

THE LIFE-BOAT

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Notes of the Quarter

IN 1957, for the second year in succession, life-boats were launched on service more than 700 times. The total figure was 716, and the last two years have been the only years in time of peace in which the figure of 700 was exceeded. Life-boats rescued 609 lives in 1957 compared with 533 in 1956. In addition the Institution gave rewards for the rescue of 110 lives by shore-boats.

For the first time in the Institution's history the category of vessels which made the greatest demands on the life-boats was that of yachts. During the year life-boats were launched 173 times to the help of yachts and rescued 228 lives from them. There were 137 launches to fishing vessels; 133 to motor vessels, steamers, barges and motor boats; and 44 launches to the help of aircraft.

The increase in recent years in the number of services to pleasure craft is a significant one. The total number of services by life-boats to fishing vessels, coasters, tankers, barges and aircraft has not declined. In fact the reverse is the case, and year after year the number of such services tends to increase. But the proportion of these services grows less because of the persistent increase in the number of calls made by yachts.

LONG SEARCHES FOR AIRCRAFT

During the three months under review in this number of the *Life-boat* there have been a number of long and exacting searches by life-boats for aircraft which have crashed into the sea. In October life-boats were fifty-six hours at sea searching for a United States Sabre Jet. In November there was a search for two United States Thunder Jets, during which life-boats spent eighty-five hours at sea, and another search for a Hawker Hunter, in which the total time spent at sea by life-boats was 142 hours. Fuller details of these searches are given on page 6.

An unusual service which took place in October was that carried out by the

Weston - super - Mare life - boat when seven men were marooned on a sixty-foot high drilling tower in Bridgwater Bay. One by one the seven men jumped into the life-boat. They were rescued successfully, although the life-boat was damaged when a heavy sea carried her against the drilling tower. A full account of this service appears on page 10.

Six life-boats were called out on Christmas Day. The Margate and Southend-on-Sea life-boats put out to the help of a German collier, the Great Yarmouth life-boat to a Belgian trawler, the Bembridge life-boat to a steamer, and the Penlee life-boat to a tanker, from which she landed a sick man. The Dover life-boat was also launched when a coaster was reported ashore.

LIFE-BOAT BENEVOLENT FUND

Mr. Arthur Francis, a resident of Brighton, and his wife recently made a gift to the Institution, which was offered, in Mr. Francis's words, as an expression of their "great admiration for the men who man the life-boats around our coasts". The fund is known as the Life-boatmen's Benevolent Fund, to which contributions are invited. The fund will be used to relieve any members or former members of life-boat crews who find themselves in poor circumstances and in need of financial assistance.

Mr. Francis is a relative of the late Miss Maud Holland, who shortly before her death gave the money for the new Dungeness life-boat *Mabel E. Holland*.

DUKE OF EDINBURGH TO REMAIN ON COMMITTEE

H.R.H. the Duke of Edinburgh has accepted co-option as a member of the Committee of Management of the Institution.

The Duke of Edinburgh was formerly *ex officio* a member of the Committee

in the capacity of Master of the Honourable Company of Master Mariners. He later relinquished that post and became Admiral of the Honourable Company of Master Mariners, and has now signified his wish to remain a member of the Committee.

The present Master of the Honourable Company of Master Mariners, Air Chief Marshal Sir Frederick W. Bowhill, G.B.E., K.C.B., C.M.G., D.S.O., remains *ex officio* a member of the Committee.

NEW COVER FOR JOURNAL

As readers will have noticed, the journal now appears with a new cover, although the traditional heads of coxswains are being retained. From time to time in the past the cover of the journal has been changed. From 1911

to 1920, for instance, the colour of the cover was blue. For a short time there was a white cover, with a picture of a life-boat service in the centre and the heads of coxswains at the four corners. This type of design was retained for some years, although the colour of the cover was changed to sepia. The colour and design of cover in use until the present number were first adopted in 1933.

NEW YEAR HONOURS

The list of honours bestowed on those associated with the Life-boat Service in the New Year Honours for 1958 was :—

K.B. MR. WALTER BARRIE (Chairman of Lloyds).

G.C.B. ADMIRAL SIR JOHN ECCLES, K.C.B., K.C.V.O., C.B.E.

Portrait on the Cover

THE portrait on the cover is of Coxswain Walter Crowther, of Plymouth. He was appointed in 1939 after having served for more than nine years as second coxswain. In 1942 Coxswain Crowther was awarded the bronze medal for gallantry for rescuing the

crew of two of a Sunderland flying boat of the Royal Australian Air Force. During his period of service Plymouth life-boats have been launched 87 times and rescued 75 lives. The photograph is reproduced by courtesy of the *Western Morning News*.

Rescue from Coaster with Forty-five Degree List

At 7.30 on the morning of the 5th of November, 1957, the honorary secretary of the New Brighton station, Captain G. Ayre, learnt from the Formby coastguard that the *J. B. Kee*, a coaster of 211 tons, of Castletown, Isle of Man, was in difficulties ten miles west of Morecambe Bay light-vessel. Her cargo of gravel had shifted in a fresh southerly gale, and the Fleetwood life-boat had gone to her help. The master of the *J. B. Kee* had later told the coastguard that she no longer needed help and was making for Liverpool Bar lightvessel at a speed of two-and-a-half knots. Captain Ayre alerted the crew of the New Brighton life-boat.

At 8.54 it was learnt that the *J. B. Kee* was again in difficulties. She had developed a heavy list to port in high seas off Liverpool Bar. The Liverpool pilot cutter was standing by, but the heavy list of the coaster and the seas which were running made it impossible for her to give any help.

It was decided that the New Brighton life-boat should put out, and her crew had considerable difficulty in boarding her at her moorings. At 9.20 the 52-foot Barnett life-boat *Norman B. Corlett* cast off.

Strong Gale Blowing

A strong gale was blowing from the south-south-west. The seas were very rough and there were intermittent rain squalls. It was nearly high water, and the tide was turning in Liverpool Bay. On being told that the position of the coaster was now a mile-and-a-half south of the bar, Coxswain George Stonall decided to take the life-boat through the Rock Channel and over the banks on a direct course.

About 10.15 the life-boat reached the *J. B. Kee*. The coaster was drifting just west of the entrance to the Queen's Channel in five fathoms of water. She had a list of 45° to port and was unable to steam or to work her boats or anchors. She had a 14-inch belting

running round her hull just above the water line, and she was lying beam-on to wind and sea with her head to the north-west.

Port Rails in Water

Her port rails were in the water, and she was rolling her bridge deck into the sea and shipping water over all. Her starboard bilge keel was coming out of the water, and this and the wide belting made it extremely hazardous for the life-boat to approach her on the starboard side. Nevertheless Coxswain Stonall decided that her starboard bow offered the best chance of a successful rescue.

Through the loudhailer he told the crew of the coaster to muster forward. He waited for the right moment and then ran the port bow of the life-boat right alongside the starboard side of the coaster and called to her crew to jump.

The life-boat crew lined the deck

and seized the six members of the coaster's crew as they slid down into the boat. No one was injured and Coxswain Stonall brought the life-boat away stern first, avoiding both the coaster's bilge keel and her belting. The *J. B. Kee* rolled over and sank shortly afterwards.

The life-boat returned to her station and landed the survivors at New Brighton at 11.45.

Bronze Medal Awarded

For this service the bronze medal of the Institution has been awarded to Coxswain Stonall. The thanks of the Institution inscribed on vellum have been accorded to Motor Mechanic John Bray, who carried out his duties single-handed because the assistant mechanic was sick.

Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £1 10s. ; additional rewards to the crew, £16. Total rewards, £29 15s. 0d.

Rescue from Trawler Aground near Kilmore

About 10.45 on the night of Thursday, the 19th of December, 1957, the lights of a vessel passing between the two Saltee islands off the Wexford coast were seen from Kilmore Quay. It was a wild night, and as the coast is a dangerous one the vessel was kept under close observation.

Gusts of Force Ten

Thirty-three minutes later the vessel was seen to be burning a red flare, and she was sounding her siren continuously. She was now near Ballyteige Bay some five miles from Kilmore. The honorary secretary of the Kilmore life-boat station, Mr. C. M. Clifford Gibbons, gave instructions for the life-boat to be launched, and maroons were fired at 11.22.

It was then one hour after low water, and the life-boat therefore had to be launched at the harbour entrance. A fresh gale was blowing from the south-south-west, with gusts at times of force ten. Although there was some lee from the Saltee islands, the sea was moderately rough at the launching

place, but by 11.49 the 35-feet 6-inches single-screw Liverpool type life-boat *Ann Isabella Pyemont* was under way.

Coxswain Mark Bates set a course to the southward to clear outlying dangers and then altered course to the westward. *Visibility was poor, for there was an overcast sky and rain.* There was no moon and no shore lights were visible. By the time the life-boat was clear of the islands the sea was very rough, and there was a heavy swell from the south-south-west.

It was not until 12.15 that a light was seen from the vessel in distress. It was only a faint light caused by oil being burnt on board the ship. The light was on the life-boat's starboard beam and the coxswain altered course towards it.

Heavy List to Port

As the life-boat approached, the trawler, which was the *Augusta Mariste* of Lorient, switched on her navigation lights. They were very dim and the life-boat's searchlight was also switched on to help light the sea. Heavy seas

were now breaking and Coxswain Mark Bates reduced speed as he approached the trawler.

At 12.40 the life-boat came up with the *Augusta Mariste*, which was a large wooden trawler. She was stopped in the trough of the waves with her head to the east-south-east. She was low in the water, with a heavy list to port, and was rolling dangerously. Her position was less than a mile from the shore, and the water was only five fathoms deep.

Coxswain Bates immediately decided that his only hope of approaching the trawler was from the leeward, although on that side the *Augusta Mariste* had two trawl boards swinging over the side from their gallows, one forward and one aft. Her mizen boom was free and was swinging wildly from side to side.

Edged Between Boards

The life-boat rounded the stern of the trawler and edged in between the trawl boards. The *Augusta Mariste's* crew failed to secure the line, but as the life-boat approached, two of them scrambled aboard her over the trawler's gunwale, which at that moment was rolling below the gunwale of the life-boat and in danger of damaging her seriously. After the two men had scrambled aboard, a sea carried the life-boat away from the trawler, and the coxswain sheered away to make a second approach.

Once more the life-boat was brought between the two trawl boards. This time lines were put aboard the trawler, and these helped to control the ranging of the life-boat and narrowly prevented her from being swept under the

forward trawl board. At this second attempt six more men were taken aboard the life-boat, but the *Augusta Mariste's* skipper, who seemed determined to remain with his ship, cast off the securing ropes. Without the ropes it was impossible to hold the life-boat in position any longer, and once again Coxswain Bates sheered away before approaching the trawler for his third attempt.

Seized by the Neck

At the third attempt the ninth man from the trawler scrambled aboard, and only the skipper remained. Acting Bowman John Blake made two attempts to grab the skipper but failed. Then at the third attempt, with the life-boat still being held in position, he grabbed the skipper by the neck and dragged him over the gunwale into the life-boat.

It was now one o'clock, and by this time the trawler was less than half a mile from the beach. Coxswain Bates immediately left the trawler and made for Kilmore, where the life-boat arrived at 1.40. The ten rescued men were landed, and one of them, who was injured, was taken to hospital. The trawler later drove ashore and broke up.

For this service the silver medal for gallantry was awarded to Coxswain Mark Bates. The thanks of the Institution inscribed on vellum were accorded to the other six members of the crew: Second coxswain J. Bates, Bowman J. Blake, Motor Mechanic J. Kehoe, Assistant Motor Mechanic C. Bates, R. Barry, and N. Wickham, Scale rewards to the crew, £12 5s.; rewards to the helpers on shore, £14; additional monetary rewards to the crew, £21; total rewards, £47 5s.

Rescue by Borough Engineer and Clerk

About eleven o'clock on the morning of the 7th of September, 1957, Mr. Harry Wilman, the borough engineer and surveyor of Colwyn Bay, learnt at his office that a boat was in distress in the bay. He arranged for a message to be passed to the Llandudno life-boat and then with one of his clerks, Mr. Leslie Hill, fetched his 12-foot aluminium dinghy and outboard motor

from his home and took it to the beach.

A fresh gale was blowing from the south-west directly off shore, and beyond the pier the water was very rough. The boat in trouble was a 12-foot wooden dinghy, in which there were two young men and two girls, who were unable to row back to the beach against the strong wind.

Line Made Fast

Mr. Wilman and Mr. Hill immediately launched the aluminium dinghy and started the outboard motor. They threw a line to the wooden dinghy and at the second attempt the line was made fast and towing began. The wooden dinghy was half full of water and steering was difficult.

About half way to the shore the wooden dinghy suddenly went under and the four young people were thrown into the water. Mr. Hill cut the tow rope and at that moment the outboard engine failed.

Mr. Wilman and Mr. Hill tried to row back to the four young people, who were scattered in the water, but they lost a rowlock. With some difficulty they restarted the engine, whose plugs were wet, but they saw one boy throw

up his hands and sink. They picked up one of the girls at the first attempt and a quarter of an hour later they rescued the second girl. They continued to look for the other boy until the engine ran out of petrol.

Life-boat's Part

The 35-foot 6-inches self-righting Llandudno life-boat *Tillie Morrison, Sheffield*, was launched at 11.35. She reached the aluminium dinghy and took Mr. Wilman, Mr. Hill and the two girls on board and then carried out an unsuccessful search for the boys. An account of the part played by the life-boat appeared in the December, 1957, number of the *Life-boat* on page 560.

For this service the thanks of the Institution inscribed on vellum have been accorded to Mr. Harry Wilman and Mr. Leslie Hill.

Tests of the Reliability of Life-belts

Rigorous tests have been carried out on the life-belts issued by the Institution to members of life-boat crews following some rather disturbing reports issued by the Danish Ministry of Commerce and Shipping on the effects of oil on kapok life-belts. The Danish report stated that a kapok life-belt carrying a load of 16½ lbs. of iron and placed in a vessel of salt water with a layer of oil 1/5th inch thick on the surface, sank with disturbing speed. With a layer of paraffin the life-belt sank in 2 minutes 40 seconds, and with a layer of diesel oil in 4 minutes 30 seconds. With a layer of petrol it sank even more quickly.

Test in Paraffin

The normal tests of the Institution's life-belts are carried out with a weight of 20 lbs. If a life-belt can support a 20 lbs. deadweight it can be relied upon to support considerably more than the weight of one man in the water. All life-belts are tested with this weight for twenty-four hours. If at the end of twenty-four hours they are still floating freely, the life-belts are passed as satisfactory.

To test the Institution's standard life-belt in oil-polluted water a tank was

filled with fresh water and a ¼ inch layer of paraffin was placed on the surface. Two life-belts were then tested with weights attached. One was the standard life-belt and the other was a belt lined with polythene, which was expected to act as a protective layer between the kapok and the oil. The standard belt was able to support a load of 34 lbs. and the polythene-lined belt a load of 33 lbs. At the end of an hour the standard belt was still able to support a load of 28.8 lbs. and the polythene belt a load of 32.25 lbs. At the end of twenty-four hours both belts were supporting a load of 22 lbs., that is to say 2 lbs. above the normal testing load. It was not until the life-belts had been in the oil-polluted water for 33½ hours that the load they were capable of supporting was reduced to 20 lbs.

A similar test was later carried out on a standard life-belt with a ¼-inch layer of diesel oil on the surface of the tank. The buoyancy of the life-belt was even greater in this case, and at the end of thirty-four hours the belt could still support a load of 23.6 lbs. No tests were carried out with petrol because of the risk of fire.

Salt Water Tests

The Danish tests had been carried out in salt water, and after the completion of the tests in fresh water the Institution's belts were also tested in salt water. As was expected, buoyancy was even greater in salt water than in fresh water, and at the end of twenty-four hours the standard life-belt could support a load of 27 lbs.

The tests, in fact, completely vindicated the Institution's standard belt, for they were carried out in conditions much worse than any likely to be encountered on service. At sea the quick spread of oil on the surface would, in any normal circumstances, thin down the concentration of oil to a fraction of the layer used in the tests.

Search for Aircraft

IN the last quarter of 1957 there were a number of long and exacting searches by life-boats after aircraft had crashed. Unfortunately, as happens so often when aircraft come down in the sea, it was impossible to rescue any survivors. Details of these searches are given in the tables below :—

SEARCH FOR U.S. SABRE JET AIRCRAFT

				<i>Hours at Sea</i>	<i>Rewards paid by Institution</i>		
					£	s.	d.
Oct.	30th	Cromer No. 1	.. ..	27	67	19	0
"	"	Sheringham	.. ..	29	103	3	0
				<u>56 hours</u>	<u>£171</u>	<u>2</u>	<u>0</u>

SEARCH FOR HAWKER HUNTER AIRCRAFT

				<i>Hours at Sea</i>	<i>Rewards paid by Institution</i>		
					£	s.	d.
Nov.	7th	Tenby	.. ..	24	66	5	0
"	"	Ilfracombe	.. ..	20	58	13	0
"	"	Appledore	.. ..	23	46	15	0
"	8th	Angle	.. ..	21	55	15	0
"	"	Clovelly	.. ..	18	49	1	0
"	"	Padstow No. 1	.. ..	16	28	0	0
"	"	Padstow No. 2	.. ..	16	34	10	0
"	9th	Tenby	.. ..	4	22	0	0
				<u>142 hours</u>	<u>£360</u>	<u>19</u>	<u>0</u>

SEARCH FOR TWO U.S. THUNDER JETS

				<i>Hours at Sea</i>	<i>Rewards paid by Institution</i>		
					£	s.	d.
Nov.	13th	Southend-on-Sea	.. ..	16	47	15	0
"	"	Ramsgate	.. ..	17	40	5	0
"	"	Margate	.. ..	21	60	14	0
Nov.	15th	Southend-on-Sea	.. ..	11	35	5	0
"	"	Ramsgate	.. ..	10	23	5	0
"	"	Margate	.. ..	10	37	9	0
				<u>85 hours</u>	<u>£244</u>	<u>13</u>	<u>0</u>

New Life-boat Station at Selsey

The Institution has approved a proposal to build a new life-boat station at Selsey, Sussex, a quarter of a mile nearer the shore than the existing station. Competitive tenders have been invited. The work will involve the construction of a steel approach gangway from the sea wall high above sea level, a new boathouse and a reinforced

concrete and steel slipway at a gradient of 1 in 5.

In the September, 1957, number of the *Life-boat* details were given of the heavy expenditure incurred in maintaining the present Selsey life-boat station. Since the end of the war the general upkeep of the station has cost more than £26,000, and repair, reconstruction and survey have cost over £7,000 more.

Services of the Life-boats in October, November and December, 1957

77 Lives Rescued

OCTOBER

DURING October life-boats were launched on service 36 times and rescued 29 lives,

MOTOR BOAT TOWED TO DOUGLAS

Douglas, Isle of Man. At 10.15 on the night of the 2nd of October, 1957, the harbour master reported that a flare had been seen two and a half miles off Douglas Head. At 10.25 the life-boat *R. A. Colby Cubbin No. 1* was launched in a moderate swell. There was a gentle westerly breeze blowing and the tide was ebbing. The life-boat found the motor boat *Onward*, with a crew of four, adrift two miles east-south-east of Douglas Head. Her engines had broken down, and the life-boat took her in tow, reaching her station at 11.45. Rewards to the crew, £8 15.; rewards to the helpers on shore, £3.

TOW FOR BOAT WITH ANGLERS ABOARD

Dover, Kent. At 6.52 on the evening of the 3rd of October, 1957, a message was received that a small motor boat was burning distress flares west of Dover. Eight minutes later the life-boat *Southern Africa* put out in a moderate sea. There was a moderate northerly breeze blowing and the tide was flooding. The life-boat found the motor boat *Beach Belle*, with four anglers on board, drifting three miles west of Dover. Her gear box had broken down, and the life-boat took her in tow to Dover harbour, arriving at 8.30. Rewards to the crew, etc., £10 5s.

SICK MAN TAKEN FROM STEAMER

Great Yarmouth and Gorleston, Norfolk. At 5.18 on the morning of the 4th of October, 1957, the coastguard telephoned to say there was a sick man on board the S.S. *Selectivity* of London. At 5.25 the life-boat *Louise*

Stephens was launched in a slight sea with a doctor on board. There was a light west-north-westerly breeze blowing and the tide was flooding. The life-boat reached the ship three miles north of Gorleston. The doctor discovered the man was very ill with pleurisy, and he was taken on board the life-boat and brought ashore. An ambulance then took him to hospital. The life-boat reached her station at 6.35. Rewards to the crew, £11 5s.; rewards to the helpers on shore, £2 8s.

MEMBER OF LIGHTVESSEL'S CREW TAKEN OFF

Arklow, Co. Wicklow. At 8.45 on the morning of the 6th of October, 1957, a message was received from the Irish Lights Office that a member of the crew of the Arklow lightvessel had been taken ill. At 9.10 the life-boat *Inbhear Mor* was launched in a moderate sea. There was a light south-westerly breeze and the tide was flooding. The life-boat reached the lightvessel, embarked the sick man and returned to her station, arriving at 12.13.—Rewards to the crew £12 5s.; rewards to the helpers on shore, £2 14s. Refunded to the Institution by the Commissioners of Irish Lights.

BOARDING BOAT STANDS BY YACHT

New Brighton, Cheshire. At 3.50 on the afternoon of the 6th of October, 1957, the Wallasey police telephoned to say a yacht was in difficulties in the Rock Channel opposite the coastguard look-out post. The life-boat *Norman B. Corlett* put out at 4.10, towing a boarding boat. There was a smooth sea, a light westerly breeze was blowing, and it was low water. The life-boat made her way to the Rock Channel as far as R.10 buoy, but could go no further because of the low water. Three members of the life-boat crew were transferred to the boarding boat, which reached the yacht *Ranzo*. The yacht was aground, with three people

on board, but her crew declined help. The boarding boat stood by until the *Ranzo* was refloated on the next high tide. The life-boat reached her station at 6.10. Rewards to the crew, £7 10s.; rewards to the helpers on shore, £1 8s.

LIGHTVESSEL'S MASTER TAKEN OFF

Aldeburgh, Suffolk. At 9.43 on the morning of the 8th of October, 1957, Trinity House Depot at Harwich asked if the life-boat would bring ashore the sick master of the Shipwash lightvessel, who needed medical treatment urgently. Seven minutes later the no. 1 life-boat *Abdy Beauclerk* was launched with a doctor on board in a smooth sea. There was a gentle north-easterly breeze and thick fog. It was high water. The life-boat embarked the sick man and reached her station at 6.8. Rewards to the crew, £13 10s.; rewards to the helpers on shore, £27 4s. 6d. Refunded to the Institution by Trinity House.

TOW FOR FISHING VESSEL AGROUND

Berwick-upon-Tweed, Northumberland. At 8.28 on the morning of the 9th of October, 1957, the coastguard reported that the motor fishing vessel *Orient*, of Burnmouth, was aground close to the shore three miles north of Berwick and was leaking. The life-boat *William and Mary Durham* was launched at 8.45 in calm weather. It was low water. The life-boat reached the *Orient* three-quarters of an hour later and found that she was ashore astern and almost on her beam ends. Her crew of four were baling with buckets, and the coxswain decided to put a tow rope aboard. At 10.30 the fishing vessel was refloated, and after her master had satisfied himself that she was seaworthy, he set course for Burnmouth. The life-boat returned to her station, arriving at 11.55. Rewards to the crew, £14; rewards to the helpers on shore, £1 16s.

LIFE-BOAT AND AIRCRAFT JOIN IN SEARCH

St. Peter Port, Guernsey. At 10.30 on the morning of the 9th of October, 1957, a message was received from the

Alderney harbour master that three men had put out in a boat to go fishing and had not returned. They had been last seen at six o'clock on the evening before three miles north-east of the Casquets lighthouse. At 11.56 the life-boat *Euphrosyne Kendal* put out in a slight sea. There was a light north-easterly breeze blowing and it was low water. The life-boat made for the position, and aircraft also joined in the search. An aircraft eventually found the 30-foot open boat *Shirley May* of Alderney two miles south-west of Alderney. The life-boat was guided to the position and took the boat, which had engine trouble, in tow. The life-boat reached her station at 10.10. Rewards to the crew, £26 5s.; reward to the helper on shore, £1 2s.

CABIN CRUISER TOWED TO SWANAGE

Swanage, Dorset.—At 7.36 on the evening of 9th of October, 1957, the Studland coastguard telephoned that red flares had been seen in the direction of Canford Cliffs. The life-boat *R.L.P.* was launched at 8.1 in calm weather. It was high water. The life-boat made for the position, and at 8.8 the Poole police reported that a boat was aground off Training Bank. The life-boat found the cabin cruiser *William III* and went alongside. The cabin cruiser had a crew of four, three of whom had gone ashore in a dinghy. As she was leaking badly the coxswain decided to tow her to a sandy beach in Studland Bay. The life-boat then returned to her station, with the remaining member of the cabin cruiser's crew on board, arriving at 10.10. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £2 8s.

LIFE-BOAT ON PASSAGE TAKES OFF SICK MAN

Dover, Kent.—While on passage on the afternoon of the 12th of October, 1957, from Rowledge to Dover, where she was to be stationed temporarily, the life-boat *Cunard* received a message on her radio telephone that a member of the crew of the North Goodwin lightvessel was sick and ought to be taken ashore immediately. The life-boat was then off the North Foreland. In calm weather she made her way to

the lightvessel, embarked the sick man and landed him at Ramsgate at 8.20. She then continued her passage to Dover. Rewards to the crew, £5. Refunded to the Institution by Trinity House.

SALVAGE VESSEL TOWED IN

Redcar, Yorkshire. At 5.40 on the evening of the 15th of October, 1957, the Saltburn coastguard telephoned that the salvage vessel *White Heather* needed help near the old wreck of the *Demetrius* off Redcar. At 6.10 the life-boat *City of Leeds* was launched in a moderate sea. There was a moderate south-westerly breeze blowing and the tide was flooding. The *White Heather*, which had a crew of five, had broken her propeller shaft, and the life-boat took her in tow and reached her station at eleven o'clock. Rewards to the crew, £13 10s. ; rewards to the helpers on shore, £8 18s.

BELGIAN AND LIBERIAN STEAMERS IN COLLISION

Dover and Walmer, Kent. At 2.24 on the morning of the 16th of October, 1957, the Deal coastguard reported that the S.S. *Flandres*, of Antwerp, had been in collision with the Liberian steamer *Trader* four miles south-east of the Goodwin Sands, and that there were several injured men on board the *Flandres*. At 3.3 the Dover life-boat *Southern Africa* put out in a moderate sea, with a moderate south-south-westerly breeze blowing and thick fog. The tide was flooding. At 3.30 the Walmer life-boat *Charles Dibdin* (*Civil Service No. 2*) was launched with a doctor on board. The Dover life-boat reached the *Flandres* fourteen miles east of Dover and guided the Walmer life-boat to the position by the use of parachute and hand flares. Much help was given by the French tug *Jean Bart*, which was standing alongside the Belgian steamer and passed direction-finding bearings to the life-boat. The injured men had already been taken on board the *Jean Bart*, and the doctor from the Walmer life-boat was transferred to her. The *Jean Bart* then took the *Flandres* in tow for Calais. In the meantime the

Southern Africa had left for her station, which was reached at 9.14. The Walmer life-boat accompanied the *Jean Bart* for a short while and then returned to her station, arriving at 10.45. The doctor remained on board the *Jean Bart* until she reached Calais. Dover : rewards to the crew, £13 10s. ; Walmer, rewards to the crew, £20 5s. ; rewards to the helpers on shore, £15 14s.

ESCORT FOR NAVAL TENDER

Plymouth, Devon. At 12.54 on the afternoon of the 18th of October, 1957, a message was received that a naval tender was asking for help in Whitsand Bay and that the tug *Superman* was being sent. As no further details were known it was decided that the life-boat should also make for the position given, and at 1.12 the life-boat *Thomas Forehead* and *Mary Rowse* put out, with the second coxswain in command, in a heavy swell. There was a moderate westerly gale and the tide was ebbing. The life-boat and the tug found the tender *MFV 1547* three miles south-west of Rame Head making for Plymouth under her own power. They escorted her and the life-boat finally reached her moorings at 3.15. Rewards to the crew, £12.

YACHT TOWED TO CLACTON

Clacton-on-Sea, Essex. At 12.58 on the afternoon of the 20th of October, 1957, the coastguard telephoned that a yacht had capsized south of Clacton pier. At 1.10 the life-boat *Sir Godfrey Baring* was launched in a rough sea. There was a moderate south-westerly breeze and the tide was ebbing. Ten minutes later the life-boat reached the position and found that the crew of two of the yacht *Starbeam II* had been rescued by another yacht. The life-boat towed the capsized yacht to Clacton, which was reached at 1.40. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £4 13s. 6d.

MAN RESCUED FROM ROWING BOAT

Dover, Kent. At 1.10 on the afternoon of the 20th of October, 1957, a message was received that an open boat appeared to be in difficulties two miles

outside the western entrance to Dover harbour. At 1.28 the life-boat *Southern Africa* put out, with the second coxswain in command, in a moderate sea. The editor of the *Life-boat* was on board. A gentle westerly breeze was blowing, and the tide was ebbing. Guided by a helicopter of the Royal Navy, the life-boat found the dinghy with a man on board. He was violently sea-sick and was taken on board the life-boat. He was dressed somewhat unusually in a cloth cap and sun-glasses and had some three day's growth of beard. When asked to explain what he was trying to do in a wholly unsuitable boat in an open sea, he answered that he "only wanted to have a look at the French coast." The acting coxswain answered that he could "do that through a telescope for a tanner," and there the conversation ended. The life-boat towed the boat which the man had been rowing, and which he had hired in Dover harbour, back to her station, which was reached at three o'clock. Rewards to the crew, £8 15s.

TOW FOR CATAMARAN WITH TWO ON BOARD

Eastbourne, Sussex. At 5.10 on the evening of the 20th of October, 1957, the police reported that a boat had capsized three quarters of a mile east of the life-boat house. The life-boat *Beryl Tollemache* was launched at 5.30 in a rough sea. There was a fresh south-westerly breeze and the tide was flooding. The life-boat found a catamaran with two people on board. After taking them on board, the life-boat towed the catamaran to her station, arriving at 7.30. The owner made a donation to the branch funds. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £14 6s.

ESCORT FOR MOTOR BOAT IN TOW

Ramsgate, Kent. At five o'clock on the afternoon of the 20th of October, 1957, the Deal coastguard telephoned to say the police had reported red flares off Ramsgate harbour. At 5.3 the life-boat *Michael and Lily Davis* put out in a slight sea. There was a light west-south-westerly breeze blowing and

the tide was flooding. The life-boat found the motor boat *Sheenways*, with a crew of four. Her engine had broken down but she was being towed by another motor boat. The life-boat escorted both boats to harbour and reached her moorings at 5.35. Reward to the crew, etc., £9 5s.

DINGHY'S CREW RESCUED BY FISHING BOAT

Redcar, Yorkshire. At 10.20 on the morning of the 20th of October, 1957, the Saltburn coastguard telephoned that a yacht had capsized off Saltburn. At 10.45 the life-boat *City of Leeds* was launched in a moderate sea. A strong south-westerly breeze was blowing and the tide was flooding. The life-boat found the sailing dinghy *Little Meg* about a mile off shore between Saltburn pier and Huntcliffe. Two fishing boats were standing by, one of which had the dinghy's crew of two on board. This boat landed the two rescued people at Saltburn, and the life-boat took the dinghy in tow, reaching her station at 2.25. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £7 10s.

CABIN CRUISER TOWED THROUGH GALE

Southend-on-Sea, Essex. At 7.58 on the evening of the 20th of October, 1957, the coastguard telephoned to say a vessel was flashing S.O.S. and burning distress rockets south of Swatchway buoy. The life-boat *Greater London II* (Civil Service No. 30) was launched in a rough sea. There was a moderate south-westerly gale blowing and the tide was flooding. The life-boat found the cabin cruiser *Vandra*, of London, drifting with two men and a woman on board. She took her in tow to Southend, arriving at 9.40. Property Salvage Case.

SEVEN MEN RESCUED FROM DRILLING TOWER

Weston-super-Mare, Somerset. At 5.20 on the evening of the 21st of October, 1957, the coastguard telephoned to ask if the life-boat would take seven men off a drilling tower which had been

erected off Hinkley Point in Bridgewater Bay. The contractors' boat could not put out as the weather was too rough. At six o'clock the life-boat *Fifi and Charles* was launched in a moderate sea, with a moderate north-westerly breeze blowing. The tide was ebbing. The life-boat found the tower, which was built of tubular scaffolding, standing in eleven feet of water. It was sixty feet high and had a platform on top. The coxswain took the life-boat alongside the tower in between the stays, and the seven men jumped one at a time into her. One large sea carried the life-boat against the tower, and before she came clear astern several seas broke over her, but all the men were taken off without injury and the life-boat escaped with only superficial damage. She reached her station at 10.40. Rewards to the crew, £14; rewards to the helpers on shore, £6 7s. Expenses refunded to the Institution by the contractors.

YACHT TOWED AFTER MAKING FAST TO LIGHTVESSEL

Walton and Frinton, Essex. At eleven o'clock on the morning of the 22nd of October, 1957, the coastguard telephoned that the master of the Sunk light-vessel had reported that the yacht *West Wind* had made fast to the stern of the lightvessel, that she was leaking badly, and that her sails were in bad condition. At 11.22 the coastguard reported that the yacht's owner, who was single-handed, had asked for the help of the life-boat. At 11.40 the life-boat *Edian Courtauld* put out in a rough sea. There was a strong north-westerly breeze and the tide was ebbing. The life-boat took the yacht's owner on board and towed the yacht to Walton, which was reached at 5.30. Rewards to the crew, £20 15s.; rewards to the helpers on shore, £5 2s.

LIFE-BOAT IN SEARCH FOR CURRAGH

Galway Bay. At three o'clock on the afternoon of the 23rd of October, 1957, the honorary secretary received a request for the life-boat to make for

Clare Island in Clew Bay to search for a curragh, which was missing with five people on board. The curragh was on the way from Clare Island to the mainland, and it was thought that because of bad weather the five people might be sheltering on a neighbouring island. As darkness was coming on and there was virtually no chance of finding the curragh in the particular circumstances, with no indication given of its position, the life-boat *Mabel Marion Thompson* started searching at four o'clock the next morning. There was a heavy swell, a strong south-westerly breeze was blowing, and the tide was flooding. The life-boat carried out a search all day but found nothing and tied up at Clare Island pier for the night. The next morning she put out again and while searching found the body of one of the missing people. The search continued all day, and on her second night away from her station the life-boat was moored at Achill Sound pier. On the 26th of October the search was resumed and the life-boat finally reached her station at eight o'clock that evening, having found nothing further. Rewards to the crew, £102 13s.; reward to the helper on shore, 12s.

DOCTOR TAKEN TO MAN ON BOARD TRAWLER

Cromer, Norfolk.—At 4.20 on the afternoon of the 26th of October, 1957, the coastguard reported that the skipper of the trawler *John Willment* had found one of his crew in a state of collapse with no apparent heart-beat or pulse. The trawler was then 25 miles north-east-by-north of Cromer. The no. 1 life-boat *Henry Blogg* was launched at 6.45, by which time the trawler was five miles north-east-by-north of Cromer. She took with her a doctor. There was a slight swell, a light west-south-westerly breeze was blowing, and the tide was flooding. At 5.25 the life-boat reached the *John Willment*. The doctor examined the man, who was 70 years old, but found he was dead. The life-boat then returned to her station, arriving at 8.10. Rewards to the crew, £12 10s.; rewards to the helpers on shore, £5 8s.

PATIENT TAKEN FROM ISLAND TO HOSPITAL

Barra Island, Inverness-shire. At 8.30 on the evening of the 25th of October, 1957, a local doctor asked if the life-boat would convey a patient, who was dangerously ill, to Lochboisdale for hospital treatment. At 9.15 the life-boat *R.A. Colby Cubbin No. 3* embarked the patient and put out in a moderate sea. There was a moderate westerly breeze blowing, and the tide was ebbing. The life-boat reached Lochboisdale, where the patient was taken to hospital, and then returned to her moorings, arriving at four o'clock the next morning. Rewards to the crew, £18 5s.; reward to the helper on shore, 18s. Refunded to the Institution by the St. Andrew's and Red Cross Scottish Ambulance Service.

SERVICE BY LIFE-BOAT ON PASSAGE TO STATION

Mallaig, Inverness-shire. On her way to her station from the building yard at Cowes the new Mallaig life-boat *E. M. M. Gordon Cubbin* was making the passage from Donaghadee to Campbeltown on the 25th of October, 1957, when a May Day message was intercepted that the fishing boat *Emblem* needed help. The life-boat made for the position given, which was some five miles north-west of Stranraer. There was a moderate sea and a fresh southerly breeze was blowing. Flares were then seen in another position, but it was discovered that these were being sent up in the course of naval exercises, and the life-boat made for the position reported by the *Emblem*. With the help of the direction-finding equipment she found the *Emblem*, which had a crew of two, several miles south-west of Ailsa Craig. She towed her to Campbeltown and then resumed her passage to her station. Rewards to the crew, £6 5s.

YACHT TOWED TO RIVER ENTRANCE

Walton and Frinton, Essex. At 2.35 on the afternoon of the 26th of October, 1957, the life-boat *Edian Courtauld* left her moorings to attend the ceremony at Clacton of scattering the ashes of the late Coxswain A. C. Potter, of the

Clacton-on-Sea life-boat. There was a moderate sea, a moderate southerly breeze was blowing, and the tide was ebbing. On the way the coxswain saw a yacht rather close to the shore some fifty to a hundred yards east of Holland haven. The coxswain went to investigate and found the yacht *Porpoise*, with two people on board. The yacht was bound for Colne but the adverse tide and head winds had forced her crew to anchor. She was in no danger and her crew hoped to proceed when the tide eased later. The life-boat continued her passage to Clacton. On the return trip the coxswain saw the yacht in the same position. She could not get clear and the life-boat towed her to Colne Point, the entrance to the River Brightlingsea, and then returned to her station, arriving at 6.55. The owner made a donation to the branch funds. Rewards to the crew, £6 5s.; rewards to the helpers on shore, £1 16s.

TOW FOR BOAT IN DANGER NEAR BREAKWATER

Hartlepool, Co. Durham. At 4.45 on the afternoon of the 27th of October, 1957, the coxswain was told that a small boat was in difficulties close inshore near the Hartlepool breakwater. He went out in the pilot cutter to investigate, but found that the boat was too near the rocks for the cutter to come close enough. He came ashore, and at five o'clock the life-boat *The Princess Royal (Civil Service No. 7)* was launched. There was a moderate sea, a fresh south-south-westerly breeze was blowing, and the tide was flooding. The life-boat came up with the converted ship's life-boat *Rosa Brown*, which had a crew of four. With the help of a foyboat, which the coxswain had taken with him, a tow-rope was connected, and the life-boat took the *Rosa Brown*, whose engine had broken down, in tow. The life-boat reached her station at 5.36. Rewards to the crew, £10; rewards to the helpers on shore, £1 16s.

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

Boulmer, Northumberland.—October 10th.—Rewards, £15 6s.

Weston - super - Mare, Somerset.—October 17th.—Rewards, £19 12s.

Dover, Kent.—October 21st.—Rewards, £10 10s.

Buckie, Banffshire.—October 23rd.—Rewards, £9 7s.

Newbiggin, Northumberland.—October 24th.—Rewards, £20 4s.

Torbay, Devon.—October 28th.—Rewards, £7 9s.

TWENTY-EIGHT HOUR SEARCH FOR AIRCRAFT

Sheringham, Norfolk. At 5.5 on the evening of the 30th of October, 1957, a message was received that a pilot of an American Sabre Jet aircraft had baled out thirty miles north of Cromer. At 5.30 the life-boat *Foresters Centenary* was launched in a moderate sea, with a fresh south-westerly breeze blowing. Visibility was poor, with rain squalls, and the tide was ebbing. The life-boat carried out a search in conjunction with the Cromer no. 1 life-boat, with aircraft and with other vessels until five o'clock the next morning, when the coxswain decided to return because of the shortage of fuel. As a request by the United States Air Force to continue the search was made, a crab boat loaded with petrol stood out to meet the life-boat on her return. After the refuelling four of the life-boat's crew were relieved, and she put to sea again to continue the search until 5.40, when she was recalled. She had found nothing and reached her station at 9.50 on the night of the 31st of October. She had been at sea for over 28 hours. The Cromer no. 1 life-boat *Henry Blogg* took part in the same search. She was launched at 5.33 on the evening of the 30th of October and was at sea for 27 hours. Sheringham: rewards to the crew, £78 10s.; rewards to the helpers on shore, £24 13s. Cromer: rewards to the crew, £61 5s.; rewards to the helpers on shore, £6 14s.

NOVEMBER

DURING November life-boats were launched on service 50 times and rescued 7 lives.

ESCORT FOR FISHING VESSEL WITH ENGINE TROUBLE

Rosslare Harbour, Co. Wexford.—At 9.50 on the night of the 3rd of November, 1957, the Assistant Inspector of Irish Lights telephoned to say he had received a message from Tuskar Rock that a boat was burning flares two miles west of Tuskar Rock. At 10.20 the life-boat *Douglas Hyde* put out in a heavy swell. There was a moderate north-westerly breeze blowing and it was low water. The life-boat found the fishing vessel *Undaunted*, of Dunmore East, with engine trouble. She had a crew of three, who made temporary repairs to her. The life-boat then escorted the fishing vessel to Rosslare Harbour, arriving at 1.45. Rewards to the crew, £7; reward to the helper on shore, 15s.

TWENTY-THREE RESCUED FROM STEAMER BY L.S.A.

Bembridge, Isle of Wight.—At 12.30 early on the morning of the 4th of November, 1957, the Foreland coast-guard telephoned that a steamer anchored in Sandown Bay appeared to be dragging. The life-boat crew were alerted, and half an hour later the coast-guard reported that the steamer was sending S.O.S. signals by lamp. The life-boat *Jesse Lumb* was launched at 1.26 in a very rough sea. A strong south-westerly gale was blowing, and the tide was ebbing. The life-boat reached the position at 3.9 and reported sighting the S.S. *Iano*, of Genoa, at 3.48. The *Iano* with 23 men on board was ashore at Redcliffe, and the life-boat was unable to come alongside her. She stood by while a life-saving apparatus team rescued the 23 men and then returned to her station, arriving at 9.39. Rewards to the crew, £20 10s.; rewards to the helpers on shore, £3 5s.

COBLE ESCORTED THROUGH ROUGH SEAS

Scarborough, Yorkshire. At five o'clock on the morning of the 4th of

November, 1957, the skipper of the large keel boat *Brilliant Star* reported on returning to harbour that the weather was worsening rapidly and the fishing coble *Premier* was still at sea. As a gale warning had been issued the life-boat *Annie Ronald and Isabella Forrest* was launched at 5.10. There was a rough sea with a strong north-easterly breeze blowing. The life-boat came up with the *Premier* about five miles north-east of Scarborough and escorted her to harbour. She arrived back at her station at 9.25. Rewards to the crew, £12 5s.; rewards to the helpers on shore, £12 3s.

LIFE-BOAT ESCORTS POLISH TRAWLER

Great Yarmouth and Gorleston, Norfolk.—At 7.25 on the morning of the 4th of November, 1957, Humber radio reported that the Polish trawler *Jaskolka* was in trouble 18 miles north-east of Smith's Knoll. Her engine room was flooded and her steering faulty. The life-boat *Louise Stephens* was launched at 7.45 in a very rough sea with a strong south-westerly gale blowing. The tide was ebbing. The life-boat found the trawler with 20 men on board, some of whom were cadets. The water in the engine room was being kept under control, and the life-boat escorted the trawler to harbour, which was reached at 6.30. Rewards to the crew, £33 5s.; rewards to helpers on shore, £3.

DOCTORS TAKEN TO SCOTTISH DRIFTER

Great Yarmouth and Gorleston, Norfolk. At 7.29 on the evening of the 8th of November, 1957, the coastguard reported that an urgent call for help had been received from the Scottish drifter *Sunbeam*. She had an injured man on board, who was bleeding badly. The life-boat *Louise Stephens* was launched at 7.55 with two doctors and blood transfusion apparatus aboard. The sea was rough, there was a strong south-south-westerly breeze, and it was high water. The life-boat came up with the *Sunbeam* west of Smith's Knoll and put the doctors and gear aboard her. As the seas were too heavy to transfer the injured man to the life-boat, the

drifter made for Gorleston harbour, where an ambulance was waiting to take him to hospital. The life-boat arrived back at her station at ten o'clock. Rewards to the crew, £14; rewards to the helpers on shore, £4 5s.

MEDAL FOR NEW BRIGHTON COXSWAIN

On the 5th of November, 1957, the *New Brighton* life-boat rescued the crew of six of the coaster *J. B. Kee*. For a full account of this service, for which Coxswain George Stonall was awarded the bronze medal for gallantry, see page 2.

LIFE-BOAT AND FISHING BOAT HELP IN TOW

Barrow, Lancashire. At 8.38 on the evening of the 8th of November, 1957, the Walney coastguard reported seeing red flares about three miles west-north-west of the look-out. The life-boat *Herbert Leigh* was launched at 8.55 in a calm sea with a moderate north-easterly breeze blowing and a flooding tide. On reaching Lightning Knoll buoy, the life-boat came up with the fishing boat *Brawlass*, of Fleetwood, which was leaking badly and being towed by the fishing boat *Marigold*. At the request of the master of the *Brawlass* a rope was put aboard her from the life-boat, which then helped to tow her to Fleetwood. The life-boat reached her station at 12.50 early on the 9th of November. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £2 11s.

DOCTOR TAKEN TO GERMAN TRAWLER

Great Yarmouth and Gorleston, Norfolk. At six o'clock on the evening of the 10th of November, 1957, a message was received that the German trawler *Hessen*, of Bremen, had a sick man on board and that she had also asked for the services of a pilot as she had no charts of Yarmouth Roads. The life-boat *Louise Stephens* was launched at 6.27 with a doctor and a pilot aboard. The sea was very rough, there was a moderate north-north-easterly gale, and the tide was flooding. The life-boat came up with the *Hessen*

one mile north-east of Corton light-vessel, but the seas were too heavy to transfer the doctor and pilot. It was arranged for the *Hessen* to follow the life-boat into Yarmouth Roads, where, although the seas were still high, it was possible to put the doctor and pilot aboard. As it was too risky to transfer the sick man to the life-boat, the pilot decided to take the *Hessen* into port, where an ambulance was waiting to take the sick man and another, who had an arm injury, to hospital. The life-boat arrived back at her station at 8.47. Rewards to the crew, £13 10s.; rewards to the helpers on shore, £3.

LONG SEARCH FOR THUNDER JET AIRCRAFT

Margate, Kent. At 6.5 on the evening of the 13th of November, 1957, an anticipatory message was received from the coastguard reporting a message from the United States Air Force base at Manston that two Thunder Jet aircraft were missing. A further message at 6.28 stated that the aircraft had crashed into the sea between the Woolpack and the Pudding Pan Sands. The life-boat *North Foreland (Civil Service No. 11)* was launched at 6.40 in a very rough sea. There was a strong easterly breeze and an ebbing tide. An extensive search was carried out, in which Southend and Ramsgate life-boats took part together with other search and rescue craft. About mid-day off Birchington the Margate life-boat found a large fuel tank and towed it near the shore, where it was recovered later by the U.S.A.F. The life-boat also found a body belt. Although the search was continued until dusk, nothing further was discovered, and the life-boat returned to her station, arriving at 3.30 on the afternoon of the 14th of November. A request was later received from the U.S.A.F. authorities for the search to be continued at day-break. The Margate life-boat left harbour at 6.30 on the morning of the 15th of November and searched an area three miles off shore between Margate and Whitstable without success. At 1.30 the search was called off and the life-boat returned to her station, arriving at five o'clock. Rewards to the crew :

first service, £54, second service, £31 10s.; rewards to the helpers on shore, first service, £6 14s., second service, £5 19s.

FISHING VESSEL TOWED TO ANSTRUTHER

Anstruther, Fifeshire. At 11.13 on the night of the 15th of November, 1957, the coastguard reported that a vessel was making distress signals about half a mile off Anstruther harbour. The life-boat *James and Ruby Jackson* was launched at 11.29 in a slight sea with a light easterly breeze blowing and an ebbing tide. The life-boat came up with the fishing boat *Floradora*, which had a crew of six. Her engine had broken down, and the life-boat towed her to Anstruther, where she was moored. The life-boat stood by until the *Floradora* was berthed in the harbour, and arrived back at her station at 6.29 on the morning of the 16th of November. Rewards to the crew, £17 10s.; rewards to the helpers on shore, £6 2s.

LIFE-BOAT TO HELP OF TWO TRAWLERS

Humber, Yorkshire. At 8.40 on the evening of the 19th of November, 1957, the life-boat night watchman reported seeing a red flare on the Binks. Two minutes later the Spurn Point coastguard reported that the steam trawler *Remexo*, of Grimsby, was aground half a mile north-east-by-east of Spurn lighthouse and needed help. At nine o'clock the life-boat *City of Bradford III* was launched. There was a moderate sea, a gentle southerly breeze was blowing, and it was almost low water. A message was received that the steam trawler *Loch Park*, of Grimsby, was also aground. The two trawlers were about a mile and a half east-south-east of Spurn lighthouse. The life-boat went alongside the *Remexo* and took off eight of her crew, two of whom needed medical attention. The skipper and mate remained on board, and the eight men were transferred to H.M.S. *Wave*, a fishery protection cruiser, which had a doctor on board and was lying about a mile south of the point where the trawlers had gone aground. The life-boat stood by both trawlers

until they refloated and then escorted them to Grimsby roads. She reached her station again at three o'clock in the morning. Paid Permanent Crew. Additional rewards to the crew, £4.

FIVE FISHING BOATS ESCORTED TO HARBOUR

Whitby, Yorkshire. At one o'clock on the afternoon of the 22nd of November, 1957, the crew of the fishing boat *Faith Star* reported on their return from fishing that the sea was breaking on the bar and that conditions were becoming worse. As five more fishing boats were at sea, the life-boat *Mary Ann Hepworth* was launched. There was a moderate sea, a moderate north-westerly gale was blowing, and the tide was flooding. The life-boat stood by until all the vessels had reached safety and arrived back at her station at 3.30. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £2 16s.

FISHING BOAT ESCORTED TO NEWBIGGIN

Newbiggin, Northumberland. At one o'clock on the afternoon of the 22nd of November, 1957, it was reported that all the local fishing boats with the exception of the *Jean* had landed. As conditions were becoming worse, the life-boat *Richard Ashley* was launched. There was a moderate sea, with a fresh north-easterly breeze and a flooding tide. The life-boat came up with the *Jean*, which had a crew of three, about one mile north of Church Point and escorted her back to harbour. The life-boat arrived back at her station at six o'clock. Rewards to the crew, £14 ; rewards to the helpers on shore, £8 1s.

DUNGENESS LIFE-BOAT STANDS BY DUTCH VESSEL

Dungeness, Kent. At 5.30 on the morning of the 26th of November, 1957, a member of the life-boat crew reported that a vessel was ashore a mile and a half west of the life-boat station. The life-boat *Mabel E. Holland* was launched at 5.45 in a smooth sea. A light westerly breeze was blowing and the tide was ebbing. The life-boat came up with the motor vessel

Mercurius H of Rotterdam, with a crew of eleven. The master asked the coxswain to stand by and help to re-float his vessel. The attempts failed and the life-boat returned to her station, arriving at 2.45. The *Mercurius H* refloated the next day. Rewards to the crew, £28 5s. ; rewards to the helpers on shore, £21 3s.

FISHING BOAT TOWED TO HARBOUR

Great Yarmouth and Gorleston, Norfolk. At 9.43 on the night of the 26th of November, 1957, the coast-guard reported that a small boat was showing a distress signal half a mile north of the harbour entrance. The life-boat *Louise Stephens* was launched at 10.4 in a calm sea. There was a gentle west-south-westerly breeze and the tide was flooding. The life-boat found the fishing boat *May Rose*, of Yarmouth, with a crew of three, at anchor. Her engine had broken down. The life-boat took her in tow and reached the harbour at 10.30. Rewards to the crew, £10 ; rewards to the helpers on shore, £3.

POOLE LIFE-BOAT STANDS BY DUTCH VESSEL

Poole, Dorset.—At nine o'clock on the evening of the 30th of November, 1957, a message was received that the motor vessel *Dollard*, of Rotterdam, was ashore on Hook Sands and that the master had asked if the life-boat would stand by when she refloated. At 9.15 the life-boat *Thomas Kirk Wright* was launched in a moderate sea. A moderate easterly wind was blowing, and the tide was ebbing. The life-boat reached the vessel and stood by her until she refloated. She then returned to her station, arriving at 1.15 the next morning. The owner made a donation to the branch funds. Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £1 16s.

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

Margate, Kent. — November 1st. —Rewards, £14 14s.



By courtesy of]

[Medley and Bird

NEW BRIGHTON LIFE-BOAT LANDING SURVIVORS FROM COASTER
(see page 2)



By courtesy of]

[Medley and Bird

NEW BRIGHTON CREW AFTER RESCUE FROM COASTER
(see page 2)



By courtesy of]

[Yorkshire Evening Post

WHITBY LIFE-BOAT STANDS BY COASTER
(see page 29)



By courtesy of]

[Associated Press

DOVER LIFE-BOAT RESCUES MAN IN ROWING BOAT
(see page 9)



By courtesy of]

[Jan Johnston

BUCKIE LIFE-BOAT PUTS OUT TO FISHING BOAT
(see page 13)



By courtesy of]

[Weston Mercury

WESTON LIFE-BOAT LANDS RESCUED WORKMEN
 (see page 10)



By courtesy of]

[Evening Argus, Brighton

HASTINGS LIFE-BOAT RETURNS



By courtesy of]

[The Times

WOMEN LAUNCHERS OF DUNGENESS



By courtesy of]

[P.A.—Reuter

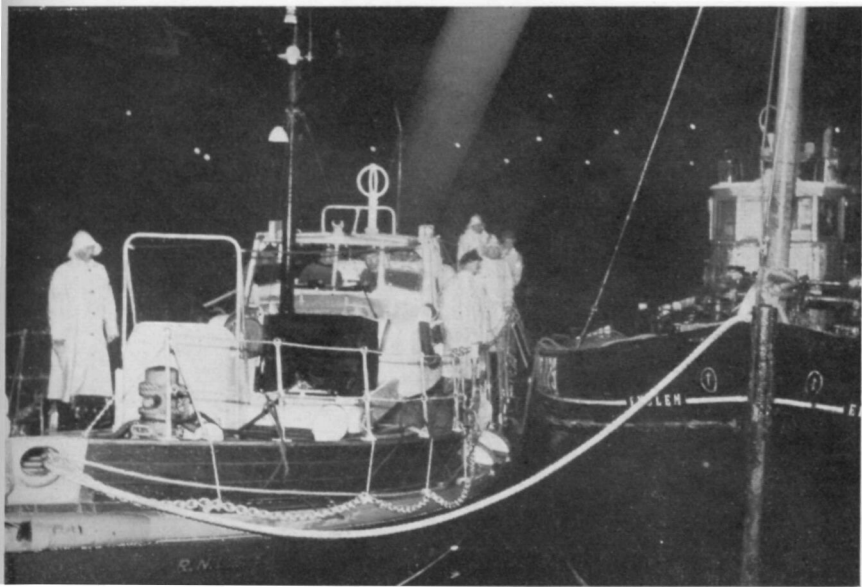
BLACKPOOL LIFE-BOAT ON EXERCISE



By courtesy of]

[West Lancashire Evening Gazette

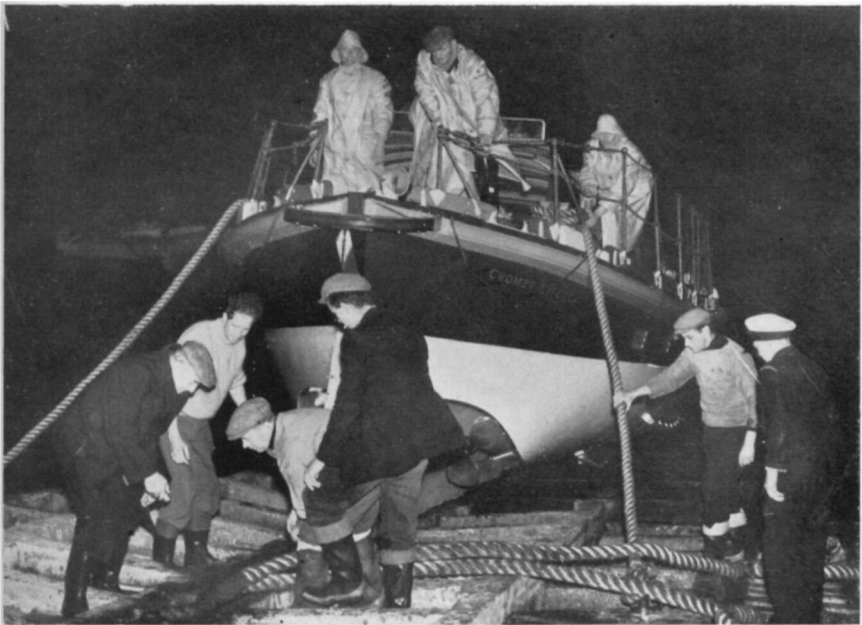
FLEETWOOD LIFE-BOAT WITH FISHING VESSEL
(see page 28)



By courtesy of]

[Norman E. Wheeler

MALLAIG LIFE-BOAT TOWS FISHING BOAT TO HARBOUR
(see page 12)



By courtesy of]

[Eastern Daily Press

CROMER LIFE-BOAT RETURNS AFTER SEARCH FOR AIRMAN
(see page 13)



By courtesy of]

[The Shields Evening News

TYNEMOUTH COXSWAIN HANDLES PARACHUTE FLARE



By courtesy of]

[Hunting Aerosurveys Ltd.

MODEL OF BARRA ISLAND LIFE-BOAT

This model of a 52-foot Barnett boat was shown at the National Boat Show at Olympia and has since been sent to the International Exhibition at Brussels

Beaumaris, Anglesey. — November 2nd.—Rewards, £17.

St. Peter Port, Guernsey.—November 4th.—Rewards, £11 7s.

Ramsgate, Kent.—November 4th.—Rewards, £9 5s.

Fleetwood, Lancashire.—November 5th.—Rewards, £19 13s.

SEVEN LIFE-BOATS IN SEARCH FOR AIRCRAFT

Tenby, Pembrokeshire. At 5.48 on the 7th of November, 1957, the coast-guard reported that a Hunter aircraft had crashed into the sea and that the pilot had baled out ten miles north of Lundy. The life-boat *Henry Comber Brown* was launched at 5.55 in a choppy sea. There was a fresh north-easterly breeze, and it was high water. A very extensive search was carried out in which the Appledore, Angle, Clovelly, Ilfracombe and Padstow life-boats and other search and rescue craft took part without success. The Tenby life-boat arrived back at her station at 5.35 on the evening of the 8th of November. A request was received at one o'clock on the afternoon of the 9th of November for a further search to be carried out and the Tenby life-boat, which had not been rehousing, put out at 1.45. The search was unsuccessful and the life-boat returned to her station, arriving at 5.45. Rewards to the crews: Tenby, 1st service, £52 5s., 2nd service, £14; Appledore, £43 15s.; Angle, £40 10s.; Clovelly, £35; Ilfracombe, £40; Padstow no. 1, £28, Padstow no. 2, £31 10s. Rewards to the helpers on shore: Tenby, 1st service, £14, 2nd service, £8; Appledore, £3; Angle, £15 5s.; Clovelly,

£14 1s.; Ilfracombe, £18 13s.; Padstow no. 2, £3.

Whitby, Yorkshire.—November 7th.—Rewards, £13 6s.

New Quay, Cardiganshire.—November 8th.—Rewards, £15 7s.

Eastbourne, Sussex. — November 13th.—Rewards, £37 19s.

Ramsgate, Kent.—November 13th.—Rewards, £40 5s.

Southend-on-Sea, Essex.—November 13th.—Rewards, £47 15s.

Ramsgate, Kent.—November 15th.—Rewards, £23 5s.

Southend-on-Sea, Essex.—November 15th.—Rewards, £35 5s.

New Brighton, Cheshire.—November 15th.—Rewards, £11 18s.

Bembridge, Isle of Wight.—November 17th.—Rewards, £12 5s.

Fleetwood, Lancashire.—November 17th.—Rewards, £11 7s.

Campbeltown, Argyllshire.—November 18th.—Rewards, £9 8s.

St. Peter Port, Guernsey.—November 18th.—Rewards, £9 7s.

Wells, Norfolk.—November 22nd.—Property Salvage Claim.

Porthdinllaen, Caernarvonshire. — November 23rd.—Rewards, £19 12s.

Scarborough, Yorkshire.—November 24th.—Rewards, £13 16s.

Great Yarmouth and Gorleston, Norfolk.—November 25th. Rewards, £19 5s.

Portrush, Co. Antrim.—November 28th.—Rewards, £9 6s.

Stornoway, Hebrides. — November 28th.—Rewards, £14 5s.

Porthdinllaen, Caernarvonshire. — November 29th.—Rewards, £21 18s.

THE LIFE-BOAT FLEET

155 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1825 to 31st December, 1957 - - 81,297

DECEMBER

DURING December life-boats were launched on service 48 times and rescued 41 lives.

DOCTOR TAKEN TO SICK CHILD

Clovelly, Devon.—At nine o'clock on the evening of the 6th of December, 1957, the coxswain informed the honorary secretary that a child, aged two, was very ill on Lundy Island and that a doctor had asked if the life-boat would take him to the island. As there were no other suitable boats available, the doctor came to Clovelly by car and boarded the life-boat, *William Cantrell Ashley*, which was launched at 10.12 in a moderate sea. There was a moderate north-westerly wind, and it was low water. The life-boat took the doctor to the island, where he remained to attend the child, who had pneumonia. She then returned to her station, arriving at 3.30 on the morning of the 7th of December. Rewards to the crew, £14; rewards to the helpers on shore, £16 9s.

DUTCH VESSEL AGROUND IN WHOLE GALE

Arranmore, Co. Donegal.—At seven o'clock on the evening of the 7th of December, 1957, the honorary secretary was informed that the motor vessel *Patria*, of Groningen, was in distress in Sheephaven Bay. Four of her crew tried to come ashore in a dinghy but had had to be rescued when their boat capsized. There were four other men on board. The life-boat *W. M. Tilson* put out at 7.30 in a very rough sea. A whole north-westerly gale was blowing, and it was high water. The life-boat found the *Patria* aground on a bank. Lines were put aboard to enable the crew to be taken off by breeches buoy, but they refused to leave, and the life-boat stood by until low water. The four men were then able to wade ashore, and the life-boat returned to her station, arriving at 12.30 on the afternoon of the 8th of December. Rewards to the crew, £40 5s.; rewards to the helpers on shore, £2 9s.

ESCORT FOR DUTCH VESSEL

Padstow, Cornwall.—At 5.5 on the evening of the 8th of December, 1957, the Trevoze Head coastguard told the honorary secretary that the Dutch vessel *Tubo* was in difficulties twenty miles west of Lundy and that her cargo of grain was shifting. The no. 1 life-boat *Joseph Hiram Chadwick* put out from the pool in a rough sea. A whole west-north-westerly gale was blowing, and the tide was flooding. The life-boat made for the position in heavy rain and hail squalls, found the *Tubo*, and stood by her. When the shelter of Lundy was reached the *Tubo* was able to continue her passage to Swansea without escort. The life-boat reached her station at 10.30 on the morning of the 9th of December. Rewards to the crew, £36 15s.; reward to the helper on shore, 12s.

INJURED MAN TAKEN OFF BARGE

Lytham-St. Anne's, Lancashire.—At 1.10 on the afternoon of the 9th of December, 1957, the police passed on to the coxswain a message from the navigation barge moored off Lytham that one of the watchmen had fallen and broken several ribs. As there was no other suitable vessel available, the life-boat *Sarah Townsend Porritt* put out at 1.15. There was a light westerly breeze, and the tide was ebbing. The life-boat went alongside the barge, took the injured man on board, and brought him on a stretcher to the fishermen's jetty, where he was landed and taken to hospital. The life-boat reached her moorings at 2.15. Rewards to the crew, £7 10s.

LIFE-BOAT TO HELP OF TUG IN HURRICANE

Plymouth, Devon.—At 9.20 on the evening of the 10th of December, 1957, the coxswain learnt that two men had left in a dinghy to board one of their tugs but had been carried to leeward. A hurricane was blowing and a number of other craft were also adrift, including the Torpoint ferry. The tug's boarding boats had sunk or

were adrift, and it was decided that the life-boat *Thomas Forehead and Mary Rowse* should put out at 9.55 to put the crews aboard their tugs. There was a confused sea, the hurricane was blowing from the south-east, and there were heavy rain squalls. The tide was ebbing. The life-boat went to Torpoint, embarked several crews and took them to vessels in difficulties. She then found the tug *Carbiel* jammed in the entrance to no. 5 basin of the dockyard. The tug was on a lee shore, for the wind had veered to the south-west. The life-boat landed the tug's crew at Coal wharf and then stood by while another tug effected salvage. The life-boat finally reached her moorings at 12.10. The owner of the tugs made a donation to the Institution's funds. Rewards to the crew, £13 10s.

RESCUE INSIDE TORQUAY HARBOUR

Torbay, Devon.—At 10.10 on the night of the 10th of December, 1957, the coastguard informed the honorary secretary that a vessel was flashing S.O.S. inside Torquay harbour. The lifeboat *George Shee* put out at 10.35 in a heavy swell. A fresh south-south-westerly gale was blowing, with heavy rain squalls. The tide was ebbing. The life-boat made for Torquay and found that the harbour lights had been extinguished. A very heavy cross sea was running and the coxswain had to exercise careful judgment to navigate the narrow entrance safely. Inside the harbour too the sea was rough. The life-boat first found the yacht *Warrior Geraint*. Her moorings were parting, and the lifeboat rescued a man who was on board her. Closer in shore another yacht *Choice* also needed help. The coxswain anchored and veered down close enough for a man to be taken off. Both men were landed on the inner pier, and the life-boat then returned to her station, arriving at 12.10 early on the 11th of December. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £1 4s.

ESCORT FOR COBLES TO HARBOUR

Scarborough, Yorkshire.—On the morning of the 12th of December,

1957, the coxswain saw that the weather was deteriorating and asked permission of the honorary secretary to launch the life-boat to escort two fishing cobles still at sea. At 10.10 the life-boat *Annie Ronald and Isabella Forrest* was launched in a heavy swell. There was a moderate north-easterly gale and the tide was ebbing. The life-boat found the fishing coble *Rachel*, of Scarborough, four miles east-north-east of the castle and escorted her to harbour. She then found the coble *Premier* two miles east-by-south of the castle and escorted her to harbour too. The life-boat stood by the harbour entrance while four larger keel-boats entered and finally reached her station at 5.45. Rewards to the crew, £17 5s. ; rewards to the helpers on shore, £10 4s.

FISHING VESSEL ESCORTED TO HARBOUR

Arklow, Co. Wicklow.—At 6.17 on the evening of the 12th of December, 1957, the motor mechanic told the honorary secretary he had heard from a pilot that flares were being fired by a boat about one mile south of Arklow harbour. At 6.30 the life-boat *Inbhear Mor* was launched in a rough sea. There was a moderate north-easterly gale, with heavy rain squalls. The tide was ebbing. The life-boat found the motor fishing vessel *St. Gerrard*, of Arklow, with a crew of five in a dangerous position close to Arklow Rock. She had fouled her propeller with nets but had managed to clear it before the life-boat reached her. The life-boat escorted the *St. Gerrard* to harbour and reached her station at 7.10. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £3 12s.

CREW RESCUED FROM VESSEL

Hartlepool, Co. Durham, and Teesmouth, Yorkshire. At 5.10 on the morning of the 13th of December, 1957, the South Gare coastguard told the Teesmouth honorary secretary that a vessel was firing rockets one mile north of the breakwater. At 5.55 the life-boat *John and Lucy Cordingley* was launched in a very rough sea. A strong north-easterly wind was blowing and the tide was flooding. The motor

vessel in distress was later found to be the *Servic*, of London, with a crew of three. After the life-boat had been at sea for an hour the coxswain asked the *Servic* by radio-telephone to burn a flare. This was done and the life-boat found the vessel and stood by. The *Servic's* engine room was flooded, and after a time her rudder and steering gear were carried away and she lay beam on to the sea. With considerable difficulty the Teesmouth coxswain brought the life-boat alongside and took one of the *Servic's* crew aboard.

Meanwhile, a number of other attempts were made to go to the help of the *Servic*. The tug *The Fiery Cross* was summoned from the Tees, but she was unable to cross the bar. Another tug, the *Dundas Cross*, managed after two hours to cross the bar and made very slow progress towards the *Servic*. She eventually abandoned the attempt and returned to port. The Hartlepool life-boat *The Princess Royal* (Civil Service No. 7) had been launched at 7.0, and she succeeded in reaching the *Servic*. Her coxswain advised the two men still remaining on board the *Servic* to leave the vessel. This they agreed to do, and the Hartlepool life-boat took them on board at 4.15. Both the Teesmouth and Hartlepool life-boats then returned, the Hartlepool boat arriving at her station at 6.10 and the Teesmouth boat putting into Middlesbrough because of bad weather conditions at 7.50. Hartlepool: rewards to the crew, £28 5s.; rewards to the helpers on shore, £1 16s. Teesmouth: rewards to the crew, £36 15s.; rewards to the helpers on shore, £8 11s.

SIX ANGLERS TAKEN OFF MOTOR BOAT

Dover, Kent.—At 1.21 on the afternoon of the 15th of December, 1957, the Sandgate coastguard told the honorary secretary that a small motor boat needed help one mile south-west of Dover. The life-boat *Southern Africa* put out at 1.35 in a very rough sea, with a fresh north-easterly wind blowing and a flooding tide. She found the motor boat *Beach Belle*, with a boatman and six anglers on board, two miles south-west of Dover. The motor boat's engine had broken down, and

she was shipping a lot of water. The six anglers were taken on board the life-boat and the *Beach Belle*, with the boatman still on board her, towed into harbour. The life-boat reached her moorings at 3.15. Rewards to the crew, etc., £7 15s.

MAN WITH HEART TROUBLE TAKEN FROM STEAMER

Great Yarmouth and Gorleston, Norfolk.—At 11.15 on the morning of the 16th of December, 1957, the honorary secretary was informed that the S.S. *Motto*, of Newcastle, was approaching Great Yarmouth with a sick man on board who needed a doctor. At 12.8 the life-boat *Louise Stephens* was launched with a doctor on board. There was a slight sea, a gentle east-north-easterly wind was blowing and the tide was flooding. The man, who was suffering from heart trouble, was transferred to the life-boat, brought ashore and taken to hospital by ambulance. The life-boat reached her station at 1.5. Rewards to the crew, £12; rewards to the helpers on shore, £4 5s.

MEMBER OF CREW PUT ABOARD FISHING VESSEL

Fleetwood, Lancashire.—At 1.20 on the afternoon of the 16th of December, 1957, a local resident heard on his radio that the fishing vessel *Gien Mie*, of Fleetwood, needed help. He told the honorary secretary, and at 1.40 the life-boat *Ann Letitia Russell* was launched in a heavy swell, with a light south-south-easterly breeze blowing and fog. It was low water. The life-boat found the fishing vessel, with a crew of two, aground on the wall at King Scar and in danger of capsizing into deep water. A member of the life-boat crew was put aboard the *Gien Mie* to help her crew, and the life-boat then towed her to Fleetwood, arriving at three o'clock. Reward to the crew, £8 15s.; reward to the helpers on shore, £2 12s.

BARROW ASSISTANT MECHANIC KILLED

Barrow, Lancashire.—At eight o'clock on the morning of the 17th of December, 1957, the Walney coastguard told the honorary secretary that a man had

been seriously injured on board the pilot boat *Argus*, of Barrow. From a later message it was learnt that the injured man was the assistant mechanic of the life-boat. At 8.15 the life-boat *Herbert Leigh* was launched, towing a punt, in a choppy sea. There was a gentle south-south-easterly wind, and the tide was ebbing. The life-boat found the *Argus* aground on Walney Island. Some of the life-boat crew boarded her by means of the punt and learnt that the man had been caught in the propeller shaft while cleaning an obstruction in the bilge pump. He had a broken arm and a broken jaw, and he was suffering from severe shock. His father, who was in the life-boat crew and had been trained in first aid, treated him, and he was taken ashore on a stretcher to Walney lighthouse. Meanwhile an ambulance had been directed to the scene, but the man died on the way to hospital. The life-boat reached her station at ten o'clock, and the *Argus* was refloated on the next tide. Rewards to the crew, £6 5s.; rewards to the helpers on shore, £2 9s.

DOCTOR TAKEN TO STEAMER

Southend-on-Sea, Essex.—At 11.56 on the morning of the 17th of December, 1957, the coastguard told the honorary secretary that a man had fallen down a hold on board the S.S. *King David*, of London, and had broken both legs. The life-boat *Greater London II* (Civil Service No. 30) was launched at 12.35 with a doctor on board. There was a slight sea, a light west-north-westerly wind was blowing, and the tide was ebbing. The life-boat came up with the *King David* half a mile south of West Shoebury buoy. The doctor attended the injured man, who was taken aboard the life-boat by stretcher. He was then landed at Southend and taken to hospital by ambulance. The life-boat reached her station at 1.35. Rewards to the crew, £6 5s.; rewards to the helpers on shore, £3 5s.

LIFE-BOAT STANDS BY STEAMER ASHORE

Whitby, Yorkshire.—At 12.23 early on the morning of the 18th of December, 1957, the coastguard telephoned

the honorary secretary to say a vessel was ashore at Ness Point in Robin Hood's Bay. The life-boat *Mary Ann Hepworth* was launched at 1.15 in a smooth sea, with a light south-westerly wind blowing, and a flooding tide. The life-boat found the S.S. *Thrift*, of Aberdeen, with a crew of ten and stood by her until the tide had ebbed. As the steamer was then in no danger, she returned to harbour at five o'clock to allow the crew to have some food and returned to the *Thrift* at 6.45. She stood by until a tug had refloated the steamer and then returned to her station, arriving at 2.30. Rewards to the crew, £33 5s.; rewards to the helpers on shore, £1 4s.

FISHING VESSEL TOWED TO ANSTRUTHER

Anstruther, Fifeshire.—At 4.55 on the afternoon of the 18th of December, 1957, the coastguard told the honorary secretary that red flares had been seen three miles east of Elie. At 5.15 the life-boat *James and Ruby Jackson* was launched in a moderate sea. A fresh west-south-westerly wind was blowing, and it was low water. The life-boat found the motor vessel *Service* standing by the motor fishing vessel *Harbinger*, of Anstruther, five miles east-south-east of Carr lightvessel. The *Harbinger's* propeller had been fouled by fishing nets, and the life-boat towed her to Anstruther, arriving at ten o'clock. The Dunbar life-boat was also launched. Rewards to the crew, £12; rewards to the helpers on shore, £6 10s.

ESCORT FOR TUG AND BARGE

Aldeburgh, Suffolk.—At ten o'clock on the night of the 19th of December, 1957, the coastguard told the honorary Secretary that red flares had been seen from the Shipwash lightvessel two miles to the north-west of the lightvessel's position. At 10.17 the no. 1 life-boat *Abdy Beauclerk* was launched in a rough sea. There was a fresh south-south-westerly breeze, and the tide was ebbing. The life-boat found the motor barge *Pepita*, of Rochester, with a crew of four. Her engines had broken down. The tug *Richard Lee*

Barber took the barge in tow, but as the tug made little headway and the weather was deteriorating, the coxswain decided to stand by both vessels with the intention of escorting them into Harwich. At the Cork lightvessel the vessels were making satisfactory progress, and the life-boat then returned to her station, arriving at 9.37. Rewards to the crew, £35 15s.; rewards to the helpers on shore, £32 3s. 6d.

MEDAL FOR IRISH COXSWAIN

On the 20th of December, 1957, the Kilmore, Co. Wexford, life-boat rescued the crew of ten of the French fishing vessel *Augusta Mariste*. For this service, a full account of which appears on page 3, Coxswain Mark Bates was awarded the silver medal for gallantry.

FISHING VESSEL TOWED THROUGH GALE

Sunderland, Co. Durham.—At 1.56 on the afternoon of the 22nd of December, 1957, the coastguard informed the honorary secretary that the local fishing coble *Vera*, with a crew of three, appeared to be in difficulties one mile east-north-east of the look-out. The life-boat *Edward and Isabella Irwin* was launched, with the second coxswain in command, at 2.20 in a rough sea. There was a moderate south-south-westerly gale, and the tide was flooding. The life-boat found the *Vera* and took her in tow, arriving at her station at 4.30. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £2 8s.

CREW OF TEN RESCUED FROM STEAMER

Peterhead, Aberdeenshire.—At 7.40 on the evening of the 24th of December, 1957, the coastguard told the honorary secretary that a vessel was ashore on the North Head. Ten minutes later the life-boat *Julia Park Barry*, of Glasgow, was launched in a moderate swell. There was a light west-south-westerly wind and it was low water. The life-boat found the S.S. *Columbine*, of Lerwick, with a crew of ten, went alongside and took her crew off. She then returned to her

station, arriving at 8.35. The *Columbine* became a total loss. Rewards to the crew, £9; rewards to the helpers on shore, £3 8s.

INJURED MAN TAKEN OFF TANKER

Penlee, Cornwall.—At 10.45 on the night of the 24th of December, 1957, the honorary secretary received a message that there was an injured man who needed a doctor on board the tanker *Hemisinus*, of London, 150 miles south of Wolf Rock. A message was sent back that the life-boat would take out a doctor and meet the tanker three miles south of Wolf Rock lighthouse at 7.30 the next morning. At 5.30 the life-boat *W. and S.* was launched, with the port medical officer on board, in a smooth sea. There was a light north-westerly wind, and the tide was flooding. At 8.15 a message was received from the tanker that her position was 45 miles from Wolf Rock lighthouse. In reply it was suggested that she should make for Mounts Bay, where the life-boat would meet her. The life-boat reached Newlyn at 10.20 and then received a report that the patient was much worse and required a doctor immediately. The life-boat left at once and met the *Hemisinus* seven miles south-west of Penzance. The patient was embarked and landed at Newlyn at 12.30, and the life-boat reached her station at 3.30. Rewards to the crew, £20; rewards to the helpers on shore, £7 13s. The owners made a donation to the Institution's funds.

COLLISION ON CHRISTMAS DAY

Margate, Kent, and Southend-on-Sea, Essex.—At 5.36 on the morning of the 25th of December, 1957, the coastguard told the honorary secretary that a collision had occurred near the south-east Girdler buoy between the motor vessel *Kurt Arlt*, of Bremen, and the motor vessel *Petrel*, of London. The Margate life-boat *North Foreland (Civil Service No. 11)* was launched at 5.55 in a smooth sea. There was a light south-westerly wind with dense fog. The tide was ebbing. While making for the position, the life-boat received a message on her radio-telephone from

the *Kurt Arlt* that she was anchored, but she received no answer from the *Petrel*. The life-boat reached the *Kurt Arlt* and took her master to the bows to inspect the damage. As this was slight, the motor vessel continued on her passage. By this time the Southend life-boat *Greater London II* (Civil Service No. 30), which had been launched at 5.50, had found the *Petrel*. The *Petrel* too was only slightly damaged and needed no help. Both life-boats returned to their stations, the Margate boat arriving at 12.15 and the Southend boat at 10.20.

Margate: rewards to the crew, £18 5s.; rewards to the helpers on shore, £4 4s. Southend-on-Sea; rewards to the crew, £18 10s.; rewards to the helpers on shore, £4 5s.

SICK MAN TAKEN FROM DANISH COASTER

Aberdeen.—At 7.41 on the evening of the 25th of December, 1957, the coast-guard told the honorary secretary that there was a very sick man on board the coaster *Amos*, of Copenhagen. Her position was then 75 miles south-east of Aberdeen. The no. 1 life-boat *Hilton Briggs* put out, with a doctor on board, at 9.5 in a very rough sea. There was a moderate south-westerly gale and it was low water. The life-boat came up with the *Amos*, and after considerable difficulty in the rough sea the sick man was transferred to the life-boat. The coxswain made for the coast and then continued north to Aberdeen harbour, which was reached at 5.25 on the evening of the 26th of December. The sick man was then taken to hospital. The Danish Consul-General at Edinburgh sent a letter of appreciation and a gift to the crew. Rewards to the crew, £42; rewards to the helpers on shore, etc., £2 8s. 6d.

COBLES ESCORTED THROUGH HEAVY SURF

Runswick, Yorkshire. At 11.50 on the morning of the 31st of December, 1957, there was a rough sea and an ebbing tide, and the honorary secretary considered it would be dangerous for the Staithes cibles to try and reach the

harbour unescorted. At 12.15 the life-boat *The Elliott Gill* was launched. She escorted two fishing cibles to harbour through very heavy surf and reached her station at 2.15. Rewards to the crew, £9; rewards to the helpers on shore, £9 15s.

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

Arranmore, Co. Donegal.—December 3rd.—Rewards, £18 2s.

Dungeness, Kent.—December 4th.—Rewards, £17 11s.

Hastings, Kent.—December 5th.—Rewards, £33 6s.

Skegness, Lincolnshire.—December 6th.—Rewards, £37 19s.

Wells, Norfolk.—December 6th.—Rewards, £31 4s.

Wells, Norfolk.—December 7th.—Rewards, £37 18s.

New Brighton, Cheshire.—December 8th.—Rewards, £8 16s.

Tenby, Pembrokeshire.—December 8th.—Rewards, £18 4s.

Portrush, Co. Antrim.—December 9th.—Rewards, £36 1s.

New Brighton, Cheshire.—December 11th.—Rewards, £14 2s.

Moelfre, Anglesey.—December 12th.—Rewards, £19 9s.

Aldeburgh, Suffolk.—December 14th.—Rewards, £68 3s. 6d.

Barrow, Lancashire.—December 16th.—Rewards, £10.

Fraserburgh, Aberdeenshire.—December 17th.—Rewards, £12 6s.

Fowey, Cornwall.—December 18th.—Rewards, £8 17s. 6d.

Dunbar, East Lothian.—December 18th.—Rewards, £10 10s.

Berwick-upon-Tweed, Northumberland.—December 19th. Rewards, £18 11s.

Lytham - St. Anne's, Lancashire.—December 21st.—Rewards, £16.

Dover, Kent.—December 25th.—Rewards, £10 15s.

Great Yarmouth and Gorleston, Norfolk.—December 25th.—Rewards, £17 15s.

Bembridge, Isle of Wight.—December 25th.—Rewards £17 10s.

Services of the Life-boats of the Institution During 1957

Date 1957		Time of Launching	Station		Casualty	Service
Jan.	1	23.07	Newcastle .. ..	..	M.F.V. <i>Pride of Erin</i> ..	Saved boat and rescued 4.
"	2	04.55	Stronsay .. ..	..	Trawler <i>Neath Castle</i> ..	Landed injured man, saved his life.
"	3	10.07	New Brighton .. ..	..	Bar lightvessel	Landed sick man, saved his life.
"	3	19.40	Weymouth .. ..	..	M.F.V. <i>Maria</i>	Saved boat and rescued 1.
"	4	02.00	Tenby .. ..	..	Helwick lightvessel ..	Landed sick man, saved his life.
"	4	21.25	Blyth .. ..	..	Fishing boat <i>Trojan Star</i>	Rescued 2.
"	6	06.25	Stornoway .. ..	..	Fishing cruiser <i>Vaila</i> ..	Saved a boat. Rescued 6.
"	7	19.45	Arklow .. ..	..	Fishing boat <i>Sparkling Wave</i>	Landed 9 and a body. Saved boat and rescued 6.
"	8	02.30	New Brighton .. ..	..	Coaster <i>Ousel</i>	Rescued 6.
"	9	02.15	Lerwick .. ..	..	Trawler <i>Lord Essendon</i> ..	Escorted vessel.
"	10	12.05	Filey .. ..	..	Fishing boat <i>Margaret and James</i>	Escorted boat.
"	13	18.40	Eastbourne .. ..	..	Dinghy	Saved dinghy and rescued 3.
"	20	10.55	Campbeltown .. ..	..	M.V. <i>Prase</i>	Gave help.
"	20	23.45	Kirkcudbright .. ..	..	People stranded	Rescued 2.
"	26	21.10	New Brighton .. ..	..	M.V. <i>Defender</i>	Stood by vessel.
"	26	04.21	Islay .. ..	..	M.V. <i>Present Help</i>	Rescued 9.
"	28	14.50	Ramsey .. ..	..	S.S. <i>Baron Ramsay</i>	Took out stores.
"	30	11.23	North Sunderland .. ..	..	F.V. <i>Kindly Light</i>	Escorted boat.
"	31	15.44	Campbeltown .. ..	..	M.F.V. <i>Pride of Erin</i> ..	Escorted boat.
"	31	14.48	Longhope .. ..	..	Yawl <i>Sylvia</i>	Saved boat and rescued 3.
"	31	15.56	Stromness .. ..	..	F.V. <i>Alice</i>	Escorted vessel.
Feb.	1	15.00	Fenit .. ..	..	M.V. <i>Libra</i> (Dutch)	Gave help.
"	1	14.00	Wicklow .. ..	..	Codling lightvessel	Landed injured man, saved his life.
"	2	21.45	Fleetwood .. ..	..	F.V. <i>Reliance</i>	Saved boat and rescued 2.
"	2	21.30	Stornoway .. ..	..	Trawler <i>Wyre British</i> ..	Gave help.
"	2	15.30	St. David's .. ..	..	Farmer cut off from Ramsay Island.	Took two men and stores to Ramsay Island.
"	4	22.45	Broughty Ferry .. ..	..	Sand boat <i>Wisbech</i>	Stood by vessel.
"	4	15.36	Plymouth .. ..	..	Freighter <i>C. Sadikoglu</i> (Turkish).	Stood by vessel.
"	5	05.00	Fenit .. ..	..	M.V. <i>Lubbock</i> (Dutch) ..	Gave help.
"	5	02.54	Wick .. ..	..	Trawler <i>Warwick Deeping</i>	Stood by vessel.
"	6	23.56	Campbeltown .. ..	..	M.F.V. <i>Vine</i>	Gave help and landed 2.
"	10	14.10	Margate .. ..	..	Motor boat <i>Conway</i>	Gave help.
"	11	10.29	Hastings .. ..	..	Trawler <i>Valiant</i>	Escorted boat.
"	12	12.30	Arranmore .. ..	..	Two sick girls on Tory Island.	Landed two girls saved their lives.
"	16	20.10	Dover .. ..	..	Motor boat <i>Venture</i>	Saved boat and rescued 1.
"	20	12.25	Ramsgate .. ..	..	Tug <i>Tanga</i>	Saved vessel and rescued 8.
"	21	22.40	Troon .. ..	..	M.F.V. <i>Moray Lass</i>	Gave help.
"	21	12.45	Galway Bay .. ..	..	Sick woman	Landed a sick woman, saved her life.
"	23	13.45	Bridlington .. ..	..	Fishing vessels	Escorted 3 boats.
"	24	23.10	Great Yarmouth and Gorleston .. ..	..	F.V. <i>St. Jan Berchmans</i> (Belgium)	Stood by vessel.
"	25	23.20	Stronsay .. ..	..	Coaster <i>Finvoy</i>	Stood by vessel.
"	28	23.30	Ramsgate .. ..	..	Motor boat <i>Champion</i> ..	Gave help.
Mar.	1	07.00	Islay .. ..	..	Trawler <i>Sethon</i>	Rescued 13.
"	1	16.55	Islay .. ..	..	Trawler <i>Sethon</i>	Rescued 13.
"	1	22.00	Newburgh .. ..	..	M.V. <i>Ferm</i> (Swedish)	Rescued 19.
"	3	09.32	Tynemouth .. ..	..	Trawler <i>Polar Prince</i> ..	Gave help.
"	5	09.50	Dunegeness .. ..	..	M.V. <i>Marietta</i>	Stood by vessel.
"	5	22.05	Plymouth .. ..	..	Yacht <i>Olivia</i>	Saved boat and rescued 4.
"	6	13.00	Valentia .. ..	..	F.V. <i>Acacia</i>	Saved boat and rescued 6.
"	7	04.10	Barra Island .. ..	..	Trawler <i>Andradite</i>	Rescued 15.
"	8	22.35	Campbeltown .. ..	..	S.S. <i>Gracehill</i>	Rescued 10.
"	8	16.00	Thurso .. ..	..	Trawler <i>Northern Wave</i>	Gave help.
"	9	11.15	Longhope .. ..	..	Ship's boat	Saved boat.

Date	Time of Launching	Station	Casualty	Service
Mar. 10	10.30	Penlee	Rubber dinghy	Saved dinghy.
" 11	22.45	Poole	Motor boat	Saved boat and rescued 3.
" 13	06.23	Fowey	Reported flares	Picked up R. A. F. target.
" 16	13.30	New Brighton	Canoe	Saved canoe and rescued 2.
" 16	03.35	Islay	Trawler <i>Sethon</i>	Stood by vessel.
" 17	08.25	Dungeness	S.S. <i>Advent</i> (Dutch)	Stood by vessel.
" 22	22.16	North Sunderland	Longstone lighthouse	Landed injured man.
" 23	22.55	St. Peter Port	Sailing dinghy	Saved boat and rescued 1.
" 24	18.56	Bembridge	Motor boat <i>Anna</i>	Gave help.
" 25	09.51	The Lizard	M.V. <i>Corallo</i> (Italian)	Escorted vessel.
" 28	19.00	Flamborough	M.V. <i>Scarpe</i>	Gave help.
" 28	22.00	Flamborough	M.V. <i>Scarpe</i>	Saved boat and rescued 3.
" 29	22.58	Yarmouth, I.O.W.	Yacht <i>Donora</i>	Saved yacht and rescued 2.
Apr. 2	21.25	Islay	M.F.V. <i>Pride of Erin</i>	Gave help.
" 3	12.40	Islay	Sick woman on Isle of Colonsay	Landed sick woman, saved her life.
" 4	07.12	Margate	M.V.'s <i>Lizbeth M.</i> and <i>Sir John Snell</i>	Gave help.
" 8	14.15	Galway Bay	Woman attacked by cow	Took injured woman to mainland, saved her life.
" 8	19.30	Broughty Ferry	M.V. <i>Atlantis</i>	Gave help.
" 13	20.20	Port St. Mary	Yacht <i>Swee</i>	Saved boat and rescued 11.
" 15	14.40	Dunbar	Capsized canoe	Saved canoe.
" 15	14.35	Aith	Sick woman on island	Brought sick woman to mainland, saved her life.
" 16	03.24	Tynemouth	Trawler <i>Ross Lion</i>	Landed injured man.
" 17	13.00	New Quay	Fishing boat <i>Camelia</i>	Escorted boat.
" 17	09.25	Porthdinllaen	Fishing boat with yacht in tow	Saved 2 boats and rescued 3.
" 18	15.35	Wick	M.F.V.'s <i>Economy</i> and <i>Willing Boys</i>	Saved 2 boats and rescued 7.
" 18	19.36	Lytham-St. Anne's	Tanker <i>B.P. Marketer</i>	Landed sick man.
" 18	17.20	Tenby	Sailing dinghy	Saved boat and rescued 3.
" 19	20.10	Southeast-on-Sea	Yacht <i>Ava</i>	Gave help.
" 21	11.30	New Brighton	Yacht	Escorted boat.
" 22	21.00	Hoylake	Fishing boat <i>Jenny</i>	Gave help.
" 24	20.04	Ramsgate	Motor boat <i>Champion</i> and Yacht <i>Dawn</i>	Saved 2 boats and rescued 6.
" 25	13.05	Swanage	Yacht <i>Janice</i>	Saved boat and rescued 6.
" 26	09.47	St. Peter Port	Sick woman on Herm	Landed sick woman, saved her life.
" 26	07.25	Port Erin	Small boat	Saved boat and rescued 1.
" 28	20.40	Fleetwood	Fishing boat <i>Roma</i>	Saved boat and rescued 3.
" 29	22.30	Workington	M.V. <i>Tarbek</i> (German)	Took out a doctor and landed 6.
" 30	09.00	Workington	M.V. <i>Tarbek</i> (German)	Landed 6.
" 30	01.42	Lerwick	Fishing vessel <i>Ove</i> (Danish)	Gave help.
" 30	06.55	Yarmouth, I.O.W.	Yacht <i>Solent Sedge</i>	Saved boat and rescued 3.
May 1	00.35	Gt. Yarmouth and Gorleston	M.V. <i>Calland</i>	Landed sick man, saved his life.
" 4	01.20	Stromness	Fishing boat <i>Snurp VII</i> (Norwegian)	Gave help.
" 5	09.35	Islay	Yacht <i>Silver Strand</i>	Saved boat and rescued. 5
" 5	10.55	Southeast-on-Sea	Yacht <i>Coronet</i>	Escorted yacht.
" 8	19.31	Beaumaris	Coaster <i>Cristo</i>	Saved boat and rescued 5.
" 10	19.00	Howth	Diver's boat <i>Ulster Queen</i>	Saved boat and rescued 3.
" 12	13.00	Walmer	3 fishing boats	Saved 3 boats and rescued 7.
" 12	11.17	Llandudno	3 canoes	Escorted canoes.
" 13	12.25	Barrow	S.S. <i>Russula</i> (Italian)	Landed injured man.
" 15	09.20	Humber	Motor boat <i>Daphne</i>	Gave help.
" 18	10.45	New Brighton	Fishing boat <i>Mary</i>	Rescued 2.
" 19	13.30	Dover	Dinghy <i>Annie</i>	Saved boat.
" 22	07.52	Ramsgate	Dinghy	Saved dinghy.
" 23	19.15	Seaham	M.F.V. <i>Emily</i>	Gave help.
" 23	14.00	Montrose	Fishing boat <i>Mizpah</i>	Gave help.
" 25	18.46	Bembridge	Yacht <i>Janis</i>	Saved boat and rescued 3.

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May 25	17.00	Rosslare Harbour ..	M.V. <i>Tyrronall</i> ..	Gave help and landed 1.
" 26	08.22	Yarmouth, I.o.W. ..	Yacht <i>Overlord</i> ..	Gave help.
" 26	13.20	New Brighton ..	Naval whaler ..	Gave help.
" 26	10.15	Dover ..	Yacht <i>Bidjly</i> ..	Saved boat and rescued 2.
" 28	03.00	Valentia ..	Tanker <i>Harvella</i> ..	Landed sick man and saved his life.
" 29	04.25	Poole ..	Yacht <i>Brief Encounter</i> ..	Saved boat and rescued 2
" 31	17.00	Fishguard ..	M.F.V. <i>John Briscoe</i> ..	Stood by vessel.
June 2	13.27	Weston-super-Mare ..	Motor cruiser <i>Gazelle</i> ..	Gave help.
" 2	08.15	Islay ..	S.S. <i>King George V</i> ..	Gave help.
" 3	15.05	Rosslare Harbour ..	Fishing boat <i>Mary</i> ..	Saved boat and rescued 4.
" 4	18.55	Swanage ..	Yacht <i>Solent Shirl</i> ..	Saved boat and rescued 4.
" 4	12.10	Weymouth ..	Yacht <i>Solent Gypsy</i> ..	Gave help.
" 5	11.15	Wells ..	Yacht <i>Sailfish</i> ..	Saved boat and rescued 1.
" 5	20.30	Hoylake ..	M.V. <i>Marie Louise</i> ..	Escorted vessel.
" 5	04.30	Valentia ..	Fishing boat <i>Naoim Cait</i> ..	Saved boat and rescued 5.
" 6	21.25	Southend-on-Sea ..	Yacht <i>African Queen</i> ..	Saved boat and rescued 4.
" 9	18.29	Tenby ..	Helwick lightvessel ..	Landed sick man and saved his life.
" 9	15.00	Howth ..	Motor ferry boat ..	Gave help.
" 10	13.57	Mumbles ..	Capsized dinghy <i>Jolly Roger</i> ..	Saved boat.
" 10	12.30	Beaumaris ..	Boy in dinghy ..	Saved dinghy.
" 12	21.35	Fleetwood ..	Motor boat <i>Madonna</i> ..	Gave help.
" 12	12.31	Swanage ..	Yacht <i>Penguin</i> ..	Saved boat and rescued 2.
" 14	23.15	Salcombe ..	Yacht <i>Thelamagee</i> ..	Escorted yacht.
" 16	16.15	Ramsey ..	M.F.V. <i>Pygmalion</i> ..	Gave help.
" 21	00.48	Teesmouth ..	M.V. <i>Noordkaap</i> (Dutch) ..	Stood by vessel.
" 22	02.00	Filey ..	Yacht <i>Rissa</i> ..	Rescued 1.
" 22	14.40	Rosslare Harbour ..	Blackwater lightvessel ..	Landed injured man.
" 22	14.30	Barry Dock ..	2 sailing dinghies ..	Saved 2 boats and rescued 4.
" 23	12.01	Ramsgate ..	Motor boat <i>New Britannic</i> ..	Gave help.
" 24	20.50	St. Peter Port ..	Speed boat <i>Sea Gipsy</i> ..	Gave help and landed 2.
" 25	17.50	Arklow ..	Arklow lightvessel ..	Landed 1.
" 26	16.00	Cloughy ..	Yacht <i>Tafner 2nd</i> ..	Saved boat,
" 27	13.15	New Quay ..	Fishing boat <i>Dolins</i> ..	Saved boat and rescued 2.
" 28	01.45	Lowestoft ..	M.F.V. <i>Pedro</i> ..	Gave help.
" 29	01.00	Wick ..	Trawler <i>Carency</i> ..	Rescued 13.
" 30	00.35	Clacton-on-Sea ..	Bathers marooned on sandbank ..	Rescued 2.
" 30	04.14	Broughty Ferry ..	Motor cruiser ..	Saved boat.
July 3	20.20	Skegness ..	F.V. <i>Valeria</i> and launch <i>Miranda</i> ..	Gave help.
" 4	19.00	Aldeburgh No. 1 ..	Shipwash lightvessel ..	Landed sick man, saved his life.
" 4	04.50	Longhope ..	Trawler <i>Girdleness</i> ..	Gave help.
" 5	03.40	Longhope ..	Trawler <i>Girdleness</i> ..	Stood by vessel.
" 6	21.19	Lytham-St. Anne's ..	Fishing boat ..	Escorted boat.
" 6	17.40	Gt. Yarmouth and Gorleston ..	Fishing boat <i>Ethel May</i> ..	Gave help.
" 7	05.05	Bembridge ..	Yacht <i>Kayak</i> ..	Gave help.
" 7	00.05	Campbeltown ..	Yacht <i>Zamorin</i> ..	Saved boat and rescued 4.
" 7	15.50	Runswick ..	Yacht and dinghy ..	Saved two boats and rescued 2.
" 7	02.15	Poole ..	Dinghy ..	Gave help and landed 3.
" 7	14.05	Barmouth ..	Lobster boat ..	Escorted boat.
" 7	18.30	Clacton-on-Sea ..	Yacht <i>Peace</i> ..	Saved boat and rescued 3.
" 7	19.25	Margate ..	Yacht <i>Lady Beatrice D</i> ..	Escorted yacht.
" 7	13.45	Ramsgate ..	Yacht <i>Cameo II</i> ..	Saved boat and rescued 4.
" 7	15.18	Fowey ..	Motor boat ..	Saved boat and rescued 1.
" 7	20.10	Beaumaris ..	Cabin cruiser <i>Bonito</i> ..	Saved boat and rescued 3.
" 9	18.43	Margate ..	Cabin cruiser <i>Albatross</i> ..	Gave help.
" 12	02.40	Dover ..	Yacht <i>Gold Mist</i> ..	Saved yacht and rescued 1.
" 12	07.00	Weymouth ..	Yacht <i>Gay Nixie</i> ..	Saved yacht and rescued 1.
" 13	19.45	Dun Laoghaire ..	Motor launch <i>Pride of Bantry</i> ..	Saved boat and rescued 3.
" 14	18.15	Barry Dock ..	Motor launch ..	Rescued 4.
" 14	20.10	Salcombe ..	Yacht <i>Ripple</i> ..	Saved boat and rescued 4.

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July	15	00.10	Torbay	Man fallen down cliff ..	Landed injured man.
"	15	08.45	Margate	Yacht <i>Roach</i>	Gave help.
"	16	23.55	Whitby No. 1 ..	M.V. <i>Spontaneity</i> ..	Landed sick man.
"	16	02.30	Portpatrick ..	Motor launch <i>Pathfinder</i>	Gave help.
"	17	17.57	Dun Laoghaire ..	Motor boat	Saved boat and rescued 5.
"	17	19.20	Weymouth	Schooner <i>Olivia</i>	Saved boat and rescued 7.
"	18	17.45	Rosslare Harbour ..	Motor launch	Saved boat and rescued 2.
"	18	15.30	Ramsgate	Tanker <i>Adour</i> (Norwegian)	Gave help.
"	19	07.00	Dunbar	Fishing voat <i>Yvonne Risager</i>	Escorted vessel.
"	21	15.50	Barry Dock	Yacht <i>Audrey</i>	Gave help.
"	21	10.40	Barry Dock	2 canoes	Saved 2 boats and rescued 4.
"	21	16.54	Shoreham Harbour	Yacht <i>Corsair</i> and motor boat <i>Anne</i>	Escorted boats.
"	22	15.10	Fleetwood	Sailing boat	Saved boat and rescued 2.
"	22	10.30	Caister	M.V. <i>Fiducia</i> (Dutch) ..	Gave help.
"	22	13.25	Cromer No. 2	Yacht <i>Pococita</i>	Stood by yacht.
"	26	02.39	Exmouth	Yacht <i>Lady Isabella</i> ..	Saved boat and rescued 2.
"	26	11.35	Hartlepool	Rubber dinghy	Rescued 3.
"	26	13.30	Dover	Yacht <i>Gold Mist</i>	Escorted yacht.
"	26	02.58	Torbay	Yacht <i>Gadwall</i>	Saved yacht and rescued 6.
"	27	20.58	Campbeltown ..	Fishing boat <i>Goshawk</i> and yacht <i>Margaret</i> ..	Escorted 2 boats.
"	27	23.58	Selsey	Yacht <i>Dreamer II</i>	Saved boat and rescued 6.
"	27	03.33	Fishguard	Naval whaler	Saved boat and rescued 6.
"	27	15.33	Whitby No. 1 ..	Rowing boat	Saved boat and rescued 2.
"	28	16.30	Moelfre	Swimmer and rescue boat	Rescued 3.
"	29	15.00	Penlee	Vessel <i>Cnosa</i>	Landed injured man and saved his life.
"	29	12.00	Caister	Launch <i>Miranda</i> and fishing boat <i>Valerie</i> ..	Gave help.
"	29	18.22	Sheringham	Yacht <i>Vanessa</i>	Saved yacht and rescued 3.
"	30	02.30	Sheringham	Fishing boat <i>Boy Charlie</i>	Gave help.
Aug.	1	02.15	Great Yarmouth and Gorleston	Pleasure boat <i>Golden Galleon</i>	Gave help.
"	2	20.43	The Lizard	Yacht <i>Pinda</i>	Saved boat and rescued 3.
"	2	22.20	St. Abbs	M.V. <i>Santa Cruz</i>	Gave help.
"	2	16.03	Lowestoft	Capsized canoe	Rescued 2.
"	2	17.05	Walton and Frinton	Capsized dinghy	Gave help.
"	3	11.05	Rhyl	Boy on inflated mattress	Rescued 1.
"	3	22.10	Kirkcudbright ..	Fishing boat <i>Endeavour</i>	Gave help.
"	3	15.00	Barmouth	Rubber dinghy and safety boat	Saved boat and rescued 2.
"	4	12.55	Ilfracombe	Yacht <i>Spring Flower</i> ..	Gave help.
"	4	18.50	Whitehills	Motor boats <i>Morning Star</i> and <i>Fame</i>	Gave help.
"	5	14.30	Moelfre	Sailing dinghy	Rescued 2.
"	5	12.50	Newhaven	Fishing boat <i>Peace</i> and <i>Plenty</i>	Gave help.
"	5	22.30	Beaumaris	Yacht <i>Kanedo</i>	Landed 1.
"	8	21.04	Weston-super-Mare	Sailing boat and dinghy	Saved yacht.
"	8	01.58	Aldeburgh No. 1 ..	M.V. <i>Jenco II</i> (Norwegian)	Gave help.
"	9	12.50	N. Sunderland ..	Fishing boat <i>Europa</i> ..	Stood by vessel.
"	10	19.30	Youghal	Fishing boat <i>Star of Meavagh</i>	Gave help.
"	10	15.33	St. Mary's	2 sailing dinghies	Landed 4.
"	10	17.15	St. Mary's	Motor launch <i>Dawn</i>	Saved boat and rescued 8.
"	10	02.20	N. Sunderland ..	Fishing boat <i>Europa</i> ..	Stood by vessel.
"	10	13.55	Margate	Sailing boat <i>Rabbit</i> ..	Saved boat.
"	10	18.17	Southend-on-Sea ..	Cabin cruiser <i>Flamingo</i>	Saved boat and rescued 3.
"	11	03.40	Weymouth	Yacht <i>Inschallah</i> (German)	Gave help.
"	11	14.00	Weymouth	Yacht <i>Maze</i> (Dutch) ..	Gave help.
"	11	11.10	Fraserburgh	Yacht <i>Silver Cloud</i> ..	Gave help.
"	11	05.30	Southend-on-Sea ..	Yacht <i>Sandling</i>	Saved boat and rescued 5.
"	12	13.50	Ramsgate	Yacht <i>Wanganui</i>	Gave help.

Date	Time of Launching	Station	Casualty	Service
Aug. 13	13.05	Dungeness	Yacht <i>Our Star</i>	Saved yacht and rescued 2.
" 13	14.30	Dover	Speed boat <i>Albatross</i>	Saved boat and landed 2.
" 13	20.27	Weston-super-Mare	Yacht <i>Trade Winds</i>	Saved boat and rescued 4.
" 14	11.10	Moelfre	Dinghy	Saved boat and rescued 2.
" 14	16.15	Cloughy	Yacht <i>Hazel</i>	Saved boat and rescued 1.
" 14	11.20	Margate	Yacht <i>St. Ambrose</i>	Escorted yacht.
" 15	14.59	Ramsgate	Yacht <i>Nora</i>	Saved boat and rescued 4.
" 17	19.23	Great Yarmouth and Gorleston	Vessel <i>Seriality</i>	Landed sick man, saved his life.
" 18	16.30	Clacton-on-Sea	Yacht	Gave help.
" 18	11.40	Southend-on-Sea	Yacht <i>Jochelle</i>	Saved boat and rescued 4.
" 19	18.56	Dun Laoghaire	Motor boat <i>Carmac</i>	Saved boat and rescued 5.
" 20	11.35	Sheringham	Yacht <i>Sunwood</i>	Saved boat and rescued 3.
" 20	10.25	Weymouth	Yacht <i>Rona</i>	Saved boat and rescued 3.
" 20	18.35	Donaghadee	Dinghy	Saved boat.
" 23	13.45	Filey	3 cibles	Escorted cibles.
" 23	19.51	Dover	Motor boat <i>Ariel</i>	Saved boat and rescued 7.
" 23	10.50	Ramsey	Yacht <i>Zulu</i>	Escorted yacht.
" 23	13.35	Tenby	Rubber dinghy and canoe	Saved boat and rescued 3.
" 23	16.55	Tenby	Yacht <i>Pandora</i>	Saved yacht and rescued 3.
" 24	09.00	Sunderland	Fishing boat <i>Mayflower</i>	Gave help.
" 24	22.50	Clovelly	Youth on cliffs	Gave help.
" 24	15.45	Bembridge	Yacht	Escorted yacht.
" 24	17.20	Weymouth	Yacht <i>Tarifa</i>	Saved boat and rescued 7.
" 24	19.10	Lowestoft	Capsized Yacht <i>Garelock</i>	Saved boat.
" 24	11.42	Clacton-on-Sea	Yacht <i>Mariet</i>	Saved boat and rescued 3.
" 24	12.43	Shoreham Harbour	Dinghy	Stood by dinghy.
" 25	15.02	St. Peter Port	Capsized canoe	Rescued 1.
" 25	11.55	Douglas	Rubber dinghy	Saved dinghy.
" 25	18.50	Fishguard	Ketch <i>Black Fox</i>	Saved boat and rescued 7.
" 25	14.48	Bembridge	Yacht <i>Alamein</i>	Saved boat and rescued 5.
" 27	15.00	Lowestoft	Fishing boat <i>Dot</i>	Gave help.
" 31	22.15	Clovelly	Yacht <i>Eidolon</i>	Saved boat and rescued 7.
Sept. 1	10.15	Clovelly	Yacht <i>Eidolon</i>	Landed 4.
" 1	15.05	Walton and Frinton ..	Yacht <i>John I</i>	Saved boat.
" 2	07.30	Walton and Frinton	Yacht <i>Wild Duck</i>	Saved boat and rescued 2.
" 5	16.08	Ramsgate	Yacht <i>Pilot</i>	Gave help.
" 6	13.10	Workington	Fishing boat <i>Ruby</i> , 2 men on a buoy	Landed 1. Rescued 2.
" 7	02.05	Clovelly	M.V. <i>Castle Combe</i>	Stood by vessel.
" 7	11.35	Llandudno	2 dinghies	Rescued 4.
" 7	10.50	Walmer	Yacht	Landed 2.
" 8	17.24	Peel	Fishing boat <i>Jacqueline</i>	Saved boat and rescued 3.
" 8	09.30	Rosslare Harbour ..	M.V. <i>Muskettier</i> (Dutch)	Saved vessel and rescued 19.
" 9	17.32	Cromer No. 1	Yacht	Saved boat.
" 9	14.30	Llandudno	Yacht <i>Tricia</i>	Stood by yacht.
" 9	15.15	Eastbourne	Yacht <i>Green Drake</i>	Saved boat and rescued 3.
" 11	17.38	Dun Laoghaire	Yacht <i>Wisp</i>	Saved boat and rescued 3.
" 11	16.05	Swanage	Boy over cliff	Recovered body.
" 11	21.12	Pwllheli	Yacht <i>Moogie</i>	Saved boat and rescued 4.
" 11	09.02	Hastings	Yacht <i>Clarinda</i>	Saved boat and rescued 3.
" 11	17.21	Newhaven	Yacht <i>Bries</i>	Escorted boat.
" 12	16.15	Scarborough	Fishing boat <i>Progressive</i>	Escorted boat.
" 13	11.08	Walmer	Yacht <i>Starfish</i>	Saved boat.
" 14	13.53	Bembridge	Yacht <i>Joreen</i>	Saved boat and rescued 3.
" 14	20.50	Bembridge	Yacht <i>Kindly Light</i>	Saved boat and rescued 4.
" 14	15.00	Lowestoft	Fishing boat <i>Boy George</i>	Gave help.
" 14	04.30	Whitby No. 1	Herring fleet	Stood by 6 vessels.
" 15	16.05	Filey	Yacht <i>Rustler</i>	Saved boat and rescued 2.
" 15	21.18	Bembridge	Yacht <i>Rohilla</i>	Saved boat and rescued 6.
" 15	13.15	Troon	Motor boat	Saved boat.
" 16	08.00	Eastbourne	Yacht <i>Thora Jelstrup</i>	Saved boat and rescued 2.
" 18	03.00	Penlee	S.S. <i>Alexandria</i>	Landed injured man.
" 20	19.02	Great Yarmouth and Gorleston	Fishing Boat <i>Beatrice</i> ..	Gave help.
" 21	23.10	Girvan	Yacht <i>Black Jade</i>	Saved boat and rescued 2.
" 21	17.54	Ramsgate	Yacht <i>Espanola</i>	Stood by yacht.

	Date	Time of Launching	Station	Casualty	Service
Sept.	22	12.45	Dungeness	Small boat <i>Caraboa</i> ..	Saved boat and rescued 3.
"	22	18.40	Aberystwyth	Yacht <i>Ystwyth</i>	Saved boat and rescued 2.
"	23	12.45	Flamborough	Fishing coble <i>Margaret Ann</i>	Escorted coble.
"	23	19.00	Cromer No. 1	Fishing boat <i>Britannia V</i>	Saved boat and rescued 2.
"	24	19.42	Sheringham	Fishing boat <i>Windsor Rose</i>	Saved boat and rescued 2.
"	24	21.05	Selsey	Yacht <i>Tina</i>	Saved boat and rescued 4.
"	25	14.30	Galway Bay	Sick woman on island ..	Landed sick woman, saved her life.
"	25	10.50	Filey	Fishing coble <i>Isabella</i> ..	Escorted boat.
"	27	19.12	Tenby	Yacht <i>Seagrid</i>	Stood by yacht.
"	27	21.15	Poole	Cabin cruiser <i>Rani IV</i> ..	Gave help.
"	28	21.48	Exmouth	Yacht <i>West Wind</i>	Saved boat and rescued 4.
"	29	21.00	Stornoway	Trawler <i>Red Lancer</i> ..	Gave help.
"	29	13.35	Ramsgate	Yacht <i>Westward</i>	Saved boat and rescued 3.
Oct.	2	22.45	Douglas	Fishing boat <i>Onward</i> ..	Gave help.
"	3	19.00	Dover	Motor boat <i>Beach Belle</i>	Saved boat and rescued 4.
"	4	05.25	Great Yarmouth and Gorleston	M.V. <i>Selectivity</i>	Landed sick man, saved his life.
"	6	16.10	New Brighton	Yacht <i>Ranzo</i>	Stood by yacht.
"	6	09.10	Arklow	Arklow lightvessel ..	Landed sick man.
"	8	09.43	Aldeburgh No. 1 ..	Shipwash lightvessel ..	Landed sick man.
"	9	11.56	St. Peter Port	Fishing boat <i>Shirley May</i>	Saved boat and rescued 3.
"	9	20.01	Swanage	Cabin cruiser <i>William III</i>	Saved boat and rescued 1.
"	9	08.45	Berwick-upon-Tweed	Fishing boat <i>Orient</i> ..	Gave help.
"	12	07.00	Dover	N. Goodwin lightvessel..	Landed sick man.
"	15	18.10	Redcar	Salvage vessel <i>White Heather</i>	Saved boat and landed 5.
"	16	03.30	Walmer	S.S. <i>Flandres</i> (Belgian)	Took out a doctor.
"	16	03.03	Dover	S.S. <i>Flandres</i> (Belgian)	Stood by vessel.
"	18	13.12	Plymouth	Fishing boat No. 1547 ..	Escorted vessel.
"	20	17.30	Eastbourne	Capsized yacht	Saved boat and rescued 2.
"	20	10.45	Redcar	Yacht <i>Little Meg</i>	Saved boat.
"	20	13.10	Clacton-on-Sea	Yacht <i>Starbeam II</i>	Saved boat.
"	20	17.05	Ramsgate	Motor boat <i>Sheenways</i> ..	Stood by boat.
"	20	13.28	Dover	Dinghy	Saved boat and rescued 1.
"	20	20.25	Southend-on-Sea ..	Yacht <i>Vandra</i>	Saved boat and rescued 3.
"	21	18.00	Weston-super-Mare	Drilling tower	Rescued 7.
"	22	18.40	Walton and Frinton	Yacht <i>West Wind</i>	Saved boat and landed 1.
"	24	04.00	Galway Bay	Dinghy	Recovered body.
"	25	21.15	Barra Island	Sick person	Landed sick person, saved a life.
"	25	17.28	Mallaig	Fishing boat <i>Emblem</i> ..	Saved boat and rescued 2.
"	26	15.55	Walton and Frinton	Yacht <i>Porpoise</i>	Gave help.
"	26	18.45	Cromer No. 1	Trawler <i>John Willment</i>	Took out a doctor.
"	27	17.00	Hartlepool	Fishing boat <i>Rosa Brown</i>	Saved boat and rescued 4.
Nov.	3	22.20	Rosslare Harbour ..	Fishing boat <i>Undaunted</i>	Escorted boat.
"	4	05.10	Scarborough	Fishing boat <i>Premier</i> ..	Escorted boat.
"	4	01.26	Bembridge	S.S. <i>Iano</i> (Italian) ..	Stood by vessel.
"	4	07.40	Great Yarmouth and Gorleston	Drifter <i>Jaskolka</i> (Polish)	Escorted vessel.
"	5	19.55	Great Yarmouth and Gorleston	Drifter <i>Sunbeam</i>	Took out two doctors, saving a man's life.
"	5	19.16	New Brighton	Coaster <i>J.B. Kee</i>	Rescued 6.
"	8	20.58	Barrow	Fishing boat <i>Braw Lass</i>	Gave help.
"	10	18.27	Great Yarmouth and Gorleston	Trawler <i>Hessen</i> (German)	Gave help.
"	13	18.40	Margate	Aircraft (United States)	Recovered wreckage.
"	15	23.29	Anstruther	Fishing boat <i>Mioradora</i>	Gave help.
"	19	21.00	Humber	Trawlers <i>Lock Park</i> and <i>Remexo</i>	Gave help.
"	22	13.15	Whitby	Fishing fleet	Stood by 5 vessels.
"	22	13.20	Newbiggin	Fishing boat <i>Jean</i>	Escorted boat.
"	26	22.04	Great Yarmouth and Gorleston	Fishing boat <i>May Rose</i>	Gave help.
"	26	05.45	Dungeness	M.V. <i>Mercurius H</i> (Dutch)	Stood by vessel.
"	30	21.15	Poole	M.V. <i>Dollard</i> (Dutch)	Stood by vessel.
Dec.	6	22.12	Clovelly	Sick person on island ..	Took out a doctor and saved a life.
"	7	19.30	Arranmore	M.V. <i>Patria</i> (Dutch) ..	Stood by vessel.
"	8	17.40	Padstow No. 1	M.V. <i>Tube</i> (Dutch) ..	Escorted vessel.

Date	Time of Launching	Station	Casualty	Service
Dec. 9	13.15	Lytham-St. Anne's ..	Navigation barge ..	Landed injured man.
„ 10	21.55	Plymouth	Various vessels ..	Gave help to various vessels.
„ 10	22.35	Torbay	Yachts <i>Warrior Geraint</i> and <i>Choice</i>	Rescued 2.
„ 10	18.30	Arklow	Fishing boat <i>St. Gerrard</i> ..	Escorted vessel.
„ 12	10.10	Scarborough ..	Fishing fleet	Escorted 6 vessels.
„ 13	07.00	Hartlepool	M.V. <i>Servic</i>	Rescued 2.
„ 13	05.35	Teesmouth	M.V. <i>Servic</i>	Rescued 1.
„ 15	13.35	Dover	Motor boat <i>Beach Belle</i> ..	Saved boat and rescued 7.
„ 16	13.40	Fleetwood	Fishing boat <i>Gien Mie</i> ..	Saved boat and rescued 2.
„ 16	12.08	Great Yarmouth and Gorleston ..	S.S. <i>Moto</i>	Landed sick man and saved his life.
„ 17	12.35	Southend-on-Sea ..	S.S. <i>King David</i> ..	Landed injured man and saved his life.
„ 17	08.15	Barrow	Pilot boat <i>Argus</i> ..	Landed injured man.
„ 18	17.15	Anstruther	Fishing boat <i>Harbinger</i> ..	Gave help.
„ 18	01.15	Whitby	S.S. <i>Thrift</i>	Stood by vessel.
„ 19	23.29	Kilmore	Fishing boat <i>Augusta Mariste</i> (French) ..	Rescued 10.
„ 19	22.17	Aldeburgh No. 1 ..	Motor Barge <i>Pepita</i> ..	Stood by vessel.
„ 22	14.20	Sunderland	Fishing coble <i>Vera</i> ..	Saved boat and rescued 3.
„ 24	19.50	Peterhead	Coaster <i>Columbine</i> ..	Rescued 10.
„ 25	05.30	Penlee	Tanker <i>Hemisinus</i> ..	Landed sick man.
„ 25	05.55	Margate	M.V.'s <i>Petrel</i> and <i>Kurt Arlt</i> (German) ..	Gave help.
„ 25	21.05	Aberdeen No. 1 ..	S.S. <i>Amos</i> (Danish) ..	Landed injured man and saved his life.
„ 31	12.15	Runswick	2 fishing cobles ..	Escorted cobles.
Lives rescued				609

SUMMARY OF THE YEAR'S WORK.

Lives rescued by life-boats	609
Lives rescued in other ways for whose rescue the Institution gave rewards ..	110
Total of Lives Rescued	719
Persons landed from vessels on which they might have been in danger ..	64
Boats and vessels which life-boats saved or helped to save	144
Boats and vessels which life-boats stood by, escorted to safety, or helped ..	174
Total number of launches, including those in which for various reasons no services were rendered	716

Obituary

SIR GODFREY BARING, Bt.,
K.B.E.

SIR GODFREY BARING, who retired from the Committee of Management in 1956 after having served on the Committee for forty-five years and having been the Committee's Chairman for thirty-three years, died on the 24th of November, 1957. Sir Godfrey filled the office of Chairman longer than any of his predecessors. When he retired a tribute to his outstanding services to the cause of life-saving at sea appeared in the June, 1956, number of the *Life-boat*.

Sir Godfrey Baring was born in London in 1871. He was educated at Eton, and after working in Messrs. Baring Brothers' Bank he began a long career of political and public service at

an early age. In 1894 he was elected a member of the Cowes District Council and in 1896 a member of the Isle of Wight County Council. When only twenty-seven years old he became Chairman of the County Council, a position he retained for fifty-one years.

In 1900 he sought to enter Parliament for the first time but was defeated by the rival candidate for the Isle of Wight constituency, Captain J. E. B. Seely, D.S.O. Seely later became a major-general and was raised to the peerage as Lord Mottistone, and it is a curious fact that while Sir Godfrey Baring later became the Chairman of the Institution's Committee of Management, Seely became coxswain of the Brooke life-boat and wrote a book on his experiences entitled *Launch*.

Sir Godfrey Baring was returned to Parliament in 1906 as M.P. for the Isle of Wight, and in 1911 as M.P. for the Barnstaple division of Devonshire. He filled the posts successively of Parliamentary Private Secretary to the Under Secretary for the Colonies, and Parliamentary Private Secretary to the President of the Board of Education in the Liberal administration. He was created a baronet in 1911.

Among other offices and positions which he filled with distinction were those of Deputy Lieutenant for Hampshire, High Sheriff of the county, chairman of the Bench of Magistrates and L.C.C. alderman.

Sir Godfrey was a keen yachtsman and cricketer and was the senior member of the Royal Yacht Squadron. At

his home "Nubia", in the Isle of Wight, he frequently entertained royalty.

The funeral service took place on the 28th of November at Holy Trinity Church, where Sir Godfrey had been a churchwarden and a constant worshipper. Captain Guy D. Fanshawe, R.N., vice-president and a member of the Committee of Management, Colonel A. D. Burnett Brown, secretary of the Institution, Admiral Sir Francis and Lady Tottenham, and a number of members of the Institution's staff were present. Members of the crews of the Bembridge and Yarmouth life-boats also attended the service. The Marquis Camden represented H.R.H. the Duchess of Kent, President of the Institution.

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 JUNE, 1958.

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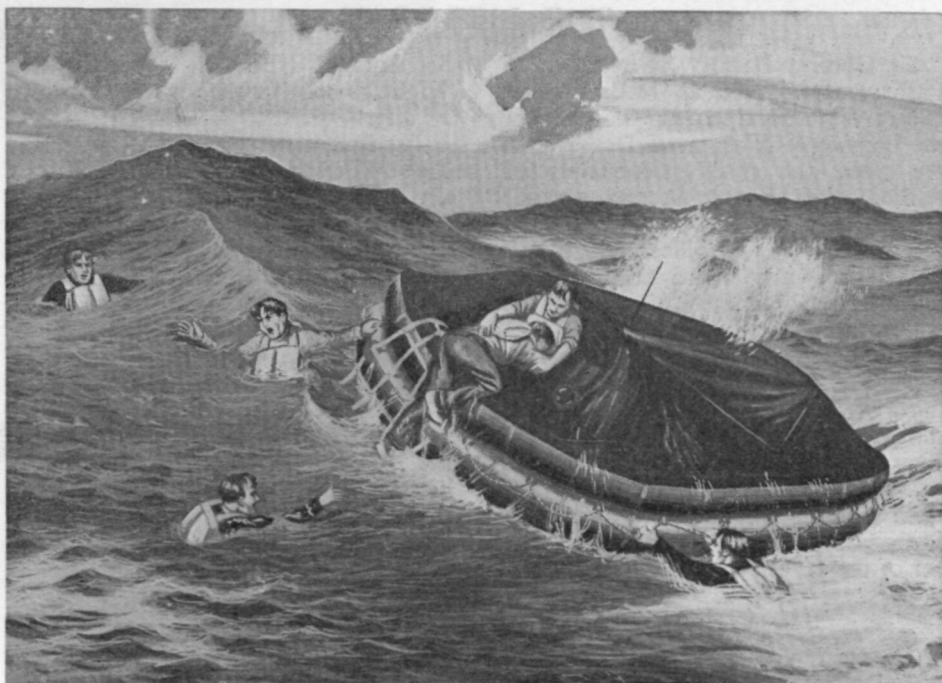
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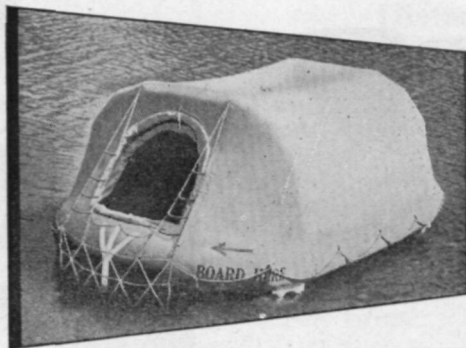
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