50 the life-boat *William Cantrell Ashley* was launched. The sea was rough, there was a north-westerly gale, and it was one hour before low water. The searchlight picked out the youth on a high cliff one mile north-west of Clovelly, and the position was indicated to the coastguards at the cliff-top. One of the coastguards was lowered, and he and the young man were brought down to the beach. The young man walked back to Clovelly, and the life-boat returned to her station, arriving at 2.15 on the morning of the 25th.—Rewards to the crew, £14 8s.; rewards to the helpers on the shore, £18 1s.

EMPTY DINGHY FROM CORVETTE FOUND

Douglas, Isle of Man.—At 11.30 on the morning of the 25th of August, 1957, the coastguard reported that a rubber-covered dinghy had been observed by a pilot of a British European Airways aircraft some five miles east of Ronaldsway. The life-boat *R. A. Colby Cubbin No. 1* was launched at 11.55 in a very rough sea. There was a fresh westerly gale and it was high water. The life-boat picked up the dinghy, which was empty, eight miles south - south - east of Douglas Head. It was learnt later that the dinghy had been washed overboard from an Admiralty corvette. The life-boat arrived back at her station at 2.40.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £3 10s.

YACHT TOWED TO PORTSMOUTH

Bembridge, Isle of Wight.—At 12.31 on the afternoon of the 25th of August, 1957, the Foreland coastguard telephoned that a yacht seemed to be drifting off New Ground buoy but was not showing distress signals. The yacht was kept under observation, and at 2.48 the life-boat *Jesse Lumb* was launched in a rough sea. There was a moderate westerly gale blowing, and the tide was ebbing. The life-boat came up with the yacht *Alamein*, which had a crew of five, five miles east-by-south from the life-boat station. She took her in tow to Portsmouth and then returned to her station, arriving at 6.45.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £3 5s.

CANOEIST PUT IN SURVIVAL SUIT

St. Peter Port, Guernsey.—At 2.42 on the afternoon of the 25th of August, 1957, a canoe was seen to capsize in heavy seas two miles off the harbour. The life-boat *Euphrosyne Kendal* put out at 3.2 in a very rough sea. There was a moderate west-north-westerly gale blowing, and the tide was flooding. When the life-boat reached the position indicated she found a man clinging to the canoe. He was taken aboard and placed in the survival suit. The life-

boat arrived back at her station at 3.34 and the man was taken to hospital. The canoeist made a donation to the Institution's funds.—Rewards to the crew, £7.

TOW FOR FISHING VESSEL WITH CHILDREN ABOARD

Fishguard, Pembrokeshire.—At 6.30 on the evening of the 25th of August, 1957, the harbour authorities reported that a fishing vessel was anchored in a dangerous position about one mile outside the harbour. The life-boat *Howard Marryat* was launched at 6.50 in a very rough sea. There was a strong west - north - westerly breeze blowing and the tide was flooding. The life-boat came up with the ketch *Black Fox*, of Brixham, which had seven people aboard, including a woman and four children, and found she was flying a grey blanket at the masthead as a distress signal. The crew of the ketch were in a weak state and the woman was injured, so two members of the life-boat crew were put aboard to assist. The life-boat towed the *Black Fox* to Fishguard harbour and arrived back at her station at 8.50.—Rewards to the crew, £6; rewards to the helpers on shore, £2 12s.

CALL TO BATHERS AFTER TOW FOR BOAT

Lowestoft, Suffolk.—At 2.52 on the afternoon of the 27th of August, 1957, the coastguard reported that a local fishing boat was flying a distress signal about two miles south-east of the harbour. The life-boat *Greater London (Civil Service No. 3)*, on temporary duty at the station, put out at three o'clock in a slight sea. There was a gentle westerly breeze and an ebbing tide. The life-boat came up with the fishing boat *Dot*, with a crew of two, and towed her into harbour. The life-boat was about to return to her moorings when she received a message that two bathers were in difficulties at Southwold, but before she could reach them a helicopter reported that they had come ashore safely. The life-boat arrived back at her station at 5.25.—Rewards to the crew, £8 8s.; reward to the helper on shore 12s.

**TOW FOR YACHT DRIFTING
DANGEROUSLY**

Clovelly, Devon.—At 9.59 on the night of the 31st of August, 1957, the Hartland Point coastguard reported that the yacht *Eidolon*, of Plymouth, was firing red flares six miles south-west of Hartland Point. Her steering gear had broken and she was drifting dangerously. The life-boat *William Cantrell Ashley* was launched at 10.15 in a rough sea. There was a fresh north-westerly breeze blowing and the tide was flooding. The life-boat came up with the yacht, which had three men, two women and two children aboard, and passed a line to her. She began to tow her to Clovelly, but the tow line snapped and was reconnected only with difficulty. The life-boat finally arrived back at her station at 7.15 on the morning of the 1st of September. The owner made a gift to the branch funds.—Rewards to the crew, £15 1s.; rewards to the helpers on shore, £14 8s.

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

Penlee, Cornwall.—August 1st.—Rewards, £21 4s.

Criccieth, Caernarvonshire.—August 1st.—Rewards, £14 14s.

Hoylake, Cheshire.—August 2nd.—Rewards, £14.

Weston-super-Mare, Somerset. — August 2nd.—Rewards, £10 18s.

Port Erin, Isle of Man.—August 3rd.—Rewards, £12 18s.

Aldeburgh, Suffolk.—August 4th.—Rewards, £35 13s. 6d.

Margate, Kent.—August 4th.—Rewards, £19 1s.

Boulmer, Northumberland.—August 5th.—Rewards, £13 11s.

Hastings, Sussex.—August 5th.—Rewards, £33 6s.

Shoreham Harbour, Sussex.—August 6th.—Rewards, £12 19s.

Padstow, Cornwall.—August 6th.—Rewards, £10 7s.

Porthdinllaen, Caernarvonshire. — August 6th.—Rewards, £16 18s.

Margate, Kent.—August 7th.—Rewards, £18 18s.

Hastings, Sussex.—August 7th.—Rewards, £30 18s.

Runswick, Yorkshire.—August 7th.—Rewards, £13 4s.

Runswick, Yorkshire.—August 7th.—Rewards, £14 12s.

Plymouth, Devon.—August 8th.—Rewards, £8 8s.

Plymouth, Devon.—August 8th.—Rewards, £8 8s.

Youghal, Co. Cork.—August 8th.—Rewards, £10 2s.

Aldeburgh, Suffolk.—August 9th.—Rewards, £40 13s. 6d.

Amble, Northumberland. — August 9th.—Rewards, £11 4s.

Tenby, Pembrokeshire.—August 10th.—Rewards, £16 1s.

Tenby, Pembrokeshire.—August 10th.—Rewards, etc., £31 12s.

Barrow, Lancashire.—August 10th.—Rewards, £9 9s.

Shoreham Harbour, Sussex.—August 10th.—Rewards, £17 11s.

Yarmouth, Isle of Wight.—August 10th.—Rewards, £14 17s.

Fraserburgh, Aberdeenshire.—August 11th.—Rewards, £10 4s.

Redcar, Yorkshire.—August 11th.—Rewards, £14 5s.

Iffracombe, Devon.—August 12th.—Rewards, £21 7s.

Selsey, Sussex.—August 12th.—Rewards, £23 17s.

Howth, Co., Dublin.—August 13th.—Rewards, £15 9s.

Selsey, Sussex.—August 13th.—Rewards, £11 16s.

Bembridge, Isle of Wight.—August 13th.—Rewards, £13 1s.

Barra Island, Hebrides.—August 14th.—Rewards, £31 13s.

Eastbourne, Sussex.—August 14th.—Rewards, £23 3s.

Newhaven, Sussex.—August 14th.—Rewards, £10 13s.

Dover, Kent. — August 14th. — Rewards, £3 5s.

New Brighton, Cheshire. — August 14th.—Rewards, £7 8s.

Islay, Hebrides.—August 14th.—Rewards, £27 1s. 6d.

Tenby, Pembrokeshire.—August 14th.—Rewards, £16 14s.

Portrush, Co. Antrim.—August 15th.—Rewards, £11 5s.

New Brighton, Cheshire. — August 15th.—Rewards, £7 6s.

Arklow, Co. Wicklow.—August 15th.—
Rewards, £15 3s.

Weston-super-Mare, Somerset. —
August 13th.—Rewards, £17 11s.

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

Troon, Ayrshire. — August 17th. —
Rewards, £5.

Donaghadee, Co. Down. — August
18th.—Rewards, £7.

Margate, Kent.—August 18th.—Re-
wards, £25 4s.

FISHING BOAT RESCUES

YACHT'S CREW

Lytham-St. Anne's, Lancashire.—At
12.10 on the afternoon of the 18th of
August, 1957, the police reported that
the yacht *Tumbler*, of Lytham, had been
wrecked near the 14½-mile buoy in
the Ribble Channel. The buoy had
dragged several hundred feet south-
wards of her proper position, and the
yacht, which had been navigating by
it, had struck the south training wall.
Her crew of two had fired Very lights
and other yachts had tried to help her.
At 12.45 the life-boat *Civil Service*
No. 5, on temporary duty at the
station, put off in a rough sea. A
moderate west-north-westerly breeze
was blowing and the tide was flooding.
A man who was returning from fishing
in his 23-foot fishing boat had also
seen the Very lights, and at some risk
went alongside the *Tumbler* and took
off her crew of two. The services of
the life-boat were not needed, and she
returned to her station, arriving at
2.30.—Rewards to the crew, £7; re-
wards to the helpers on shore, £3 5s.

Aldeburgh, Suffolk.—August 18th.—
Rewards, £37 8s. 6d.

Dungeness, Kent.—August 19th.—Re-
wards, £29.17s. 6d.

St. David's, Pembrokeshire.—August
19th.—Rewards, £9 12s.

Walmer, Kent.—August 21st.—Re-
wards £23 19s.

Lowestoft, Suffolk.—August 22nd.—
Rewards, £7.

Shoreham Harbour, Sussex.—August
23rd.—Rewards, £10 11s.

Mallaig, Inverness-shire. — August
23rd.—Rewards, £11 4s.

Falmouth, Cornwall.—August 23rd.—
Rewards, £16 9s.

Criccieth, Caernarvonshire.—August
23rd.—Rewards £21 9s.

Newhaven, Sussex.—August 24th.—
Rewards, £28 5s.

Aldeburgh, Suffolk.—August 24th.—
Rewards, £33 3s. 6d.

Courtmacsherry Harbour, Co. Cork.—
August 24th.—Rewards, £15 17s.

Swanage, Dorset.—August 24th.—Re-
wards, £10 16s.

Clogher Head, Co. Louth.—August
24th.—Rewards, £26 11s.

Pwllheli, Caernarvonshire. — August
24th.—Rewards, £14 18s.

Weston-super-Mare, Somerset. —
August 24th.—Rewards, £19 13s.

Seisey, Sussex.—August 25th.—Re-
wards, £16 4s.

St. David's, Pembrokeshire.—August
25th.—Rewards, £12 16s.

Campbeltown, Argyllshire. — August
25th.—Rewards, £9 2s.

LIFE-BOAT'S THREE ATTEMPTED SERVICES

Falmouth, Cornwall. — About six
o'clock on the evening of the 25th of
August, 1957, the St. Anthony coast-
guard reported that a small boat
appeared to be in difficulty off St.
Mawes harbour. The life-boat *Crawford*
and *Constance Conybeare* put out at 6.30
in a rough sea. There was a moderate
north-westerly gale and a flooding
tide. When the life-boat arrived at
the position she found that the boat
had been driven ashore in a damaged
condition and the crew were safe.
A racing dinghy was then seen to
capsize, but a shore boat managed
to tow her ashore. Shortly after-
wards the life-boat received a message
by radio-telephone indicating a third
casualty. A yacht was said to be in
difficulties at St. Just. The life-boat
made for the position but found that
the boat was no longer in trouble.
The life-boat arrived back at her
station at 8.15.—Rewards to the
crew, £9 16s.; rewards to the helpers
on shore, £3.

Howth, Co. Dublin.—August 25th.—
Rewards, £17 1s.

St. Peter Port, Guernsey.—August 27th.—Rewards, £7 12s.

Troon, Ayrshire.—August 27th.—Rewards, £7.

Tenby Pembrokeshire.—August 27th.—Rewards, £15 19s.

Humber, Pembrokeshire.—August 29th.—Paid Permanent Crew.

St. Peter Port, Guernsey.—August 30th.—Rewards, £6.

Courtmacsherry Harbour, Co. Cork.—August 31st.—Rewards, £8.

Tenby, Pembrokeshire.—August 31st.—Rewards, £19 16s.

SEPTEMBER

DURING September life-boats were launched on service 75 times and rescued 83 lives.

WOMEN AND CHILDREN LANDED FROM YACHT

Clovelly, Devon.—At ten o'clock on the morning of the 1st of September, 1957, the coxswain reported that the yacht *Eidolon*, anchored in Clovelly Roads, was firing distress signals. He put out in his punt and was asked by the owner of the yacht if the women and children could be put ashore. As the sea was rough the life-boat *William Cantrell Ashley* was launched at 10.15. She landed four people and arrived back at her station at 11.30.—Rewards to the crew, £6; rewards to the helpers on shore, £10 16s.

YACHT TOWED BACK AFTER CAPSIZE

Walton and Frinton, Essex.—At 2.52 on the afternoon of the 1st of September, 1957, the coastguard reported that a yacht had capsized south of the pier head. The life-boat *Edian Courtauld* put out at 3.5 in a slight sea. There was a light south-westerly breeze and the tide was flooding. A fishing boat closed the yacht and took her crew of two aboard. When the life-boat arrived the yacht was righted, and the life-boat towed her to the central beach breakwater. The life-boat arrived back at her station at 3.35. The owner of the yacht expressed his thanks.—Rewards to the crew, £7; rewards to the helpers on shore, £1 17s.

YACHT TOWED TO HARWICH

Walton and Frinton, Essex.—At 7.15 on the morning of the 2nd of September, 1957, the coastguard passed on a message from the Norwegian steamer *Manx* that a yacht was in difficulties about one mile west of the West Sunk buoy. The life-boat *Edian Courtauld* put out at 7.30 in a choppy sea. There was a light north-westerly breeze and the tide was ebbing. The life-boat found that the yacht *Wild Duck*, with a crew of two, was taking water fast. She had lost her forestay and foresail and her engine had broken down. The life-boat towed her to Harwich and arrived back at her station at 2.51.—Property Salvage Case.

YACHT TOWED TO RAMSGATE

Ramsgate, Kent.—At 3.59 on the afternoon of the 5th of September, 1957, a message was received from the east pier watch that a yacht was signalling for help off Quern buoy. At 4.8 the life-boat *Michael and Lily Davis* left her moorings. The sea was calm and there was a light westerly breeze blowing. It was low water. The life-boat found the yacht *Pilot* with five people on board. Her engines had broken down. The life-boat took her in tow and returned to her station, arriving at 4.5. The owners made a gift to the crew.—Rewards to the crew, etc., £6 10s.

TWO ENGINEERS RESCUED FROM BUOY

Workington, Cumberland.—At one o'clock on the afternoon of the 6th of September, 1957, it was learnt that the fishing boat *Ruby*, which had taken two Trinity House engineers out to the South Workington buoy, was adrift near the entrance to Workington harbour. The life-boat *Manchester and Salford XXIX* put out at 1.10 in a very rough sea. There was a moderate south-south-westerly gale and the tide was ebbing. It was reported by radio-telephone that the coaster *Ben Veen* had taken the owner of the *Ruby* off his boat, that there was nobody else aboard her, and that the two engineers were stranded on

the buoy. With considerable difficulty the life-boat rescued the two men from the lattice cage of the buoy. She then took the owner of the *Ruby* off the *Ben Veen* and returned to her station, arriving at four o'clock.—Rewards to the crew, £7 4s.

LIFE-BOAT STANDS BY VESSEL IN GALE

Clovelly, Devon.—At 1.40 early on the morning of the 7th of September, 1957, the Hartland coastguard reported that a vessel was in difficulties north of Hartland Point. The life-boat *William Cantrell Ashley* was launched at 2.5 in a rough sea. There was a moderate west-south-westerly gale and the tide was flooding. When the life-boat reached the position she found that the motor vessel *Castle Combe*, of Bristol, had engine trouble but was in no danger. She stood by her until a tug arrived and then returned to her station, arriving at eleven o'clock.—Rewards to the crew, £14 8s.; rewards to the helpers on shore, £15 1s.

MEN RESCUED FROM CATAMARAN LANDED

Walmer, Kent.—At 9.30 on the morning of the 7th of September, 1957, the Deal coastguard reported that the motor vessel *Foxfield*, bound for Belfast, had taken on board two survivors from a catamaran found sinking near Sandette Bank. The life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 10.50 in a rough sea. A strong south-westerly breeze was blowing, and it was high water. The life-boat met the *Foxfield* by Bank buoy, took the survivors off and landed them at her station, where she arrived at 11.35.—Rewards to the crew, £9; rewards to the helpers on shore, £11 11s.

GIRLS RESCUED AFTER BOAT CAPSIZES

Llandudno, Caernarvonshire. — At 11.15 on the morning of the 7th of September 1957, the police reported that a rowing boat with two girls and two young men on board was in difficulties in Colwyn Bay. The life-boat *Tillie Morrison*, *Sheffield* was launched

at 11.35 in a very rough sea. There was a fresh south-westerly gale and it was high water. A dinghy fitted with an outboard motor and with a crew of two put out and took the rowing boat in tow. The rowing boat capsized, but the two girls were taken on board the dinghy. In the rough sea the dinghy then found herself in difficulties, and the life-boat took her crew of two and the two girls on board. She made an extensive but unsuccessful search for the two young men before landing the survivors at Colwyn Bay. She then put out once more and made a further search without success, finally arriving back at her station at 2.15. The two youths lost their lives.—Rewards to the crew, £6; rewards to the helpers on shore, £8 10s.

DUTCH VESSEL TOWED TO IRISH HARBOUR

Rosslare Harbour, Co. Wexford.—At 8.55 on the morning of the 8th of September, 1957, Portpatrick radio reported that the Dutch vessel *Muskettier* had lost her propeller near Tuskar Rock and needed help. The life-boat *John R. Webb*, on temporary duty at the station, was launched at 9.30 in a moderate swell. There was a moderate south-westerly breeze blowing and the tide was ebbing. The life-boat took the *Muskettier*, which had a crew of nineteen, in tow to Rosslare Harbour, arriving at 3.30.—Property Salvage Case.

YAWL TOWED TO ISLE OF MAN

Peel, Isle of Man.—At 5.4 on the afternoon of the 8th of September, 1957, the harbour master reported that a small fishing boat was drifting towards White Strand. The life-boat *Helena Harris—Manchester and District XXXI* was launched at 5.24 in a moderate sea. There was a moderate southerly breeze and it was nearly low water. The life-boat found the 22-foot yawl *Jacqueline*, which had a crew of three, with her engine broken down. She took her in tow and arrived back at her station at 6.25. The owner made gifts to the crew and to the local branch.—Rewards to the crew, £6; rewards to the helpers on shore, £13 6s.

LIFE-BOAT STANDS BY YACHT AT ANCHOR

Llandudno, Caernarvonshire.—At 12.30 on the afternoon of the 9th of September, 1957, a yacht at anchor was seen to be in a dangerous position. A watch was kept on her, and as the weather was worsening the life-boat *Tillie Morrison, Sheffield* was launched at 2.30. She stood by the yacht, which was the *Tricia*, of Liverpool, and which had a crew of three, until the yacht's crew decided to move to Llandudno Bay. The life-boat returned to her station at four o'clock.—Rewards to the crew, £8 8s.; rewards to the helpers on shore, £6 16s.

YACHT'S CREW RESCUED AFTER CAPSIZE

Eastbourne, Sussex.—At 3.10 on the afternoon of the 9th of September, 1957, the coxswain of the life-boat saw a dismasted yacht capsize about half a mile off shore. The life-boat *Beryl Tollemache* was launched at 3.15 in a rough sea. There was a strong south-westerly breeze and the tide was ebbing. The life-boat picked up one man from the sea and then took the other two members of the crew off the yacht, which was the *Green Drake*. She towed the yacht back to Eastbourne, arriving at four o'clock.—Rewards to the crew, £8; rewards to the helpers on shore, £13 7s.

HELICOPTER RESCUES DINGHY'S CREW

Cromer, Norfolk.—At 5.25 on the afternoon of the 9th of September, 1957, the coastguard reported that a sailing dinghy had capsized a mile and a half off Trimmingham. At 5.32 the no. 1 life-boat *Henry Blogg* was launched in a slight sea. There was a squally south-westerly wind and the tide was flooding. Before the life-boat reached the position a helicopter rescued the dinghy's crew of two. The life-boat took the dinghy in tow to her station, arriving at 7.30.—Rewards to the crew, £14 8s.; rewards to the helpers on shore, etc., £7 8s.

CABIN CRUISER ESCORTED THEN TOWED

Hastings, Sussex.—At 8.34 on the morning of the 11th of September, 1957, the Fairlight coastguard telephoned to say a cabin cruiser was burning flares off Fairlight look-out. At 9.2 the life-boat *M.T.C.* was launched. There was a very rough sea and a fresh south-westerly gale was blowing. Visibility was poor. The life-boat found the cabin cruiser *Clarinda*, with three people on board. The *Clarinda* was making slow progress and asked to be escorted to Dover. The life-boat did escort her for a time, but the *Clarinda's* engines broke down repeatedly, and the life-boat passed her a line and took her in tow. After breaking two lines the life-boat eventually reached Dover at 3.50 with the *Clarinda* in tow. After refuelling she left Dover at 5.30 for her station, where she arrived at 11.50.—Rewards to the crew, £27 1s.; rewards to the helpers on shore, £33 7s.

BOY FALLS OVER CLIFF

Swanage, Dorset.—At 3.56 on the afternoon of the 11th of September, 1957, the coastguard reported that a boy had fallen over the cliff on Ballard Down and was in the sea off Old Harry Rock. At 4.5 the life-boat *R.L.P.* was launched. The sea was choppy and there was a moderate to fresh north-westerly breeze blowing. The tide was half ebb. The life-boat searched from Ballard Point to Old Harry Rock, but at first there was no sign of the boy. Using the loud hailer, the coxswain asked people assembled on the cliff top to indicate where the boy was and in this way learnt that he was out of sight of the life-boat behind some rocks. The coxswain took the life-boat close in shore until her bow was alongside a part of the cliff projecting out to sea. The second coxswain with considerable difficulty then made his way along the face of the projection to where the boy's body lay. The boy was dead, and a line was fixed to enable a stretcher to be hauled ashore. The second coxswain, working single-handed, secured the body to the

stretcher and took it over the rocks to the water's edge. It was then taken aboard the life-boat, which returned to her station, arriving at seven o'clock.—Rewards to the crew, £9 8s.; rewards to the helpers on shore, £2 8s.

YACHT ESCORTED IN ROUGH SEA

Newhaven, Sussex.—At 5.10 on the afternoon of the 11th of September, 1957, the coastguard passed on a report that a yacht was in difficulties about five miles off Saltdean. At 5.21 the life-boat *Cecil and Lilian Philpott* was launched in a very rough sea. There was a strong south-westerly breeze blowing and the tide was ebbing. The life-boat found the yacht *Bries* on passage to Newhaven with a crew of three. She was not in immediate danger and the life-boat escorted her to the harbour, arriving at 6.10.—Rewards to the crew, £7; rewards to the helpers on shore, £3 12s.

YACHT TOWED TO IRISH HARBOUR

Dun Laoghaire, Co. Dublin.—At 5.8 on the afternoon of the 11th of September, 1957, a message was received from the harbour office that a small yacht was in distress in Scotch Bay. At 5.38 the life-boat *Dunleary II* left her moorings. There was a rough sea and a strong westerly breeze. The tide was ebbing. At 5.59 the life-boat came up with the yacht *Wisp* with three people on board. The yacht had only her main sail, and as she was making heavy weather the life-boat towed her into harbour, where she arrived at 6.50.—Rewards to the crew, £7; rewards to the helpers on shore, £3 1s.

MOTOR CRUISER TOWED THROUGH GALE

Pwllheli, Caernarvonshire.—At 8.50 on the evening of the 11th of September, 1957, the Porthdinllaen coastguard telephoned that a cabin cruiser was drifting off Port Meudwy and asking for help. At 9.12 the life-boat *Katherine and Virgo Buckland* was launched. There was a heavy ground

swell, and a fresh to strong west-north-westerly gale was blowing. The tide was flooding. The life-boat found the motor cruiser *Moggie* with four people on board. She had lost one anchor and was using her engines to help the other. A line was passed and the life-boat took the *Moggie* in tow, returning to her station at eight o'clock on the morning of the 12th of September. The owner made a gift to the crew.—Rewards to the crew, £15 1s.; rewards to the helpers on shore, £12 17s.

BOAT ESCORTED AFTER SEARCH FOR AIRCRAFT

Scarborough, Yorkshire.—At 3.59 on the afternoon of the 12th of September, 1957, the coastguard reported that an aircraft had crashed into the sea off Scalby Ness. The life-boat *Annie Ronald and Isabella Forrest* was launched at 4.15 in a moderate sea. There was a strong north-westerly breeze and the tide was ebbing. A long search was carried out without success, and later messages stated that no aircraft was missing but that the fishing boat *Progressive* needed help some ten miles east of Scarborough. The life-boat escorted the *Progressive* back to Scarborough, arriving at 9.30.—Rewards to the crew, £12 12s.; rewards to the helpers on shore, £7 7s.

HERRING FLEET ESCORTED TO HARBOUR

Whitby, Yorkshire.—At 3.50 on the morning of the 14th of September, 1957, the skipper of the fishing vessel *Lead Us* reported that conditions on the harbour bar were very bad. The Scottish herring fleet was due in the harbour within the hour, so at 4.30 the no. 1 life-boat *Mary Anne Hepworth* was launched in a moderate sea. There was a fresh north-westerly breeze blowing and the tide was flooding. The life-boat stood by the bar until six fishing boats were safely in port and then returned to her station, arriving at 9.35.—Rewards to the crew, £13 13s.; rewards to the helpers on shore, £1 16s.

YACHT TOWED TO ISLE OF WIGHT

Bembridge, Isle of Wight.—At 1.45 on the afternoon of the 14th of September, 1957, the Foreland coastguard reported that a yacht, which had been kept under observation for some time, had hoisted a distress signal. The life-boat *Jesse Lumb* was launched at 1.53 in a moderate sea. There was a strong north-westerly breeze and a flooding tide. The life-boat came up with the yacht *Joreen*, with a crew of three, off the Nab tower. Her engine had broken down, and the life-boat took her in tow to Bembridge harbour. The life-boat arrived back at her station at 3.30.—Rewards to the crew, £6; rewards to the helpers on shore, £3 5s.

FISHING BOAT TOWED TO LOWESTOFT

Lowestoft, Suffolk.—At 2.54 on the afternoon of the 14th of September, 1957, the coastguard reported that a fishing boat was flying a distress signal about a mile and a half south-east of Southwold harbour. The life-boat *Michael Stephens* was launched at three o'clock in a slight sea. There was a moderate north-westerly breeze, and the tide was ebbing. The life-boat came up with the long-shore boat *Boy George* with a crew of one off Southwold. The boat had engine trouble, and the life-boat took her in tow to Lowestoft, arriving at 4.45.—Rewards to the crew, £9; rewards to the helpers on shore, £1 4s.

TOW FOR CORNISH LUGGER

Bembridge, Isle of Wight.—At 8.36 on the evening of the 14th of September, 1957, the Foreland coastguard reported that a sailing boat appeared to be signalling S.O.S. The life-boat *Jesse Lumb* was launched at 8.50 in a moderate sea. There was a moderate north-westerly breeze and the tide was flooding. The life-boat came up with the Cornish lugger *Kindly Light*, of Bembridge, which had a crew of four, and found that her engine had broken down. She towed her to Bembridge and arrived back at her station at 10.5.—Rewards to the crew, £6; rewards to the helpers on shore, £3 5s.

SEA CADETS' BOAT TOWED TO TROON

Troon, Ayrshire.—At one o'clock on the afternoon of the 15th of September, 1957, the Saltcoats police telephoned that a motor boat belonging to the Irvine sea cadets had broken down and drifted on to rocks near Saltcoats bathing pool. The life-boat *James and Barbara Aitken* put out at 1.15 in a rough sea. There was a moderate west-north-westerly breeze blowing and the tide was flooding. The life-boat made for the position and found that the ten sea cadets on board the boat had been rescued by a shore boat. She took their boat in tow to Irvine and reached her station at 4.20.—Rewards, £5 12s.

YACHT LASHED TO LIFE-BOAT'S SIDE

Filey, Yorkshire.—At 3.48 on the afternoon of the 15th of September, 1957, the coastguard reported that a yacht had capsized in Filey Bay. The life-boat *The Isa and Penryn Milsted* was launched at 4.5 in a moderate swell. There was a strong west-north-westerly breeze and the tide was flooding. The yacht *Rustler* was found drifting out to sea. She had lost her rudder and had capsized twice. The life-boat took her crew of two aboard and the yacht was lashed to her side. The life-boat returned to her station at 5.2.—Rewards to the crew, £6; rewards to the helpers on shore, £9 1s.

TOW FOR YACHT WITH MASTERS AND BOYS ABOARD

Bembridge, Isle of Wight.—At 9.6 on the night of the 15th of September, 1957, the Foreland coastguard passed on a report that red flares had been seen on the outer boom near Horse Sand fort. The life-boat *Jesse Lumb* was launched at 9.18 in a slight sea. There was a gentle north-westerly breeze and it was low water. The life-boat found the yacht *Rohilla*, of Chichester, with a crew of two schoolmasters and four boys by the boom. She took her in tow and arrived back at her station at 12.20.—Rewards to

the crew, £8 8s.; rewards to the helpers on shore, £3 5s.

INJURED MAN TAKEN OFF STEAMER

Pentee, Cornwall.—At six o'clock on the evening of the 17th of September, 1957, the port doctor asked if the life-boat could take an injured man off the S.S. *Alexandria*, which was expected to be two miles south of Wolf lighthouse about six o'clock on the morning of the 18th of September. The life-boat *W. and S.* was launched at three o'clock in a smooth sea. The weather was fine and the tide was ebbing. The life-boat proceeded to Newlyn, took a doctor and ambulance men on board and made for the rendezvous. The injured man was transferred to the life-boat and landed at Newlyn, and the life-boat then returned to her station, arriving at 8.15.—Rewards to the crew, £12 12s.; rewards to the helpers on shore, £5 9s.

TOW FOR DISMASTED CABIN SLOOP

Eastbourne, Sussex.—At 7.50 on the morning of the 18th of September, 1957, the coastguard telephoned that a small vessel was dismasted two miles southwest of the Royal Sovereign lightvessel. Ten minutes later the life-boat *Beryl Tollemache* was launched in a rough sea. There was a strong-westerly wind blowing and the tide was ebbing. The life-boat reached the position and took a small cabin sloop, with a crew of two, in tow to Newhaven, arriving there at 11.15. She reached her station at 1.30.—Rewards to the crew, £12 13s.; rewards to the helpers on shore, £15 9s.

FISHING BOAT TOWED TO HARBOUR

Great Yarmouth and Gorleston, Norfolk.—At 6.51 on the evening of the 20th of September, 1957, the coastguard telephoned that a local fishing boat was anchored south of the harbour entrance. At 7.2 the life-boat *Louise Stephens* was launched in a slight swell. There was a gentle southeasterly breeze blowing and it was high water. The life-boat came up with the fishing boat *Beatrice*, with a crew of

three. Her propeller shaft had broken and the life-boat took her in tow into the harbour, arriving back at her station at 7.35.—Rewards to the crew, £9; rewards to the helpers on shore, £3.

LIFE-BOAT STANDS BY YACHT AGROUND

Ramsgate, Kent.—At 5.46 on the evening of the 21st of September, 1957, the Deal coastguard telephoned that a yacht was ashore on the Brake Sands. The life-boat *Michael and Lily Davis* put out at 5.54 in a slight sea. A light south-westerly breeze was blowing and the tide was flooding. The life-boat found the yacht *Espanola* with a crew of four and stood by her until she refloated. The life-boat reached her moorings at 7.18.—Rewards to the crew, etc., £6 10s.

YACHT GUIDES LIFE-BOAT BY TORCH

Girvan, Ayrshire.—At 10.45 on the night of the 21st of September, 1957, the Portpatrick coastguard telephoned that a small yacht had left Cairnryan that afternoon for Ballantrae but had not arrived, and anxiety was felt for her. The life-boat *Robert Lindsay* put out at 11.10 in a moderate sea. There was a strong easterly breeze blowing and the tide was ebbing. Guided by an electric torch which was shone from the yacht, the life-boat came up with the yacht four miles south of Ballantrae. She took her crew of two on board and towed the yacht to Girvan, which was reached at 4.30 the next morning.—Rewards to the crew, £12 13s.; reward to the helper on shore, 12s.

NEW LIFE-BOAT'S FIRST SERVICE CALL

Dungeness, Kent.—At 12.38 on the afternoon of the 22nd of September, 1957, the Lade coastguard telephoned that a small motor boat was anchored, with her engine broken down, off the coastguard look-out. Her crew of three were waving a flag on a stick to attract attention. At 12.45 the life-boat *Mabel E. Holland* was launched for the first time on service in a choppy

sea. There was a moderate south-south-westerly breeze blowing and it was high water. The life-boat came up with the motor boat *Caraboa* and took her crew of three on board. She then towed the boat to Dungeness, which was reached at 2.15. A gift was made to the crew.—Rewards to the crew, £9; rewards to the helpers on shore, £17 14s.

LAUNCH WITH SEAS SWEEPING OVER PROMENADE

Aberystwyth, Cardiganshire.—At 6.20 on the evening of the 22nd of September, 1957, the coastguard passed on a report from the police that two people on board a yacht were in difficulties off the pier and were baling and signaling. The life-boat *Aguila Wren* was launched at 6.40 in a heavy swell. There was a gentle south-easterly breeze and the tide was flooding. The life-boat came up with the yacht *Ystwyth* and took the two people on board and the boat in tow. There was a very high tide and seas were sweeping up the beach and over the promenade. The life-boat could not therefore be beached until 8.45.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £8 17s.

ESCORT FOR COBLE IN ROUGH SEA

Flamborough, Yorkshire.—At 12.20 on the afternoon of the 23rd of September, 1957, the coxswain reported that two fishing cobsles were at sea in very bad weather conditions. He had spoken to Flamborough coastguard, who had said that one of the cobsles could be seen coming in to harbour but that there was no sign of the other. As the weather conditions were gradually becoming worse, the life-boat *Friendly Forester* was launched at 12.45 in a rough sea. There was a strong easterly wind blowing, with rain squalls, and the tide was flooding. As the life-boat was leaving the harbour she came up with the fishing coble *Provider*, which was making for the north landing, and the coxswain asked her skipper if he had seen the second coble *Margaret Ann*. The skipper

answered that he had last seen the *Margaret Ann* five miles east of Flamborough Head. The life-boat made for this position and the coble was seen making her way towards Flamborough Head. The life-boat escorted the *Margaret Ann* to within half a mile of Flamborough Head, when her skipper suggested that it might be safer to make for Bridlington harbour. The coxswain agreed, and the life-boat escorted the *Margaret Ann* into Bridlington Bay. She then returned to her station, arriving at 3.10.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £9.

LIFE-BOAT TOWS COXSWAIN'S FISHING BOAT

Cromer, Norfolk.—During the early part of the evening of the 23rd of September, 1957, the weather was becoming steadily worse, and as there were several local fishing boats at sea the no. 1 life-boat *Henry Blogg* was launched at seven o'clock, with the second coxswain in command, in a rough sea. There was a moderate north-easterly gale and it was high water. After a quarter of an hour the life-boat found the fishing boats *Britannia V*, of Cromer, skippered by the coxswain of the no. 1 life-boat, and *Windsor Rose*, of Sheringham. She escorted them to Cromer, where the sea was too rough to allow the crews of the fishing boats to land. The skipper of the *Windsor Rose* decided to make for Sheringham, and the crew of two of the *Britannia V* were taken on board the life-boat, which took the *Britannia V* in tow. The Sheringham life-boat crew were alerted, and the Cromer life-boat carried out a search for two other boats which were still at sea until it was reported that they had reached Great Yarmouth and Gorleston harbour safely. The life-boat herself made for this harbour, with the *Britannia V* in tow, arriving there at one o'clock early on the morning of the 24th of September. She returned to her station three days later.—Rewards to the crew, £33 19s.; rewards to the helpers on shore, etc., £26 13s.

IMPROVISED DROGUE ATTACHED TO BOAT

Sheringham, Norfolk.—At 7.30 on the evening of the 23rd of September, 1957, the Cromer coastguard reported that the local fishing boat *Windsor Rose* was making for Sheringham in very bad weather. At 7.42 the life-boat *Foresters Centenary* was launched in a rough sea. There was a moderate north-easterly gale and it was high water. The life-boat came up with the *Windsor Rose* one mile north of Cromer. Her crew of two were wearing life-belts, which had been passed to them earlier by the Cromer life-boat crew. Because of heavy seas the fishing boat was barely under control and the coxswain after considerable difficulty managed to bring the life-boat close enough for the two men to jump into her. Their fishing boat was taken in tow, but it was impossible to land at Sheringham, and after the coxswain had attached an improvised drogue to the *Windsor Rose*, both boats made for Skeldon Hole, where they were beached at eleven o'clock.—Rewards to the crew, £16; rewards to the helpers on shore, £19.

TOW FOR YACHT WITH ENGINE TROUBLE

Selsey, Sussex.—At 8.50 on the evening of the 24th of September, 1957, a message was received that the yacht *Tina*, with a crew of four, had engine trouble three and a half miles south-south-west of Littlehampton. The life-boat *Canadian Pacific* put out at 9.5 in a choppy sea. There was a moderate south-easterly breeze blowing and the tide was flooding. The life-boat came up with the yacht and took her in tow to Littlehampton. She then returned to her station and reached her moorings at five o'clock on the morning of the 25th. The owners made a gift to the crew.—Rewards to the crew, £17 12s.; rewards to the helpers on shore, £7.

COBLE ESCORTED TO FILEY

Filey, Yorkshire.—At 9.50 on the morning of the 25th of September, 1957, a message was received that a

local fishing coble was at sea in worsening weather. The life-boat *The Isa and Penryn Milsted* was launched at 10.50 in a moderate sea. There was a strong east-south-easterly wind blowing, and the tide was ebbing. The life-boat found the fishing coble *Isabella*, with a crew of three, and escorted her to the harbour, arriving at one o'clock.—Rewards to the crew, £7 4s.; rewards to the helpers on shore, £9 3s.

WOMAN WITH APPENDICITIS TAKEN TO HOSPITAL

Galway Bay.—At 1.30 on the afternoon of the 25th of September, 1957, the local doctor asked the honorary secretary if the life-boat would take a woman urgently in need of an operation for appendicitis to the mainland. At 2.30 the life-boat *Mabel Marion Thompson* embarked the patient and put out in a very rough sea. There was a northerly gale blowing and the tide was flooding. A rough crossing was made to Rossaveal, where the patient was taken by ambulance to hospital.—Rewards to the crew, £12 13s.; rewards to the helper on shore, 12s.

CABIN CRUISER TOWED TO POOLE

Poole, Dorset.—At eight o'clock on the evening of the 27th of September, 1957, a message was received that the cabin cruiser *Rani IV*, with a woman and three boys on board, was overdue from a trip in the harbour. After further enquiries the life-boat *Thomas Kirk Wright* was launched at 9.15 in a calm sea with a light west-north-westerly breeze blowing. The tide was flooding. The life-boat found the cabin cruiser off Brownsea Island with her engine broken down and took her in tow to Poole quay, arriving at 10.30.—Rewards to the crew, £5; rewards to the helpers on shore, £1 16s.

LAUNCH TO YACHT WITH ENGINE TROUBLE

Tenby, Pembrokeshire.—At 7.2 on the evening of the 28th of September, 1957, the coastguard telephoned that the yacht *Seagrid*, which was on passage to Aberystwyth with a crew of two, appeared to be dismasted and was mak-

ing slow progress. She seemed to have engine trouble. The life-boat *Henry Comber Brown* was launched at 7.12 in a moderate sea. There was a north-north-westerly breeze blowing and the tide was flooding. The life-boat found the *Seagrid*, whose engines had been repaired, and stood by her until she was safely on her way. She then returned to her station, arriving at 11.30. The life-boat was not re-housed until next morning.—Rewards to the crew, £11 11s.; rewards to the helpers on shore, £8.

SLOOP TOWED OFF LEDGES AFTER SEARCH

Exmouth, Devon.—At 9.30 on the night of the 28th of September, 1957, the coastguard telephoned that three red flares had been seen eight to ten miles south of Lyme Regis, and that an R.A.F. rescue launch was putting out to search. At 9.48 the life-boat *Maria Noble* was launched in a slight swell. There was a gentle breeze and the tide was flooding. The life-boat searched the area for over four hours but found nothing and began to put back to her station. Near the Exmouth Fairway buoy the coxswain saw red flares being fired from Orcombe Ledges. The life-boat made for the position and found the sloop *West Wind*, of Lyme Regis, aground. Her engine had broken down and she had been driven on to the ledges when her anchor had failed to hold. She had a crew of four. The life-boat took the sloop in tow and reached her station at 7.40.—Rewards to the crew, £17 17s.; rewards to the helpers on shore, £11 4s.

YACHT TOWED TO RAMSGATE

Ramsgate, Kent.—At 1.24 on the afternoon of the 29th of September, 1957, the east pier watchman reported that a yacht was aground on Brake Sands and was signalling for help. At 1.35 the life-boat *Michael and Lily Davis* put out in a slight sea. There was a moderate north-westerly breeze and the tide was flooding. Ten minutes later the life-boat was alongside the yacht *Westward*, which had a crew of three. She was not aground but had

engine trouble, and the life-boat took her in tow to Ramsgate harbour, which was reached at 2.30.—Rewards to the crew, etc., £6 10s.

TRAWLER TOWED OFF ROCKS

Stornoway, Hebrides.—At 8.45 on the evening of the 29th of September, 1957, the coastguard telephoned that the trawler *Red Lancer*, with a crew of nineteen, was ashore on the Reef Rocks at the entrance to Stornoway harbour. At nine o'clock the life-boat *The James and Margaret Boyd* put out in a choppy sea. There was a moderate northerly breeze and the tide was flooding. The life-boat reached the position, towed the *Red Lancer* into deeper water, and escorted her to the pier, which was reached at 10.15.—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:

Yarmouth, Isle of Wight.—September 1st.—Rewards, £10 8s.

Flamborough, Yorkshire.—September 1st.—Rewards, £22 14s.

Bembridge, Isle of Wight.—September 3rd.—Rewards, £10 9s.

Cromarty.—September 4th.—Rewards, £14 5s.

Buckie, Banffshire.—September 5th.—Rewards, £14 17s.

Redcar, Yorkshire.—September 6th.—Rewards, £14 5s.

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

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

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

Sennen Cove, Cornwall.—September 8th.—Rewards, £17 7s.

Dover, Kent.—September 9th.—Rewards, £5 5s.

Ifracombe, Devon.—September 10th.—Rewards, £20 1s.

Falmouth, Cornwall.—September 10th.—Rewards, £7 12s.

Shoreham Harbour, Sussex.—September 11th.—Rewards, £10 1s.

Dunbar, East Lothian.—September 12th.—Rewards, £14 5s.

Swanage, Dorset.—September 18th.
—Rewards, £13 12s.

Lowestoft, Suffolk.—September 20th.
—Rewards, £9 4s.

Stornoway, Hebrides. — September
20th.—Rewards, £9 16s.

Margate, Kent.—September 22nd.—
Rewards, £14.

Arbroath, Angus.—September 22nd.
—Rewards, £12 14s.

Broughty Ferry, Angus.—September
22nd.—Rewards, £13 8s.

Shoreham Harbour, Sussex.—Septem-
ber 23rd.—Rewards, £15 19s.

Penlee, Cornwall.—September 24th.
—Rewards, £9 4s. 6d.

Salcombe, Devon.—September 24th.
—Rewards, £11.

Eastbourne, Sussex. — September
25th.—Rewards, £34 8s.

Tenby, Pembrokeshire. — September
25th.—Rewards, £16 19s.

Ramsgate, Kent.—September 26th.—
Rewards, £9 5s.

Weymouth, Dorset.—September 28th.
—Rewards, £20 18s.

Aberdeen. — September 29th. — Re-
wards, £9.

Centenaries of Life-boat Stations

IN 1957 three life-boat stations cele-
brated the centenary of their founda-
tion. These were the stations at
Great Yarmouth & Gorleston, Caister
and Wicklow.

Caister can claim, among other
distinctions, that its life-boats have
rescued more lives than those of any
other life-boat station in Great Britain
or Ireland. The figure at present
stands at 1,765. The total number of
launches of Caister life-boats on service
has been 745.

A commemorative service, conduc-
ted by the Bishop of Norwich, assisted
by the Rector of Caister, the Reverend
J. G. Markham, and by the Methodist
Minister, the Reverend E. Hughes,
took place on the beach at Caister on
the afternoon of Sunday the 28th of
July. The deputy chairman of the
Committee of Management, Captain
the Hon. V. M. Wyndham-Quin, R.N.,
took the chair, and the Lord Lieuten-
ant of the County of Norfolk, Colonel
Sir Edmund Bacon, Bt., presented the
centenary vellum to the branch.

Unique Distinction

Great Yarmouth & Gorleston as a
station also has a unique distinction,
for its life-boats have been launched
on service more often than those from
any other station. The figure for the
number of launches is 1,140, and since
1857 1,753 lives have been rescued by
life-boats of the Royal National Life-
boat Institution. There have, in addi-
tion, been volunteer life-boats operat-

ing from Great Yarmouth & Gorleston,
whose achievements are not included
in the official figures.

The Gorleston ceremony took place
on the flag day on the 18th of July,
the life-boat being moored at the Hall
Quay. The Institution's flag was
flown all day from the Town Hall, and
at the ceremony the Eastern District
Inspector, Commander H. B. Acworth,
presented the centenary vellum to the
chairman of the branch. The Mayor,
Mrs. B. Adlington, who is also presi-
dent of the branch, promised to have
the vellum hung in a place of honour
in the Town Hall.

Commemorative Booklet

Religious services were held in the
Roman Catholic and Protestant
churches in Wicklow on the 3rd of
August to mark the centenary of the
station. The Earl of Meath repre-
sented the Committee of Management.
A commemorative booklet was also
produced recording some of the out-
standing achievements in the station's
history. In this booklet Mrs. O'Kelly,
wife of the President of Ireland, wrote
a foreword recording that the year
before she had named the new Wicklow
life-boat. In commending the booklet
she stated that it would serve the
citizens of Wicklow and visitors as a
souvenir of their life-boat station and
its history. She added: "They have
every reason to be proud of it." Wick-
low life-boats have been launched on ser-
vice 142 times and have rescued 207 lives.

A Hundred Years Ago

THE life-boat journal on the 1st of January, 1858, in describing a wreck which occurred at Brighton on the 8th of October, 1857, reported:

"There were at that time three life-boats at Brighton; one, we believe, belonging to the town authorities; a second had formerly been the property of the Brighton Humane Society, but about three years since had been condemned as unseaworthy; she was, however, at that time bought by a well-known, spirited, and justly popular boatman of Brighton, named John Wright, who determined that her days of usefulness should not yet be numbered, gave her a new keel, with a thorough general repair and refit, and resolved to maintain her as a second life-boat at his own expense—an honourable resolution, and one which was now about to meet with its just reward. A third, we believe, is the property of the Brighton Humane Society.

"Before the ill-fated brig had taken the ground, the two first-named life-boats had put off to attempt to reach her. Wright's boat, being the fastest sailer, at first made the most progress, but not fetching sufficiently to windward, her crew had to row her up, when she was presently struck by a heavy sea which filled the boat and carried away five of her oars. Thus disabled she was compelled to return to the shore.

"The town life-boat then succeeded in getting alongside, and in taking on board five out of eight of the brig's crew, who with much difficulty and considerable risk, she having filled with the sea, were landed in safety.

Two more attempts were now made by Wright to go off for the remainder of the crew, but without success. The town boat also made a second attempt, but was compelled to put back by the violence of the sea.

"Four of Wright's crew had now deserted him, and he was for a short time in despair, no other volunteers coming forward, when the officer in command of the Hove station of the Coastguard, Lieutenant Mansell, R. N., came to the spot, and at once, with four of his men, volunteered to make up the deficiency. Wright gladly availed himself of the services of the men, but wishing to go off in command of his own boat, declined those of the Lieutenant; and thus replenished, again made his fourth attempt—this time happily with success—and succeeded in bringing the master and two remaining hands of his crew in safety to the land, amidst the cheers and hearty greetings of the crowds assembled to receive them."

The journal concluded its account by declaring:

"We are happy in being enabled to add, that at a public meeting held at Brighton shortly after the above occurrence, it was resolved to immediately take steps to provide the most efficient life-boat protection; which has resulted in the formation at Brighton of a Branch of the National Life-boat Institution, which Society is now having a first-class life-boat constructed for the locality, the inhabitants providing a house for the reception of the boat, and undertaking to subscribe annually a sufficient amount for its permanent support."

Second French Award

THE French Government has awarded its silver medal of the first class and diploma to the late Ieuan Bateman, who lost his life when the St. David's life-boat went to the help of the French trawler *Notre Dame de Fatima* on the 8th of November, 1956.

A full account of this service appeared in the March, 1957, number of the *Life-boat* on page 384.

Ieuan Bateman was earlier awarded the bronze medal and diploma of the French life-boat society, Société Centrale de Sauvetage des Naufragés.

Four New Life-boats Named

HER Royal Highness the Duchess of Kent, President of the Royal National Life-boat Institution, named the new Berwick-upon-Tweed life-boat *William and Mary Durham* on the 25th of July, 1957. The ceremony took place at Spittal harbour.

Commander W. M. Phipps Hornby, president and chairman of the Berwick-upon-Tweed branch, was in the chair. The Chief Inspector of Life-boats, Commander T. G. Michelmore, described the boat and the Duke of Northumberland, who is the treasurer of the Institution and also Lord Lieutenant of the County of Northumberland, handed the boat over to the branch.

Mr. J. M. Edney, honorary secretary of the Berwick-upon-Tweed branch, accepted the life-boat on the branch's behalf, and the Lord Bishop of Newcastle, attended by the Rev. Canon Little, Rural Dean of Norham, the Rev. G. A. Elcoat, Vicar of Spittal, Rev. R. M. McCaughey, Vicar of Holy Trinity, Berwick, Rev. L. Henderson, Vicar of Tweedmouth, and Rev. J. Strachan-Hughes of the Presbyterian Church of England, dedicated the boat.

After a vote of thanks had been proposed by Mrs. W. R. Sprunt, chairman of the Berwick-upon-Tweed Ladies' Life-boat Guild, Her Royal Highness named the new boat.

The boat, which is one of the 42-foot Watson type, has been provided out of legacies left by Mrs. Mary Elizabeth Durham, of Norham, Northumberland, and Mrs. Mary Grace Davenport, of Oxford, and the general funds of the Institution.

At the ceremony a guard of honour was provided from the depot of The King's Own Scottish Borderers; the pipes and drums of the 4th (Border) battalion, the King's Own Scottish Borderers (T.A.), played, and the singing was led by the choirs of St. John's Church, Spittal, and Holy Trinity Church, Berwick.

Two New Welsh Life-boats

Two new life-boats were named in Wales in July, 1957, the naming

ceremony of the new Fishguard boat taking place on the 6th of July, and that of the new Angle boat on the 10th of July.

Mrs. Raymond Cory, the wife of a member of the Committee of Management, named the Fishguard life-boat *Howard Marryat* at a ceremony held at the Lower Tower pier. The boat was provided out of a legacy left by Mr. Howard Marryat, of Richmond, Surrey, and a gift from his son, Mr. Robert Anthony Marryat, of London. The boat is one of the 46-foot 9-inches Watson cabin type.

After a bouquet had been presented to Mrs. Cory by the granddaughter of the Fishguard coxswain, Miss Rosemarie Thomas, Captain J. J. Kelly, the president of the Fishguard branch, opened the proceedings. The Vice-Chairman of Fishguard and Goodwick Urban District Council, Councillor Richard Williams, gave an address of welcome, and the Western District Inspector, Lieut.-Commander W. L. G. Dutton, described the boat. Mr. R. A. Marryat then presented the life-boat, Mr. Raymond Cory accepting her on behalf of the Institution and handing her over to the Fishguard branch, on whose behalf Captain Kelly received her.

The Dean of St. David's, The Very Rev. T. E. Jenkins, assisted by the Rev. J. F. G. Richards, Vicar of Fishguard, Rev. Vernon Johns, Vicar of Llanwnda and Manorowen, and Rev. G. Wynn Owen of the Free Church, dedicated the boat, and a vote of thanks to Mrs. Cory and Mr. Marryat was proposed by Captain C. W. Sanderson, patron of the Fishguard branch, and seconded by Mr. N. O. Mabe, honorary secretary of the branch.

The singing was led by the Fishguard and Llanwnda church choirs, accompanied by the Pembroke town band, and a guard of honour was mounted by Fishguard sea cadets.

The Angle naming ceremony took place at Angle pier, Mrs. Allen-Mirehouse naming the boat *Richard Vernon and Mary Garforth of Leeds*. The new boat was provided out of

legacies left by Mr. Richard Vernon, of Stone, Staffordshire, and Mr. Isaac Garforth, of Leeds, Yorkshire, and the general funds of the Institution. She had been exhibited at the National Boat Show at Olympia earlier in the year, and is one of the 46-foot 9-inches Watson cabin type.

After a bouquet had been presented to Mrs. Allen-Mirehouse by Miss Ruth Thomas, daughter of the Rector of Angle, the honorary secretary of the Angle branch, Major J. N. S. Allen-Mirehouse, opened the proceedings, and Lieut.-Commander Dutton described the life-boat. Captain Guy D. Fanshawe, R.N., a Vice-President of the Institution and a member of the Committee of Management, handed her over to the Angle branch and Lieut.-Colonel G. A. Jackson, honorary treasurer of the branch, received her. The Bishop of St. David's, the Right Rev. J. R. Richards, assisted by the Rev. Paul Thomas, Rector of Angle, and the Rev. D. G. Thomas, Vicar of Rhoscrowter, conducted the service of dedication, and after a vote of thanks to Mrs. Allen-Mirehouse by Sir Thomas Meyrick, Bt., the life-boat was named.

The singing was led by the Angle

parish church choir accompanied by the Pembroke borough band.

New Life-boat for Dungeness

The new Dungeness life-boat was named *Mabel E. Holland* by Mrs. Arthur F. Francis on the 14th of September. The boat, which was provided by a gift from Miss Maud E. Holland in memory of her late sister, is one of the 42-foot beach type.

After the Mayor of Lydd, Alderman Gordon T. Paine, who is also chairman of the Dungeness branch, opened the proceedings, Commander H. B. Acworth, Eastern District Inspector, described the boat. Air Vice-Marshal Sir Geoffrey R. Bromet, a member of the Committee of Management, handed the life-boat over to the branch, Mr. A. I. Tart, honorary secretary of the branch, accepting her. The Rev. H. A. Hodge, Rural Dean of South Lympne, dedicated the life-boat and Mrs. Francis then named her. A vote of thanks was proposed by Brigadier Sir H. R. Mackeson, Bt., Member of Parliament for Folkestone and Hythe.

The singing was accompanied by the Hythe town military band.

Yachtsmen's Help

[The following letter, which was published in *Yaching Monthly*, is reproduced by courtesy of the editor.]

SIR,

During a recent talk given to our members by a representative of the R.N.L.I., it appeared that, in our district at any rate, the Institution was handicapped by a lack of volunteers to assist in street and door collections.

As a result of hearing this, it was decided to offer them our assistance. Our members have responded almost unanimously and we have accepted responsibility for helping to collect in the Maldon and Bradwell districts of Essex.

Apart from hoping that readers in

these areas will generously support such a worthy cause, may I suggest that other clubs consider assisting their branches of the R.N.L.I. in a similar manner? In these days when leisure time is so short and thus so valuable, it would be a fine gesture for sailing folk all over the country to show their gratitude in this practical way to the service which is always on call should it be needed.

G. SMITH,

Publicity Officer,

Y.H.A. Sailing Group.

*3 Hillfield Avenue, Hornsey,
London, N.8.*

Obituary

ARTHUR CAPEWELL, Q.C.

MR. ARTHUR CAPEWELL, Q.C., a member of the Committee of Management, died on the 18th of October, 1957, at the age of 54. He was Deputy Chairman of the Somerset Quarter Sessions and held the posts of Counsel to the Lord Chairman of Committees, House of Lords, and Deputy Chairman of the Middlesex Quarter Sessions. He became a member of the Committee of Management in 1951 and served on the General Purposes and Publicity Committee and the Boat and Construction Committee.

COXSWAIN C. A. JOHNSON

Four coxswains whose outstanding acts of gallantry were recognised by the award of medals died during the past year. Among them was the holder of an exceptional number of medals, COXSWAIN CHARLES AMBROSE (JOE) JOHNSON, who joined the crew of the Great Yarmouth and Gorleston life-boat in 1907 and was appointed coxswain in February 1934, in which position he served until he retired at the end of 1946. He was the holder of no fewer than five medals for gallantry. He was awarded the silver medal in 1941 for the part which he played in one of the most remarkable combined rescue operations in the history of the Life-boat Service. In August of that year six steamers forming part of a convoy of merchant ships went aground on the Haisborough Sands. From these ships the Cromer no. 1 life-boat rescued 88 men, the Great Yarmouth and Gorleston life-boat under Coxswain Johnson 23 men and the Cromer no. 2 boat eight men. In 1922 Coxswain Johnson was awarded the bronze medal and he was awarded successive clasps to this medal for services in 1938, 1940 and 1941.

COXSWAIN THOMAS SINCLAIR

COXSWAIN THOMAS SINCLAIR, of Aberdeen, had the unusual distinction of being awarded the silver medal and clasp as well as the bronze medal. At

the end of January 1937 Aberdeen experienced twelve days of gales which were as bad as any in living memory. Among a number of services carried out by the Aberdeen life-boats during this period was the rescue of seven men from the steamer *Fairy*, of King's Lynn, in tremendous seas when only a few minutes remained before the *Fairy* drifted to destruction. For this service Coxswain Sinclair was awarded the silver medal and later in the same year he was awarded a clasp to this medal. His bronze medal was awarded in 1936. Coxswain Sinclair served as coxswain from 1924 to 1949.

COXSWAIN GEORGE TAYLOR

COXSWAIN GEORGE TAYLOR, of Newbiggin, was also the holder of a silver medal awarded for an outstanding service during the last war. This was the rescue in a 32-foot life-boat of the light surf type of eleven men from the Belgian motor vessel *Eminent*. To launch the life-boat 45 people, some half of whom were women, had to carry the life-boat overland. Coxswain Taylor joined the crew in 1904. He was appointed bowman in 1934, promoted second coxswain in 1936 and became coxswain in 1944, in which position he served until retiring in 1947.

COXSWAIN JOHN GILL

COXSWAIN JOHN GILL, of Galway Bay, who served as bowman from 1932 to 1933, second coxswain from 1933 to 1938 and coxswain from 1938 to 1943, was awarded the bronze medal in 1938 for the rescue of eleven men when the steam trawler *Nogi* went ashore on one of the Aran Islands in Galway Bay.

The death of eight other coxswains of life-boats occurred during the past year. They were:

William Baker of Folkestone.
Thomas Bulpin of Courtmaesherry.
Charles Conway of Totland Bay.

Coleman Flaherty of Galway Bay.
George Hooper of Tenby.
William Jones of Hoylake.
Howard Knight of Ramsgate (of

whom an obituary notice appeared
in the June number of the *Life-
boat*).
John Smith of Aldeburgh.

New Ways of Raising Money

THREE thousand gas-filled balloons were released from Torquay sea front with cards attached to each balloon bearing the name of someone who had paid one shilling to the Torquay branch of the Institution. Three prizes were awarded for the balloons which travelled furthest. Cards were returned showing that balloons had arrived in France, Switzerland, Western Germany, Eastern Germany and Jersey. A balloon which had travelled 775 miles and was picked up near Salzburg won the first prize for Mr. Herbert Eastwood of Leeds.

* * *

The Chief Cashier at Brown's Hotel in Dover Street, London, W.1. does not bank halfpennies, but puts all halfpennies received at the hotel into the life-boat collecting box. Over £16 were collected by this means in one year.

* * *

A concert held in a backyard in Filey, Yorkshire, raised 10s. for the Institution. The performers were Susan Cappleman, aged 9½, actor and director; Paul Dobson, aged 6¾, actor and scene shifter; and Joan Eastwood, aged 7¾, actor.

One summer afternoon the Howth life-boat cruised off-shore along Portmarnock Strand, Co. Dublin, while Mr. W. G. Smith, the local life-boat day organiser, addressed the crowd on the beach by loud hailer. Oilskin-clad collectors then landed by dinghy and filled their boxes.

* * *

Every year in the late autumn Messrs. Courtaulds factory near Carrickfergus lend their recreation hall for an open badminton tournament organised by Mrs. Hopper in aid of the Institution. It is supported by well-known amateur players from Belfast and the local area and attracts some generous donations. One tournament raised as much as £36.

* * *

A concert on board the channel steamer *St. Julien* on a day excursion from Weymouth to Guernsey was given by men of the 108 Royal Engineers Territorial Unit of Swansea, who were in camp at Wyke Regis. A collection taken afterwards raised £5 17s. 6d. for the Guernsey branch of the Institution.

Loss of a Bell

A BELL which was bought sixty-three years ago by the fish salesmen of Brixham fish market was used for many years as a speedy method of summoning the crew of the Torbay life-boat even before the maroons were fired. The bell was at one time in

the possession of W. G. Sanders, who was coxswain of the Torbay life-boat, and whose son is now the life-boat shore attendant. The bell was stolen in August of this year and has not yet been traced by the police.

Awards to Honorary Workers

Thanks of Institution on Vellum

The thanks of the Institution inscribed on vellum have been accorded to the following honorary secretaries of life-boat stations on their retirement:

- MR. CHARLES H. ASH, Appledore.
 CAPTAIN JOHN J. DIGGINS, Poolbeg.
 MR. WALTER HEAP, Lytham-St. Anne's.
 MR. W. T. BROOKES PARRY, Rhyl.

Barometer

The barometer with an inscription has been awarded to the following honorary secretaries of life-boat stations:

- MR. B. V. HOWELL, Pwllheli.
 MR. CAMPBELL MUIR, Eyemouth.

Binoculars

The binocular glass with an inscription has been awarded to the following honorary secretaries of life-boat stations:

- MR. W. R. BRIDSON, Port St. Mary.
 PROVOST J. S. COLLIN, Eyemouth.
 MAJOR N. DUGDALE, Sunderland.
 MR. T. S. HARVEY, Stromness.
 MR. W. H. MAXWELL, Whitehills, on retirement.
 MR. H. N. MORRISON, Barra Island.
 MR. J. K. PALMER, Peel, on retirement.
 MISS M. SUTHERLAND, Longhope.
 MR. G. WATSON, Whitehills.

Bar to the Gold Badge

The bar to the gold badge has been awarded to MAJOR A. C. F. LUTTRELL, honorary secretary of the Axminster branch; and to MR. W. POWELL, honorary secretary of the Swanage station branch, on retirement.

Gold Badges

The gold badge has been awarded to:

CAPTAIN SIR QUENTIN CRAUFURD, BT., M.B.E., R.N., honorary secretary Dungeness station branch.

MRS. GUYSE-BARKER, Chairman, Conway branch.

MRS. HOOK, honorary secretary, Welling guild.

MRS. R. M. LLOYD, vice-Chairman, Conway branch.

MR. R. H. MAHONY, honorary secretary' Ballycotton station branch.

MISS RHIND, Chairman, Drogheda branch.

MRS. A. SCOBIE, honorary secretary, Arbroath station guild.

MRS. ALBERT TAYLOR, Chairman and honorary secretary, Swinton and Pendlebury branch.

MRS. WELLS, honorary secretary, Hertford branch.

MRS. WARD, President, Cowes guild.

MRS. CHARLES WILLIAMS, Chairman, Cardiff guild.

MR. F. O. WILLS, Chairman, Bristol branch.

Silver Badge

A silver badge has been awarded to:

MR. A. H. ALLAN, Tobermory.

MRS. APPS, Cheam and district.

MR. W. ASHTON, Arundel

MRS. H. F. BALEAN, Market Rasen.

MRS. BALFOUR, Sidmouth

MRS. R. G. BALL, Mirfield.

MISS BASSON, Thame.

MRS. T. M. BATY, Stamfordham.

MRS. BAYLIS, Bromley.

MISS BEXFIELD, Beddington.

MRS. BLAIR, Dunfermline.

MRS. DAVID BUTTERWORTH, Saddleworth (Greenfield).

MRS. R. S. CARMAN, Llanelly.

MISS CARNDUFF, Irvine.
 MRS. M. C. CHIVERALL, City of London.
 MR. J. O. M. CLARK, Paisley.
 MRS. H. P. CLOUGH, Keighley.
 CAPTAIN I. P. COATS, D.L., Paisley.
 MRS. B. A. CURRAN, Swansea.
 MR. J. W. EARLE, F.S.I., F.L.A.S., Uckfield.
 MRS. M. E. EDWARDS, Aberystwyth (Borth).
 MRS. ELTON, Southport.
 MRS. GWYNNE EVANS, Swansea.
 MRS. FRANCIS, Shrewsbury.
 MR. D. S. FRASER, Kilmarnock.
 MRS. L. M. FRAZER, Antrim.
 MISS FRENCH, Exmouth.
 MRS. EDMUND GARDNER, Blundellsands.
 MRS. A. GARLAND, Courtown.
 MR. JOHN A. GEE, Derby.
 MRS. GELDARD, Southport.
 MR. J. F. GILLAN, Aberdeen.
 MRS. GRAHAM, Glasgow (Giffnock).
 MRS. GOOLD, Hasborough.
 MR. H. C. HEMPSALL, Retford.
 MR. L. M. HILLCOAT, Renfrew.
 MISS HONOUR, Glasgow (Uddingston).
 MRS. R. H. K. HOPE, Dunbar.
 MR. T. B. HUMPHREY, South Shields.
 MISS ITTNER, Stoke Newington.
 MRS. A. KAY, Royton.
 MRS. R. B. KELLEY, Leyland.
 MRS. D. H. KILLEN, Larne.
 MR. A. L. KIRKALDY, Buckhaven.
 EX-PROVOST LAMONT, Irvine.
 MRS. G. W. LATIMER, B.Sc., Wigan and Standish.
 MR. G. S. LINNELL, Derby.
 MISS C. LOWSLEY-WILLIAMS, Tetbury.
 EX-PROVOST MACPHERSON, Dunoon.
 MR. A. W. MARTIN, Glasgow (Central).
 MRS. D. R. MARTIN, Renfrew.
 MISS M. MILNE, Grantown-on-Spey.
 MRS. MOFFITT, Stourport-on-Severn.
 MR. A. F. MORSE, Selkirk.

MR. D. G. MOWAT, Wick.
 MR. J. MULREADY, Doncaster.
 MRS. F. H. MUNSON, Spalding.
 MRS. MURRAY OF TOUR, Kilmarnock.
 MRS. NEILSON, Leamington Spa.
 MRS. NEWMAN, Brill.
 MRS. NIGHTINGALE, Cheam and district.
 MRS. O'HARA, Glasgow (Govanhill).
 MR. R. D. OWEN, Stamford.
 MISS A. S. OWENS, Kinross.
 MRS. A. PHILLIPS, Swansea.
 MR. JOHN RAE, Stromness.
 MISS G. SMITH, Oxford.
 MRS. D. J. SNELL, Swansea.
 MISS E. GRAINGER STEWART, Dunbar.
 MRS. G. TOWNEND, Bridlington.
 SHERIFF R. J. WALLACE, D.L., Lerwick.
 MR. E. R. WARD-BEST, Stoke-on-Trent.
 MRS. WARWICK, Southport.
 MRS. WELCH, Rickmansworth.
 MR. J. SWAN YOUNG, Elgin.

Statuettes

A statuette of a life-boatman has been awarded to:

MRS. R. COPELAND, Millport.
 MR. J. W. HINDLEY, Rochdale.
 MR. C. F. SPENCER, Halifax.
 MRS. J. B. THORNTON, Bradford.
 HIBERNIAN MARINE SCHOOL, Dublin.

Record of Thanks

A record of thanks has been awarded to:

MR. J. F. HARLEY, Crieff.
 MR. D. A. MACINNES, Lochgilphead.
 MRS. MORRISON, Linlithgow.
 GLOUCESTER ROUND TABLE.
 ROTARY CLUB OF PURLEY.

Methodist Sunday School Interest

THE lesson proposed for the senior department of Methodist Sunday schools for Sunday the 18th of August was devoted to the work of the Institution. The notes issued on the senior course gave a brief account of the organisation of the service and a description of the rescue from the tanker *World Concord* in November,

1954. They emphasised particular the international nature of the service and pupils were later asked to describe the rescue from the *World Concord* if they themselves had been members of her crew. Many Sunday school teachers have subsequently written to the Institution asking for further information about its work.

Notice

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

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

The next number of THE LIFE-BOAT will be published in MARCH, 1958.

Clarke Chapman

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Six-ton "Above Ground" type of electrically driven capstan supplied to the Royal National Life-boat Institution for hauling in the life-boat at Walmer Life-boat Station.

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