

# THE LIFE-BOAT

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## Notes of the Quarter

THE 37-foot life-boat, which is described in detail on page 91, adds one more development to an impressive list of major improvements in the design and construction of life-boats and life-saving equipment in the past six or seven years. During this period commercial engines giving greater power and range to life-boats began to be installed, the first life-boat to be fitted with engines of this type being the 42-foot Coverack life-boat in 1954. The development of the 42-foot life-boat was followed by that of the 47-foot boat, the first of which went to Thurso. Among the novel features of the 47-foot boat were the covered steering position and the double bottom protecting the engine room ; this type of life-boat was also fitted with commercial engines, in this case twin engines of 60 h.p. each.

In 1953 a much more powerful tractor, an adaptation of the 95 b.h.p. Challenger III diesel crawler tractor, was introduced, and this has since been followed by a new type of metal transporting carriage which greatly facilitates the launching and rehousing of the smaller boats. In the field of communications the fitting of direction-finding equipment into the Aberdeen no. 1 life-boat in 1951 and of very high frequency radio-telephones, the first of which was installed in the Cromer no. 1 life-boat in 1956, have been among the outstanding developments. There have too been a number of improvements in the provision of first aid equipment, including a new type of survival suit, which was first introduced in 1954.

All these changes occurred during the period in which Commander T. G. Michelmores was the Institution's Chief Inspector of Life-Boats, and of all the innovations which were made during his period of office it is possible that none will be of more lasting importance than the design of the new 37-foot life-boat.

### A BUSY EARLY SUMMER

The weather during the first half of the summer of 1958 was exceptionally bad : many areas experienced their wettest June for more than fifty years and during the Whitsun holiday in May the weather was cold, wet and blustery. Not surprisingly, these conditions gave rise to a very large number of calls on life-boats. There were no fewer than 68 launches on service in May, the highest figure for the month of May in the whole history of the Institution. The figure for June was 61, only five fewer than the record figure for June, which was reached in 1957. An analysis of the types of service rendered by life-boats during the first six months of the year shows a marked increase in the number of launches to fishing-boats and motor vessels in comparison with 1957 and a decrease in the number of services to yachts.

### LIFE-BOATS NAMED BY THE ROYAL FAMILY

When H.R.H. Princess Alexandra named the new Torbay life-boat *Princess Alexandra of Kent*, she became the fifth member of the Royal family to name one of the Institution's life-boats since the end of the last war. H.R.H. the Duchess of Kent, as President of the Institution, has named no fewer than sixteen life-boats during this period. These were the life-boats at Bridlington, Tynemouth, New Brighton, Margate, Plymouth, Padstow, Fraserburgh, Walton and Frinton, Southend-on-Sea, Stornoway, Tenby, Douglas, Port St. Mary, Berwick-upon-Tweed, Arbroath and Mallaig. H.M. Queen Elizabeth the Queen Mother named the new Thurso life-boat in 1956 ; H.R.H. the Princess Royal named the Redcar life-boat in 1952 ; and H.R.H. the Duchess

of Gloucester named the Ramsgate life-boat in 1954 and the Cromarty life-boat in 1956. The consistent help given to the Life-Boat Service and the continued interest shown in it by the Royal family ever since George IV, when Prince of Wales, first gave active encouragement to Lionel Lukin in his early experiments, have been more than ever apparent in recent years. Full accounts of the naming ceremonies at Torbay and Mallaig will appear in the December number of the *Life-Boat*.

#### INSTITUTION'S BADGES

The wish to have some visible sign of permanent association with the Life-Boat Service in the form of a badge to be sewn on to a blazer or coat has been frequently voiced in recent years in different parts of the country. The Institution has always resisted the intro-

duction of any kind of uniform, for it is of the essence of the Service that it is a voluntary organization in which anyone can to some extent participate, but the Committee of Management has now decided to meet the demand for a blazer badge, since this demand clearly arises from a widespread pride in association with the Service.

Two types of badge are now available; one is a silk embroidered badge which can be supplied for 3/6d., the other a better quality gold wire badge supplied for 25/-. The badges show the Institution's flag in miniature and can be bought by regular members of life-boat crews and helpers as certified by honorary secretaries of station branches; by officers and committee members of all branches; and by members of the Committee of Management and of the Institution's staff.

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### Portrait on the Cover

THE portrait on the cover is of Coxswain Thomas Allchorn of Eastbourne, who was appointed coxswain in 1951 after service as a member of the crew. Since his appointment as coxswain Eastbourne life-boats have been launched on service 47 times and have rescued 72 lives. Coxswain Allchorn was awarded the bronze medal for gallantry for a service to the London

steamer *Barnhill* in March 1940, when he and another member of the crew went aboard the burning steamer. He received a second-service clasp to his bronze medal when the Eastbourne life-boat rescued sixteen men from the wreck of the S.S. *Germania* and four men from two salvage boats on the 6th of May, 1955. The photograph is reproduced by courtesy of the *Evening News*.

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### Award of Ministry of Transport Shield

THE Minister of Transport and Civil Aviation, Mr. Harold Watkinson, has awarded the shield for the best wreck service in 1957 to the Sandown and Ventnor life-saving apparatus companies of H.M. Coastguard for the rescue of the crew of the S.S. *Iano* of Genoa, which went aground in Sandown Bay on the 4th of November, 1957.

The rescue continued, with short breaks, for thirty-six hours, from 1.20 early on the morning of the 4th of November until one o'clock on the afternoon of the 5th of November. The Sandown company was called out three times and the crew of the stranded ship

brought ashore twice, the second time by breeches buoy after they had returned to their ship without the knowledge of the coastguard. A strong south-westerly gale was blowing, rain fell heavily during most of the operation and the work of rescue was complicated by language difficulties.

The Bembridge, Isle of Wight, life-boat, which put out early on the morning of the 4th of November, was unable to come alongside the *Iano* but stood by while the crew were taken off. An account of this service appeared in the March 1958 number of the *Life-boat* on page 13.

### A New Type of Life-boat

A NEW type of life-boat, known as the Oakley type, came into the service of the Institution in the summer of 1958. She is 37 feet in length and has a beach weight of 9.12 tons. She is, therefore, light enough to be transported over a beach on a carriage and launched by tractor.

The new boat was designed by Mr. R. A. Oakley, the Institution's Surveyor of Life-boats, whose aim was to incorporate the best features of the self-righting and non-self-righting boats. Tests of the new boat, in which she was capsized twenty-five times at Littlehampton, where she was built by Messrs. Wm. Osborne, showed that from bottom up she could right herself in six seconds and that after capsizing both cockpits were completely drained of water in about twelve seconds. Other tests indicated that the new boat would have considerably greater initial stability than the 35-foot 6-inches Liverpool type of life-boat, which is not a self-righter.

The table below shows the main characteristics of the new life-boat, and the existing Liverpool and self-righting types.

A model of the new 37-foot life-boat was built to the design of the Royal National Life-boat Institution by Messrs. Saunders-Roe and submitted to tank tests at Cowes, Isle of Wight. In these tests the behaviour of the model was compared with that of a model of a Liverpool boat in similar conditions.

The tests showed that in conditions equivalent to a breaking wave of a mean height of 13 feet on the beam the

model of the new design could not be capsized, although in these conditions the model of the Liverpool boat could be capsized. The model of the new design was capsized once by simulating a wave height of 15 feet, and the tests clearly showed that greater stability had been achieved by the increased beam and water ballast.

#### Tests in Confused Seas

The two models were also subjected to tests in confused seas, with one sea striking the model astern and another abeam. These tests showed that the model of the new design was less susceptible to swamping and to rolling and moving off course. Further tests showed that it would right itself quickly after capsizing.

The self-righting quality in the new design is caused by the speedy transfer of most of the 1½ tons of water ballast into a righting tank on the port side. The water passes through two trunks or rectangular pipes, in which there are two valves which operate when the life-boat is heeled over to an angle of about 110 degrees. When the life-boat is capsized to starboard she rights herself by going through a roll of 360 degrees. It normally takes six seconds for her to reach the upright position from the moment when she has been bottom up. The principle is somewhat different when the life-boat turns over to port. In this case the transfer of water begins just before the point when the life-boat would otherwise capsize, and by this means the boat returns to the upright.

	<i>New Design</i>	<i>Liverpool</i>	<i>Self-Righter</i>
Length .. .. .	37 feet 0 inches	35 feet 6 inches	35 feet 6 inches
Beam .. .. .	11 feet 6 inches	10 feet 8 inches	10 feet 0 inches
Displacement .. .. .	11.16 tons	9.25 tons	9.5 tons
Water Ballast .. .. .	1.54 tons	.5 tons	.5 tons
Weight without Crew or Ballast	9.12 tons	8.25 tons	8.5 tons
Maximum Draught Loaded .. .. .	38½ inches	34 inches	35½ inches
Speed .. .. .	8.1 knots	7.4 knots	7.4 knots
Endurance at Full Speed .. .. .	140 nautical miles	120 nautical miles	120 nautical miles
Angle of Maximum Stability .. .. .	47 degrees	37 degrees	37 degrees
Range of Stability .. .. .	180 degrees	115 degrees	180 degrees
	with righting tank operating		

### Water Emptied Down Tubes

The new life-boat is fitted with two cockpits with side cases and, as a result, the amount of water that can be carried after swamping has been reduced; this water empties through the boat's bottom down tubes fitted with non-return valves instead of through scuppers in the boat's side.

The 1½ ton water ballast tank is placed beneath the engines. It fills automatically in about twenty seconds, and although it increases the boat's displacement when she is afloat, it drains away as soon as the boat is ashore and does not therefore increase the handling weight during launching or hauling up.

The new life-boat is driven by twin Perkins P.M.4 diesel engines, each developing 43 brake horse power at 2,000 revolutions per minute with 2/1 reduction gears. She has cost approximately £26,500 to build.

### First Phase of Trials

The first phase of the new life-boat's trials was completed at Littlehampton early in June, and the last occasions on which she was capsized were filmed. The capsizing tests were shown in the B.B.C. television newsreel, and a copy of the film taken by British Movietone News and shown in cinema newsreels has been presented to the Institution and is available for showing by branches. It lasts for approximately one minute.

The second phase of trials began on the 7th of June when the new life-boat sailed from Littlehampton on an extended sea trial, which took her as far as Dunbar in the Firth of Forth. She was at sea every day and arrived back at Littlehampton on the 23rd of June according to schedule. Altogether she covered 986 miles at an average speed of 8.12 knots. Her twin Perkins engines gave every satisfaction and no trouble. Only two or three items of the machinery installation suffered slight defects, but these were easily rectified and in no way affected the life-boat's progress.

During this trial 16 deputations from the life-boat stations at Anstruther, Bridlington, Boulmer, Eyemouth, Filey, Flamborough, Hastings, Newbiggin,

North Sunderland, Redcar, Runswick, St. Abbs, Scarborough, Sheringham, Skegness and Wells, had opportunities of going afloat in the new life-boat. These sixteen stations all have 35-foot 6-inches life-boats. The crews expressed the greatest satisfaction and all declared the new boat to be a considerable improvement on both the existing Liverpool and self-righting types.

### Trials at Scarborough

Further trials were then carried out at Scarborough, where the boat was hauled out and launched several times. The new type of carriage, which was described in the December 1957 number of *The Life-boat* on page 522, and both Fowler and Roadless tractors were used. These trials were also highly successful, transport by Fowler tractor and the new carriage being carried out without difficulty. There was, however, evidence to show that the Roadless tractor would not be powerful enough for use with the new type of boat.

The final phase of the boat's trials will take place during the winter of 1958/59. During this period the life-boat will be stationed at Scarborough and the opportunity will be taken to test her in bad weather conditions.

The policy of the Committee of Management in the construction of boats of the Oakley type will be decided after the final phase of the trials has been completed, although evidence available already suggests that a new and extremely important step in the development of life-boats has been taken.

### Problems of Design

The problem of the relative merits of self-righting and non-self-righting life-boats has exercised the minds of life-boat designers for more than a century and a half. Indeed the question was raised when the first boat designed from the outset as a life-boat was built. In 1789, following a disaster to a ship at the mouth of the Tyne, a competition was staged by a local society for the design of a life-boat. The winner of the first prize was William Wouldhave, whose model incorporated the self-righting quality. But two members of

the adjudicating committee made certain alterations to his design and commissioned a boatbuilder, Henry Greathead, to build the life-boat, named the *Original*. She would not right herself automatically if she capsized.

A number of new types of life-boats were designed in the first half of the nineteenth century, but the Institution became increasingly concerned by the fact that they could not right themselves automatically, and when the Institution itself held a competition in 1851 it was specifically stated that in the judging of the entries points would be awarded for designs which would provide the power of self-righting. The winner of the competition was James Beeching, of Yarmouth, whose life-boat was a self-righter, and for the next thirty-five years more and more life-boats of the self-righting type were built.

A change of policy occurred again in 1886 after the Southport and St. Anne's life-boats both capsized when going to the help of the German barque *Mexico*, and in that year the Institution appointed George Lennox Watson as its consulting naval architect.

Watson reported to a Select Committee of the House of Commons which

investigated the Life-boat Service in detail. He did not advocate eliminating the self-righting quality from the smaller pulling boats, saying that to do so would be "unwise and unsafe". But he added: "With the larger sailing boats I think we can get a better boat by abandoning the self-righting principle."

#### Policy Vindicated

With the advent of the motor life-boat Watson's policy was increasingly vindicated. None of the Institution's life-boats of the 52-foot, 47-foot or 42-foot class is today a self-righter, and there are now only five self-righting 35-foot 6-inches life-boats in the active fleet. The determining factor in the choice of self-righting or non-self-righting life-boats of the smallest class has been largely the opinion of the crews at the stations concerned.

It cannot be said with certainty that there will ever be a final solution of the problem of the relative merits of self-righting and non-self-righting boats. Fashions change with improvements in design and construction, but the new 37-foot life-boat may well be seen in retrospect one of the important landmarks in the history of life-boat design.

## A Hundred Years Ago

Extract from *The Life-boat* dated the 1st of October, 1858

### Meetings of the Committee

Thursday, 1st July, 1858. Thomas Chapman Esq., V.P., F.R.S., in the Chair.

The Committee voted their thanks to the London, Brighton and South Coast Railway Company, for kindly giving a free pass to the Brighton life-boat from London to her station.

Read letter from the Rev. A. M'Causland, honorary secretary of the Groomsport branch, giving a favourable account of the recent trial of the new life-boat of the Institution on that station. The power of the life-boat in going head to wind had surprised many of those who witnessed the trial, and had elicited from all their admiration.

Reported that life-boat and carriage drawings, accompanied by a letter signed by his Grace the President, had

been forwarded to the following foreign Ministers in this country: Austria, Belgium, Denmark, France, Greece, Netherlands, Piedmont, Portugal, Prussia, Russia, Spain, Sweden, Norway and the United States of America.

Voted £2 to John Daly for his prompt and laudable services in rescuing, by means of his horse, four persons whose boat had been driven out to sea during a heavy gale of wind off Doon Head, Bally Cray, Mayo, on 18th May last.

The thanks of the Institution were voted to Dr. Halpin, and £11 to the crew of eleven men of the Wicklow life-boat for putting off on the 4th June, with the view of rendering assistance to a vessel on Jack's Hole Bank near that place. The master of the ship refused the services of the life-boat, and threatened violence to her crew. He was stated to have been drunk, and was walking the deck with a pistol in his hand.

## The Life of Henry Blogg

IN his *Henry Blogg of Cromer* (Harrap 15/-), Mr. Cyril Jolly has undertaken with considerable success the important task of writing the biography of the life-boat coxswain who received the most medals for gallantry and won the greatest national fame.

To tell his story Mr. Jolly has gathered and recorded with care accounts of life-boat services from the journals of the Institution, from local newspapers and from those men who served under Henry Blogg in the Cromer life-boats. As a result there are assembled for the first time in one volume detailed accounts of the extraordinary series of services carried out by Cromer life-boats between 1894, when Henry Blogg first joined the crew, and 1948, when he went out on service for the last time. The services recalled include that to the S.S. *Fernebo* when fourteen medals for gallantry were won in a day; the rescue from the S.S. *Georgia* when the life-boat was saved from disaster twice in two minutes by expert seamanship and returned with a jagged hole in her side and the forepart of her bilge keel ripped off; the fruitless journey in 1927 when the members of the crew had to break up their Christmas Day parties to put out in the worst seas most of them could recall; the breaking of the back of the *Monte Nevoso* on the Haisborough Sands and the agonising delay before the captain finally agreed that his ship must be abandoned; the occasion when Henry Blogg drove the life-boat over the deck of the barge *Sepoy*.

The retelling of these stories have been only one part of Mr. Jolly's work. More formidable and more complex has been the task of trying to bring the great coxswain to life. Henry Blogg's genuine modesty, his unwillingness to speak of himself, his life restricted to a comparatively small corner—these form one side of the man's character; another side was revealed in his extraordinary powers of physical endurance and his capacity for moral leadership and inspiration. Mr. Jolly has recalled almost every trifle he learnt about Henry Blogg, ranging from his shaving habits to the names of the professional footballers whom he admired, but at the end the central figure remains an enigmatic one.

### Vivid Illustrations

At one point Mr. Jolly writes: "Henry Blogg was a man whom everybody had heard of, and nobody really knew. Those who were nearest to him confess how small was their knowledge of his character." It is doubtful whether any reader will feel at the end of this book that he has gained a deep insight into the great man who is the subject of this biography, although a number of the illustrations, particularly the photographs of Henry Blogg's home, of Henry Blogg with the mechanic of the life-boat, of Henry Blogg being presented to H.R.H. the Duchess of Kent, all serve for a moment vividly to illuminate the man.

Copies of *Henry Blogg of Cromer* can be supplied by the Institution on demand (16/- post free).

## Royal Visit to Holy Island

H.M. THE QUEEN and H.R.H. the Duke of Edinburgh visited *Holy Island* on the 29th of June, 1958. They landed at the life-boat slipway and were received at the life-boat house by the Duke of Northumberland, Treasurer of the Institution, and the Bishop of Newcastle. Members of the life-boat crew and officers of the branch and ladies'

guild had the honour of being presented.

The Berwick and North Sunderland life-boats escorted the royal barge to Holy Island. The account of a service rendered by the North Sunderland life-boat during the royal visit appears on page 126.

## Prize Winning Essay

MISS GILLIAN ELLIOTT, of Falsgrave County Modern School, Scarborough, Yorkshire, won the first prize in the competition for the best essay on the Life-boat Service organised by the Institution. The competition was open to boys and girls up to the age of sixteen attending schools in the United Kingdom and the Irish Republic. Competitors were asked to imagine that they were retiring from the Life-boat Service after thirty years as coxswain of a life-boat and to describe the experiences they remembered most vividly. Miss Elliott's essay is reproduced below :

It seems only yesterday that old coxswain Ray retired, yet it was thirty years ago. I was so excited when I heard that I had been recommended to be coxswain after him. Then when all the crew were on tenterhooks, each, I know, hoping in their hearts that they would become coxswain, I received the letter from the chairman inviting me to take the post. And now I am retiring, I suppose I shall have to get all dressed up soon for my presentation ceremony. I hope they don't give me a clock, I've got dozens of the dratted things ding-donging at all hours. Still it's kind of my crew, but I shall think most unkindly of them if they ask me to make a speech.

There's a nice warm breeze today, and the sea, as the saying goes, is as calm as a mill pond. Treacherous though the sea is ; it was like this the first time I was in charge of the life-boat.

### Sitting Mending Nets

I was sitting mending my nets, as I am today, when suddenly the warm west wind changed to a slashing north-easterly one, that whipped the sea up until it looked like whipped cream, but the cream was grey-green flecked with white, and over it hung a menacing blackness. The sun had hidden his face behind a great black cloud.

It was then morning and at three o'clock in the afternoon I received a telephone call from a coastguard who had seen a small yacht apparently in difficulties just off Jackson's Bay. I raced down to the boathouse as quickly as my legs could carry me, pulling on my oilskins as I went. Once there I fired the minute guns and opened the boathouse door which leads down to the slipway and the sea.

I looked down at the boiling, seething sea, and yes, for a moment I felt almost sick and afraid. Then in twos and threes my crew of seven appeared, and in getting them settled I forgot all about the sea.

Eventually we were sliding down the slipway and then with a smack we hit the water. Spray flew up in front, behind and at both sides of us. Despite our oilskins it gave us a wetting, creeping, as it will do, down collars

and cuffs. I was too busy giving orders then to think about it, however, but afterwards while sitting at my own fireside, I remembered it.

### Cold, Driving Rain

We made good progress at first and then the sea became wilder than ever and to make matters worse, a cold, driving, stinging rain began to fall. Up the side of a wave we travelled, then down the other side of it, then *the next one broke over us. For an instant a wall of green water seemed to be crashing down on us, we wallowed in it, and then the wave went on, leaving us up to our waists in water.* The relieving valves soon got rid of it however. One of my crew, I can't remember who it was now, put his hand to his head, looked round and blinked, for there, sailing blithely along was his bright yellow sou'wester. A shaky laugh was raised, but he looked sour. It had been a good sou'wester. Then the second coxswain sighted the yacht.

It was lurching wildly all over the place and some way from where it had first been sighted. We were too far away to see if anyone was on board her. A huge wave began to bear down on us. I ducked instinctively, water, wetness, the taste of salt in my mouth. The wave passed, but it had served its evil purpose. We had lost sight of the distressed vessel.

For nearly two hours we had been at sea, we were cold, wet and miserable. To make matters worse it would soon be dark and the task of finding the yacht would become increasingly more difficult. I gave orders to the motor mechanic to tack for a while, and told the rest of the crew to keep their eyes skinned.

Darkness fell, the position became grim. Then, through the rain, the youngest member of my crew, young Bates, saw a flash of light in the west.

"Look coxswain," he cried.

By the time I turned round it had disappeared, but I took his word that he had seen it, and gave orders to turn towards the west, for perhaps the yacht was sending up flares.

### Pitching and Tossing

On through the swirling waters and driving rain we battled and then, joy, we saw *the yacht. She was pitching and tossing* and her sails were in ribbons. But worst of all she was low in the water and seemed about to sink.

As we neared the yacht we saw, clinging to her mast, two boys of about seventeen years of age. Once alongside, our most difficult task began, transferring the boys from the stricken yacht to our life-boat. I threw a line to her and one of the boys caught and secured it. Three times we neared her, three times we were swept apart, the fourth time one of the boys managed to jump aboard us, he landed safely. We neared the yacht again, the other boy jumped and in the same instant the force of the wind and the waves combined pushed us some yards away from the yacht.

Into the smouldering cauldron of the sea fell the boy. Before I knew what was happening, my bowman, Philip Masterson, had dived in. The next few minutes are a blur in my memory. Masterson managed to support the boy and hold his own against the waves. I helped to drag the pair of them on board, they looked like a couple of drowned rats. For this brave act, bowman Philip Masterson was awarded the Institution's silver medal.

Our journey back to the harbour was to me, at least, a confused blur of slashing rain, cutting wind and waves breaking over us. I managed to give the orders correctly however and we chugged into the harbour safely enough. I arranged for the boys to be given shelter and praised my crew for their coolness and adroitness in obeying orders.

"Do you know, Bill," said the sou'westerless member of my crew, "we were only just in time to pick those lads up. As we were scurrying back to the harbour, I saw the yacht overturn and sink."

#### Pilot Shot Down

Perhaps I remember that run best of all because it was the first I made as a coxswain.

The summer of 1942, that was, when the crew, and the life-boat of course, rescued a pilot who had been shot down by some jabbering German, over the North Sea. A nice young chap he was, he seemed quite sorry to leave his plane. Isobel he called it. It seems peculiar to me to name a plane Isobel. It was probably the name of some girl he knew.

That was a fine, calm day, or he wouldn't have had much chance of survival in the turbulent seas off our coast.

I hope no one gets into difficulties today. We had a lot of calls last year, from people who had drifted out to sea in dinghies, or suddenly found themselves out of their depth and panicked. Quite a few never saw their homes again, as we were called too late or more often never called at all.

To think that, after thirty years, I have been out for the last time in the life-boat. Grand boat she is with her blue painted sides and red fendering.

Many more lives would be lost at sea if it wasn't for the life-boat service. Fifty lives its members have saved every month for a century and a quarter. Many people have cause to be grateful to it. I was reading a poem the other day, now what was it called? Ah yes! "Sir Patrick Spens". Now if there had been a few life-boats in those days he wouldn't be lying at the bottom of the sea, with the Scots lords at his feet.

#### Hard to Believe

My last run with the life-boat is passed. It seems hard to believe. That voyage was sad in more ways than one.

What was the name of that trawler; some Scottish name? "Dunedin", that was it, she had a fire on board her. At first we had good weather and then a stiff breeze began to blow, it blew itself into a squall. I was at my

wits' end to keep the boat from overturning. Then it happened, a huge wave came hurtling towards us. It caught us broad side on and before I knew precisely what had happened I was struggling in the water, then the life-boat righted itself. Luckily I had clung on to it and found myself safe once more. Half my companions were floundering in the water. The motor mechanic helped me to drag in one man and another managed to heave himself aboard. But Philip was some distance away, as was Tom Young. I dived in.

How green was the sea's depths. I surfaced and breathed in welcome lungfuls of air. Above the water I saw a yellow mackintosh arm. I caught it and heaved; the white face that appeared was Tom Young's. How large the waves seemed, they towered above us. To be in those seas alone would have been terrifying but with an unconscious man, those few moments were agonizing. Twice we both went under, although I did my best to keep Tom's head above water. Then I saw the side of the life-boat. Never did it look so beautiful. Kind hands caught mine and pulled us both on board. Philip Masterson was never seen again.

Tom revived after someone had applied artificial respiration. I felt dazed and bruised by the buffeting of the waves. The motor mechanic shook me by the hand and called me a hero. Hero! I felt more like a wet dish cloth waiting to be wrung out.

#### Trawler Sighted

Half an hour later, at half past two in the afternoon, we sighted the trawler. She was alight from end to end and we could see no one. Just then we were hailed and we saw two of the ship's life-boats, bobbing like a couple of corks in a pan of boiling water. Any moment they would certainly be overwhelmed.

I told the motor mechanic to steer as close to one of them as he could. He obeyed, and as soon as we were close enough two of my crew threw over the grappling irons. The life-boat was continually nearing the small boat, and it was all we could do to prevent her from crashing down on it and its passengers. One by one the trawler's crew were pulled and pushed to comparative safety, and soon they were all wrapped in cocoons of blankets.

The other boat was further away than ever. Pete increased the speed of the engines, so much that he said he thought they would burst.

If we had been perhaps half a minute earlier, it might have been quite a simple operation to transfer the remaining members of the trawler's crew from their frail craft into our life-boat, as the gale had died down somewhat. The flimsy craft had overturned and all but two men who were clinging were trying to keep their heads above water. We threw them ropes, but for two men that fearful Tuesday had been the last day on earth, for while we were yet speeding towards them, they had been drawn down to the world beneath the waves.



But now our position was becoming critical. The "Dunedin" was sinking, gradually, it was true, but soon she would sink with a vengeance, and unless we could muster enough speed we would surely be drawn down after her.

This didn't happen or else I wouldn't be sitting here. From a safe distance, we watched the brave ship go down. A fine sight she made sending up bright sheets of flame to the last.

We had saved, that day, twenty-two men, but the captain and mate had perished in the sea, two men had been lost on the trawler itself and a gallant life-boatman had been drowned.

#### A Silver Medal

Strange about the Institution making all that fuss, just because I did what any decent person would have done. Collared young Tom before it was too late. Yet I had to go up to London, and the Duchess of Kent, nice lady she is, gave me a silver medal, like poor Philip's, much good it ever did him, and said a lot of things about me, "brave, gallant rescuing life at the risk of his own". I only did my duty and tried to keep the good crew I had.

I'd dearly love to go out just once more. I suppose I shall go on saying that to the end of my days. But I've retired and there's an end to it, time someone younger took my place.

Now what's the time? I shall have to hurry or I shall be late. How calm the sea looks. How quickly it can lash itself into a fury.

Goodbye rocking deck and driving rain, farewell rolling waters. Most of all goodbye comrades, men who want to save lives, you will always be needed. As long as there is a sea the life-boat service will continue to serve, in fact as long as men go down to the sea in ships.

#### Other Prizes

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

**Ireland :** Sheila French, Girls' Model School, Dunkeld Gardens, Oldpark Road, Belfast, Northern Ireland.

**Scotland :** Sandra Margaret Tait, St. Margaret's Junior Secondary School, Ayr.

**Wales :** Joan Margaret Brooks, Towyn Grammar School, Towyn, Merionethshire, North Wales.

**England :** *South-East :* John Page, County Secondary Boys' School, Mill Road, Deal, Kent.

*North-East :* Gillian Elliott, Falsgrave County Modern School, Scarborough, Yorkshire.

*Midlands :* Christine Smith, Bromsgrove County High School, Bromsgrove, Worcestershire.

*South-West :* Terry Begg, Priory Secondary Boys' School, Carisbrooke, Isle of Wight.

*North-West :* Barbara Chaloner, George Tomlinson County Secondary School, Springfield Road, Kearsley, Lancashire.

*London Area :* Janet May Dean, Greenway Secondary Modern School,, Uxbridge Middlesex.

This is the second year in succession in which pupils of Falsgrave County Modern School, Scarborough ; Bromsgrove County High School, Bromsgrove ; and Greenway Secondary Modern School, Uxbridge, have won the prize for the district.

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## Japanese Life-boat Disaster

Six members of the crew of the Japanese life-boat *Chuyo Maru* lost their lives when the life-boat capsized in heavy seas on the 23rd of May, 1958.

On hearing of the disaster the Institution sent a message expressing its condolences and its deepest sympathy with the families of the men who lost their lives.

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## Christmas Cards and Calendars

THE Institution will again have a Christmas card and a pocket calendar for sale. The card will be a reproduction in colour of the picture on page 98. It is a photograph of the Aberystwyth life-boat launching in a gale, and is reproduced by courtesy of the *Cambrian News*.

The card will be of four pages, with

the picture on page one, greetings on page three and the Institution's crest on page two. The price of the card, with the envelope, will be 9d. Name and address can be printed in, if not fewer than twenty-five are ordered, at an added cost of 10s. for 25 and under 50, 12s. 6d. for 50 and under 100, and 20s. for 100 up to 200.



By courtesy of]

[The Cambrian News

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

There will also be a hanging calendar, with a picture in colour, a reproduction of a photograph of the Ramsgate

life-boat *Michael and Lily Davis* returning to harbour. This calendar is not for sale and is produced primarily for distribution to solicitors' offices. Supporters of the Institution living in the Irish Republic are asked to order Christmas cards from the Dublin office, 32, South Frederick Street, Dublin, C.2.

### Birthday Honours

HONOURS bestowed on those associated with the Life-boat Service in the Birthday Honours for 1958 included :—

C.B.E.

Brigadier J. W. H. Gow, O.B.E., D.L., a member of the Committee of

Management and chairman of the Glasgow branch.

M.B.E.

Mr. Trevellick Moyle, honorary secretary of St. Mary's, Scilly Islands, station branch.

## THE LIFE-BOAT FLEET

156 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1825 to 30th June, 1958      -      -      81,545

### Three New Life-boats Named

#### ARBROATH

H.R.H. the Duchess of Kent, President of the Institution, named the new Arbroath life-boat *The Duke of Montrose* at a ceremony held at the life-boat station in Arbroath harbour on the 21st of May, 1958. Provost D. A. Gardner, chairman of the Arbroath branch, took the chair, and Commander T. G. Michelmores, Chief Inspector of Life-boats, described the new boat, which is one of the 42-foot Watson type. Earl Howe, Chairman of the Committee of Management of the Institution, handed over the life-boat to the branch, Mr. David Chapel, honorary secretary of the branch, accepting her.

A vote of thanks to the Duchess of Kent was proposed by the Earl of Airlie, Lord Lieutenant of the County of Angus, and a vote of thanks to the chairman and others by Lord Saltoun, chairman of the Scottish Life-boat Council. The Rev. T. Gemmill Campbell, Minister of the parish of Arbroath, dedicated the life-boat. Music was provided by the Royal Marine band of the R.N. Air Station at Bramcote and by the Arbroath instrumental band, and the singing was led by the Arbroath combined choir.

On the 26th of October, 1953, the Arbroath life-boat *Robert Lindsay* capsized with the loss of seven members of her crew. She was replaced temporarily by a life-boat from the reserve fleet and then by the new life-boat *The Duke of Montrose*. On the occasion of the naming ceremony Master Tommy Adams, son of the late Bowman Thomas Adams, who lost his life in the disaster in 1953, presented a bouquet to the Duchess of Kent.

#### VALENTIA

The new Valentia life-boat was named *Rowland Watts* by Mrs. O'Kelly, wife of the President of Ireland, at a ceremony held at Valentia Island on the 29th of May, 1958. The Very Rev. T. O'Sullivan, chairman of the branch, took the chair and Lieut.-Commander H. H. Harvey, Irish District Inspector, described the boat, which is one of the 52-foot Barnett class.

Mr. F. Watts, nephew of the late Mr. Rowland Watts, from whose legacy the life-boat was provided, presented the

boat to the Institution. Captain the Hon. V. M. Wyndham-Quin, R.N., Deputy Chairman of the Committee of Management, accepted the life-boat and handed her over to the branch, Mr. Kieran O'Driscoll, honorary secretary of the branch, accepting her. The Bishop of Kerry, the Most Rev. Denis Moynihan, blessed the life-boat, and after a vote of thanks proposed by Colonel R. J. Uniacke and seconded by the Rector of Valentia, the Rev. Canon S. F. Howe, Mrs. O'Kelly named her. Music was by the St. Joseph's School band, Tralee, and the Valentia parish choir led the singing.

In naming the boat Mrs. O'Kelly said: "She is as fine a craft as money, ingenuity, craftsmanship and long tradition in the development of life-boat construction can produce. We also know that she is in the very best of hands."

#### WEYMOUTH

The new life-boat for Weymouth was provided out of a legacy from the late Dr. Frank Spiller Locke of Tunbridge Wells, and at a ceremony held on the 14th of June, 1958, his widow presented the life-boat to the Institution and his great-niece, Miss Helen Harries, named her *Frank Spiller Locke*.

Mr. J. E. Gerard-Pearse, chairman of the Weymouth branch, took the chair and Lieut.-Commander W. L. G. Dutton, Western District Inspector, described the boat, which is one of the 52-foot Barnett class. Mr. Roger Leigh-Wood, a member of the Committee of Management, accepted the life-boat and handed her over to the branch, Mr. Kenneth H. Mooring Aldridge, honorary secretary of the branch, accepting her. The Archdeacon of Sherborne, the Ven. J. C. Chute, dedicated the life-boat, assisted by the Vicar of Holy Trinity, Weymouth, the Rev. P. S. Sprent, and the Superintendent Minister of Weymouth Methodist Church, the Rev. J. Charlton-Blackburn.

A vote of thanks was proposed by the Captain-in-Charge, H.M. Naval Base, Portland, Captain A. F. P. Lewis, R.N., and seconded by Lieut.-Colonel Sir Rupert Hay. Music was by the Rhine Staff Band of the Royal Tank Regiment.

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

### 134 Lives Rescued

#### APRIL

DURING APRIL life-boats were launched on service 45 times and rescued 30 lives.

#### MACHINERY PARTS TAKEN TO DUTCH VESSEL

**Salcombe, Devon.** At 11.30 on the morning of the 2nd of April, 1958, the honorary secretary was asked by the shipping agent at Plymouth if the life-boat would launch to take spare machinery parts to the motor vessel *Fedala* of Rotterdam. The *Fedala* had had an engine failure off Bolt Head and was in difficulties. The honorary secretary consented, and after the spare parts had arrived at Salcombe and been put aboard, the life-boat *Samuel and Marie Parkhouse* put out at 2.30 in a rough sea. There was a fresh easterly gale and a flood tide. The life-boat met the *Fedala* eight miles south-west of Bolt Head and transferred the machinery parts to her. She reached her station again at 7.15. The owners and agents expressed their thanks, made a gift to the life-boat crew and refunded to the Institution the expense of the service.

#### FISHING BOAT FOUND AFTER SEARCH

**North Sunderland, Northumberland.** At 8.15 on the morning of the 3rd of April, 1958, the coxswain told the honorary secretary that anxiety was felt for a local open fishing boat which was at sea, as the weather was deteriorating. At 8.35 the life-boat *Grace Darling* was launched in a rough sea. A strong easterly wind was blowing, and it was low water. The life-boat searched the Farne Islands and found the fishing boat *Eventide* sheltering beside the Inner Farne. As Seahouses harbour was dangerous to enter, the life-boat escorted the *Eventide* to Holy Island, where the fishing boat anchored. The life-boat returned to her station, arriving at two o'clock. Rewards to the crew, £12. 5s.; rewards to the helpers on shore, £10. 10s.

#### BODY RECOVERED NEAR ROCKS

**Arklow, Co. Wicklow.** At 10.30 on the morning of the 3rd of April, 1958, the motor mechanic was told that the body of a man had been seen in the sea at Arklow Rock. The Civic Guards were informed and they replied that the body could not be reached from the shore. The heavy sea at the time and a strong wind made the approach by the life-boat very dangerous, and it was decided to wait until there was an improvement in the conditions. At 1.45 in the afternoon the life-boat *Inbhear Mor* was launched in a rough sea. A strong north-easterly wind was blowing and the tide was ebbing. The life-boat anchored at the position given, veered down to within a boat's length of the rocks and recovered the body. The life-boat reached her station at 3.40. Rewards to the crew, £7; rewards to the helpers on shore, £3. 14s.

#### FISHING BOAT TOWED THROUGH GALE

**Ballycotton, Co. Cork.** At 12.15 on the afternoon of the 4th of April, 1958, the motor mechanic informed the honorary secretary that a fishing boat five miles east of Ballycotton light appeared to have had her sails blown away. Ten minutes later he reported that the boat was drifting out to sea. At 12.40 the life-boat *Mary Stanford* put out in a choppy sea, with a moderate north-north-westerly gale blowing with snow showers. It was low water. The life-boat reached the fishing boat *Pride of Helvick* three and a half miles south-east of Ballycotton light. The boat's sails had been torn and her engine had broken down. The life-boat took her in tow to Ballycotton and reached her moorings at three o'clock. Rewards to the crew, £8. 8s.; reward to the helper on shore, 14s.

#### FIVE FISHING VESSELS ESCORTED TO PETERHEAD

**Peterhead, Aberdeenshire.** At 2.50 on the afternoon of the 4th of April,

1958, the life-boat *Julia Park Barry of Glasgow* was launched in a rough sea, with a moderate east-north-easterly gale blowing and an ebb tide. She escorted five motor fishing vessels to harbour and then returned to her station, arriving at 3.40, but because of the weather she could not be rehoused until four days later. Rewards to the crew, £7. 10s. ; rewards to the helpers on shore, £2. 11s.

#### DRIFTING FISHING BOAT TOWED TO HARBOUR

**Baltimore, Co. Cork.** On the 6th of April, 1958, the fishing boat *Finbar* of Skibbereen, on passage from Baltimore to Clonakilty, broke down with engine trouble just outside Baltimore harbour. She was drifting helplessly and her owner, who was ashore, informed the honorary secretary. At six o'clock in the evening the life-boat *Sarah Tilson* was launched in a rough sea. There was a moderate north-easterly breeze and the tide was flooding. The life-boat found the *Finbar* off Black Point with a crew of six and took her in tow to the harbour. She reached her station at 7.15. Rewards to the crew, £7 ; rewards to the helpers on shore, £3.

#### BODY OF MAN TAKEN FROM LIGHTVESSEL

**Humber, Yorkshire.** At 4.30 on the morning of the 8th of April, 1958, the Spurn Point coastguard told the coxswain superintendent that a member of the crew of the Bull lightvessel had died during the night and asked if the life-boat would launch to take out a doctor who would be available in two hours. At 6.30 the life-boat *City of Bradford III* embarked the doctor and police and was launched in a calm sea. There was a light northerly breeze and a flood tide. The life-boat arrived alongside the Bull lightvessel at 6.40 and put the doctor and police on board. Three quarters of an hour later the body of the man was taken on board and the doctor and police re-embarked. They were landed at the jetty at Spurn Point at 7.45. Paid permanent crew.

#### LIFE-BOAT STANDS BY STEAM TRAWLER AGROUND

**Stornoway, Hebrides.** At 9.30 on the night of the 8th of April, 1958, the coastguard informed the honorary secretary that a vessel was reported ashore near Goat Island. The coastguard confirmed the report at 10.20, saying a trawler was ashore at Battery Point with two fishing boats standing by. As the weather was fine, it was decided not to launch the life-boat, but at 11.15 there was a forecast of bad weather, and as the trawler was still ashore the life-boat *J.J.K.S.W.*, on temporary duty at the station, put out at 11.35. The life-boat found the steam trawler *Seddon*, of Aberdeen, ashore, with a crew of thirteen. She stood by her during the night, and when an attempt to refloat her the next day failed, the life-boat returned to her station, arriving at 11.30. Rewards to the crew, £22. 5s.

#### FISHING BOAT REFLOATED AND ESCORTED

**Lerwick, Shetlands.** At 10.5 on the night of the 8th of April, 1958, the coastguard told the assistant honorary secretary that the fishing vessel *Margaret Herd*, of Fraserburgh, was ashore at Point of Ham in the Island of Bressay, near the entrance to Lerwick harbour. The life-boat *Lady Jane and Martha Ryland* put out at 10.25 in a moderate sea. There was a strong north-north-easterly wind and the tide was ebbing. The life-boat came up with the fishing vessel, which has a crew of nine. The first attempt to refloat her was unsuccessful, but just before midnight, with the fishing boat's engines working, the life-boat refloated her. She then escorted her to harbour, arriving at 12.15 early on the 9th of April. Rewards to the crew, £8. 8s.

#### CREW TAKEN OFF BELGIAN FISHING VESSEL

**Newhaven, Sussex.** At 7.20 on the morning of the 9th of April, 1958, the coastguard informed the honorary secretary that the Belgian fishing vessel *Celtic*, which was four miles south of Newhaven, had water in her engine

room and needed help. At 7.35 the life-boat *Cecil and Lilian Philpott* was launched in a slight sea. There was a light north-westerly wind and an ebbing tide. The life-boat found the vessel being towed by a French trawler and stood by while both vessels made for Newhaven. At 9.8 the life-boat took the crew of four of the *Celtic* on board, as the water was rising rapidly in the fishing vessel, and in just over half an hour the *Celtic* sank two miles off Newhaven. An air-sea rescue launch and a helicopter co-operated in the service. The life-boat reached her station at 10.55. Rewards to the crew, £9. 16s.

#### TRAWLER TOWED TO PORTMAGEE

**Valentia, Co. Kerry.** At 6.20 on the evening of the 9th of April, 1958, Valentia radio informed the honorary secretary that the trawler *Ros Caoin* needed help at the mouth of the Kenmare River. At 6.30 the life-boat *William and Harriot*, on temporary duty at the station, put out in a calm sea. There was a gentle westerly wind and the tide was flooding. The life-boat found the trawler with a crew of six. Her propeller shaft was broken, and she was in danger of drifting ashore at Hoghead. The life-boat towed her to Portmagee, arriving at 12.30 early on the 10th of April, and reached her station at 12.45. Rewards to the crew, £16. 5s.; reward to the helper on shore, 18s.

#### FISHING BOAT TOWED TO EASTBOURNE

**Eastbourne, Sussex.** At 1.7 on the afternoon of the 11th of April, 1958, the coastguard told the honorary secretary that a small vessel was showing distress signals three miles north-east of Langney Point. The life-boat *Beryl Tollemache* was launched at 1.30 in a rough sea. There was a strong north-easterly wind and the tide was flooding. The life-boat reached the position and found the fishing boat *Indian Summer* with her trawl entangled in her propeller. She had a crew of two. The life-boat took the fishing boat in tow, arriving at Eastbourne at 2.55. A letter of appreciation was received from the

owner of the *Indian Summer*. Rewards to the crew, £8; rewards to the helpers on shore, £9. 4s.

#### LIFE-BOAT HELPS TO RUN ANCHOR FROM TRAWLER

**Stornoway, Hebrides.** On the 11th of April, 1958, the agents for the trawler *Seddon*, which had stranded in Stornoway harbour on the 8th of April, wanted to run a kedge anchor out from her and asked if the life-boat would undertake this work. As there was no other vessel available, the honorary secretary agreed, and the life-boat *J.J.K.S.W.*, on temporary duty at the station, put out at 11.15. The weather was calm and it was almost high water. The anchor was laid and the life-boat reached her moorings at 12.30. No expense to the Institution.

#### SICK MAN TAKEN FROM TRAWLER

**Barra Island, Hebrides.** At 11.30 on the night of the 18th of April, 1958, the agent for the steam trawler *Buzzard*, of Fleetwood, asked the honorary secretary if the life-boat would land a man from the trawler, who was seriously ill. The trawler was steaming towards Mulдонаich. At two o'clock on the morning of the 19th of April the life-boat *R. A. Colby Cubbin No. 3* put to sea with a doctor on board. There was a moderate sea, a moderate south-westerly wind was blowing, and the tide was ebbing. The life-boat met the *Buzzard* in the lee of the island and the sick man was transferred. The life-boat landed the man at four o'clock at Castlebay, from where he was taken to a Glasgow hospital by air ambulance. The life-boat reached her moorings at 4.30. Rewards to the crew, £8. 8s.

#### YACHT REFLOATED AND TOWED TO NEW BRIGHTON

**New Brighton, Cheshire.** At 4.45 on the afternoon of the 19th of April, 1958, the motor mechanic told the honorary secretary that he had received a message from a New Brighton stage-man that a yacht appeared to be in difficulties near the port radar station at the entrance to the River Mersey. The life-boat *Edmund and Mary Robinson*, on temporary duty at the station,

put out at five o'clock in a choppy sea. There was a fresh west-south-westerly wind, and the tide was ebbing. The life-boat, which had taken a boarding boat with her, found the yacht *Thebe*, of New Brighton, aground and listing to port. Four members of the life-boat crew made for the yacht in the boarding boat. They stood by until the yacht refloated on the flooding tide and then towed the yacht to the life-boat, which was standing by in midstream. The life-boat took the *Thebe* in tow to New Brighton, arriving at 7.30. The three men on board the yacht expressed their thanks. Rewards to the crew, £8. 8s. ; rewards to the helpers on shore, £1. 8s.

#### SICK SEAMEN TAKEN FROM POLISH TANKER

**St. Peter Port, Guernsey.** At 1.18 on the afternoon of the 22nd of April, 1958, a message was received from the St. Peter Port signal station that there were two seamen on board the Polish tanker *Kasprowy* suffering from food poisoning. At 1.35 the life-boat *Euphrosyne Kendal* put out with a doctor and two members of the St. John Ambulance Brigade on board. The weather was calm and there was an ebb tide. Visibility was poor, but the life-boat found the tanker four miles south-south-west of Hanois lighthouse. After receiving medical attention, the seamen, who were seriously ill, were transferred to the life-boat and landed at St. Peter Port, where they were taken to hospital. Rewards to the crew, £9. 16s. ; reward to the helper on shore, 15s.

#### MAN RESCUED AFTER FALL FROM CLIFF

**Dunmore East, Co. Waterford.** At 4.40 on the afternoon of the 22nd of April, 1958, the owner of a local hotel told the honorary secretary that a young man had fallen over the cliffs at Portally while shooting seals and was lying unconscious. As he could not be reached from land, the life-boat *Annie Blanche Smith* put out ten minutes later, towing the boarding boat. The sea was calm and a light south-westerly wind was blowing, and there was fog. The tide was flooding. The life-boat

reached the position, recovered the man, who was badly injured, and brought him to Dunmore East, where he was landed at 6.15. Rewards to the crew, £7.

#### INJURED MAN TAKEN FROM COASTER

**Southend-on-Sea, Essex.** At 1.40 on the afternoon of the 23rd of April, 1958, the coastguard told the honorary secretary that a doctor was needed to examine a badly injured member of the crew of the coaster *Milintence* of Rochester, whose position was west of the pier. At 1.58 the life-boat *Greater London II (Civil Service No. 30)* was launched with a doctor on board in a slight sea. There was a gentle easterly wind and a flood tide. The life-boat reached the coaster, and after the doctor had examined him, the man, who was an engineer, was transferred to the life-boat. He was landed at Southend pier at 2.29. Rewards to the crew, £7 ; rewards to the helpers on shore, £3. 18s.

#### SHIP'S BOAT TOWED TO DUTCH COASTER

**Rosslare Harbour, Co. Wexford.** On the 26th of April, 1958, the coaster *Pres. Roosevelt*, of Groningen, was anchored a mile north-west of the life-boat station with engine trouble and was sheltering from the weather. A boat with four members of her crew on board had come ashore, but on the return passage the boat went adrift. The coxswain saw the boat in difficulties, and at 7.40 the life-boat *Douglas Hyde* put out. There was a rough sea, a strong north-west wind was blowing, and the tide was flooding. Ten minutes later the life-boat reached the boat and towed her to the *Pres. Roosevelt*. The life-boat reached her moorings at 8.40. Partly paid permanent crew. Rewards to the crew, £4 ; reward to the helper on shore, 12s.

#### DUTCH COASTER TOWED IN AFTER EXPLOSION

**Rosslare Harbour, Co. Wexford.** At 10.30 on the morning of the 28th of April, 1958, the coxswain was working at the boathouse when he heard an explosion, which appeared to come from

the Dutch coaster *Pres. Roosevelt* anchored one mile north-west of the life-boat station. The coaster hoisted distress signals and sounded her siren. At eleven o'clock the life-boat *Douglas Hyde* put out in a moderate sea. There was a fresh north-westerly wind and a flood tide. The life-boat reached the coaster and found that there had been an explosion in the engine room, which had completely disabled her. Her master asked for a tow into Rosslare harbour. This was done and the coaster was safely berthed at Rosslare pier. The life-boat reached her moorings at 12.45. Property salvage case.

#### DOCTOR BROUGHT TO ISLAND FOR CONSULTATION

**Galway Bay.** At noon on the 28th of April, 1958, the honorary secretary received a message from the local doctor asking if the life-boat would bring a doctor from Rossaveal to Kilronan for consultation about a patient. At 12.15 the life-boat *Mabel Marion Thompson* put out in a calm sea, with a light south-westerly wind blowing and fog. It was high water. The life-boat brought the doctor to Kilronan and later took the patient to the mainland. She finally reached her station at 11.30. Rewards to the crew, £19. 5s.; reward to the helper on shore, £1. 3s.

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

**Walton and Frinton, Essex.**—April 1st.—Rewards, £21. 7s.

**Troon, Ayrshire.**—April 3rd.—Rewards, £8. 8s.

**Arklow, Co. Wicklow.**—April 4th.—Rewards, £13. 14s.

**Appledore, Devon.**—April 6th.—Rewards, £27. 9s.

**Stromness, Orkneys.**—April 6th.—Rewards, £33. 5s.

**Workington, Cumberland.**—April 9th.—Rewards, £7. 12s.

**Torbay, Devon.**—April 9th.—Rewards, £4. 4s.

**Lerwick, Shetlands.**—April 12th.—Rewards, £7.

**Weymouth, Dorset.**—April 12th.—Rewards, £7.

**Dun Laoghaire, Co. Dublin.**—April 13th.—Rewards, £10. 8s.

**Newbiggin, Northumberland.**—April 13th.—Rewards, £15. 10s.

**Southend-on-Sea, Essex.**—April 14th.—Rewards, £13. 2s.

**Dun Laoghaire, Co. Dublin.**—April 15th.—Rewards, £10. 16s.

**Eastbourne, Sussex.**—April 18th.—Rewards, £14. 15s.

**St. Peter Port, Guernsey.**—April 19th.—Rewards, £12.

**Stromness, Orkneys.**—April 19th.—Rewards, £13. 9s.

**Dungeness, Kent.**—April 20th.—Rewards, £30. 12s.

**Ramsgate, Kent.**—April 20th.—Rewards, £21. 3s.

**The Lizard, Cornwall.**—April 22nd.—Rewards, £17. 6s.

**Bembridge, Isle of Wight.**—April 26th.—Rewards, £9. 5s.

**Torbay, Devon.**—April 26th.—Rewards, £6. 4s.

**Clacton-on-Sea, Essex.**—April 27th.—Rewards, £11. 18s.

**New Brighton, Cheshire.**—April 28th.—Rewards, £7. 6s.

**Portpatrick, Wigtownshire.**—April 30th.—Rewards, £9. 16s.

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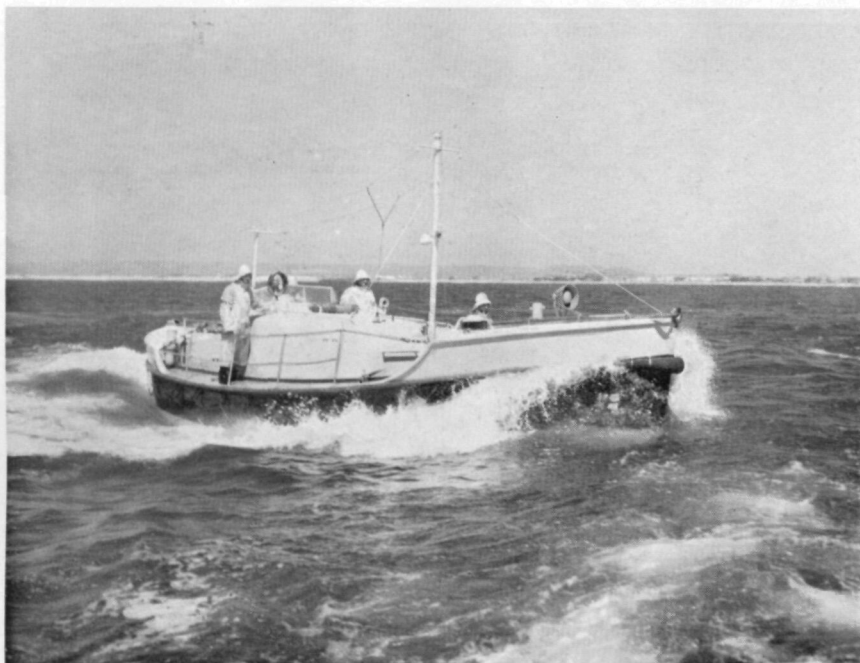
#### MAY

DURING MAY life-boats were launched on service 68 times and rescued 38 lives.

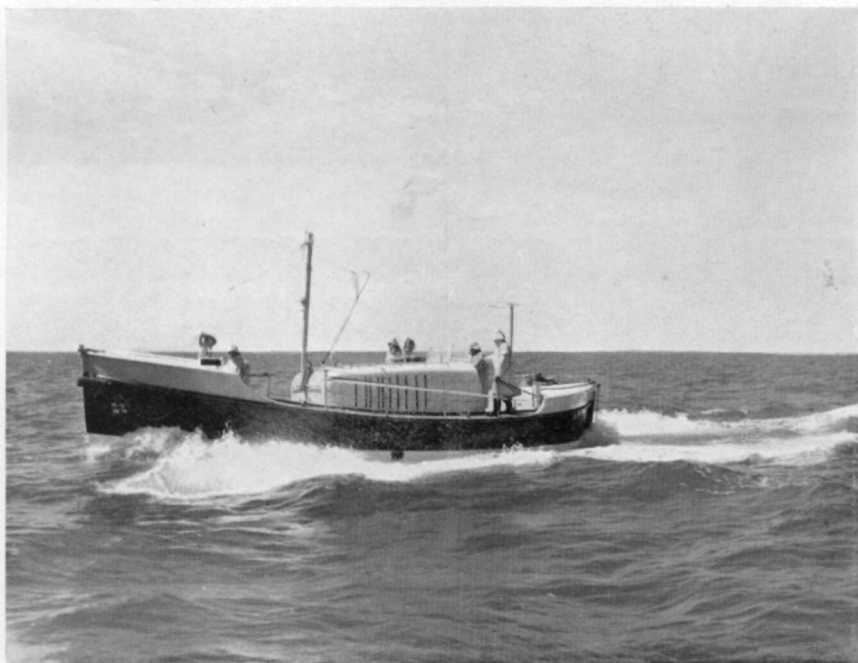
#### TWO LIFE-BOATS IN SEARCH FOR AIRCRAFT

**Barry Dock, Glamorganshire.** At 10.20 on the morning of the 1st of May, 1958, the coastguard informed the honorary secretary that a Sea Venom aircraft with a crew of two had exploded in the air off Lilstock one mile from the shore. The crew were summoned, but as the Minehead life-boat was also launching, the Barry Dock life-boat was not launched immediately, and contact was maintained by radio-telephone between the life-boats. At 12.50 it was decided to launch the Barry Dock life-boat *Rachel and Mary Evans* to assist in the search. The weather was calm and it was low water. Helped by an air-sea rescue launch, the Barry Dock life-boat found





THE NEW OAKLEY LIFE-BOAT AT SEA  
(see page 91)



TRIALS OF NEW OAKLEY LIFE-BOAT AT LITTLEHAMPTON



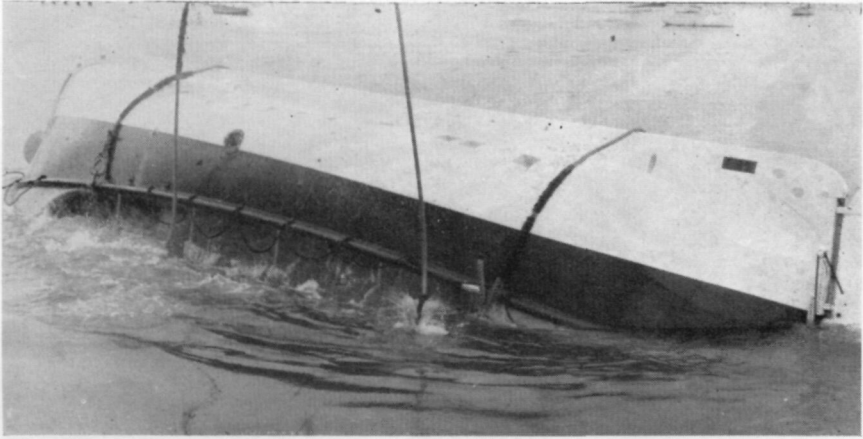
**THE NEW OAKLEY TYPE OF LIFE-BOAT**  
(see page 91)



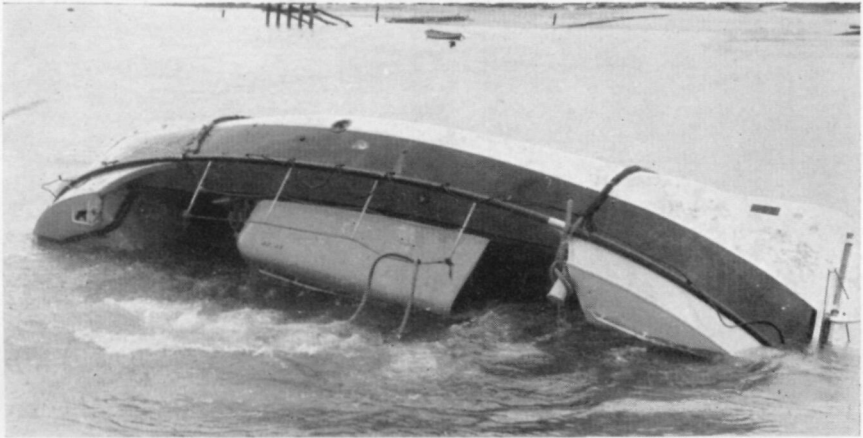
**BEGINNING CAPSIZING TRIALS**



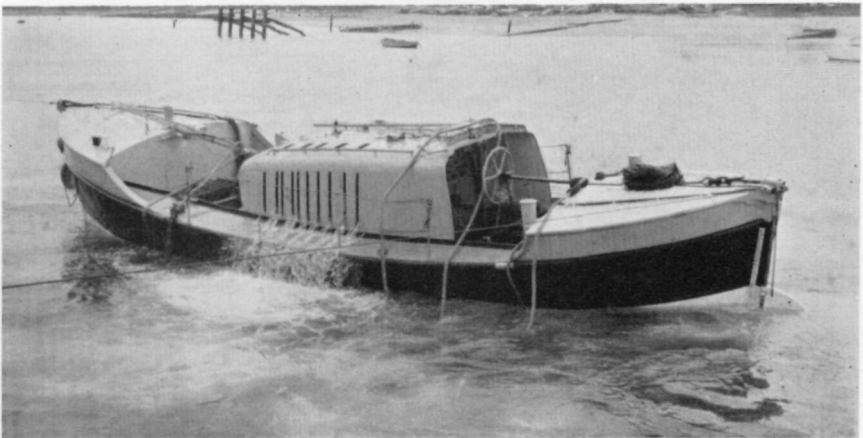
**CAPSIZING TO STARBOARD**



AFTER CAPSIZE



THE LIFE-BOAT RIGHTS HERSELF



WATER DRAINS AWAY IMMEDIATELY



*By courtesy of ]*

*[Iain Wight*

**THE NEW ARBROATH LIFE-BOAT**  
(see page 99)



*By courtesy of ]*

*[North-Western Evening Mail*

**BARROW LIFE-BOAT TOWS IN A TRAWLER**  
(see page 115)



*By courtesy of]*

*[David Hughes*

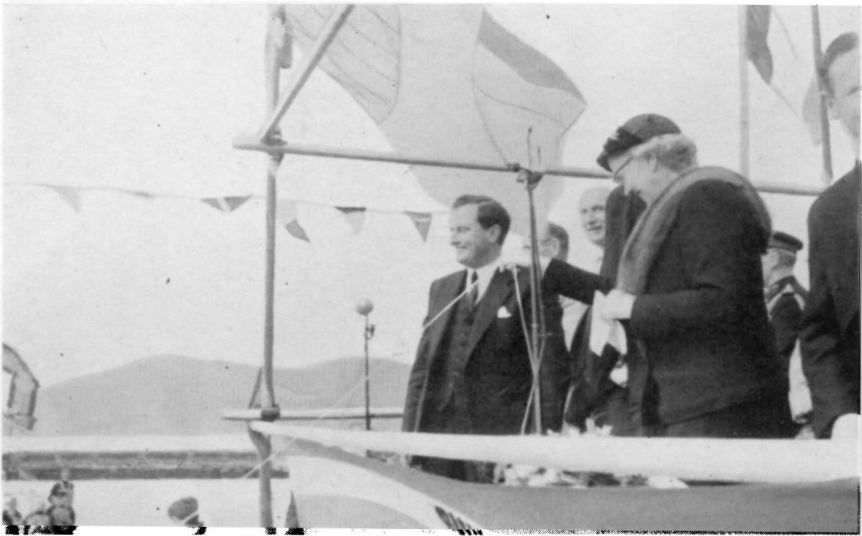
**LAUNCHING THE PENLEE LIFE-BOAT**



*By courtesy of]*

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**LAUNCHING THE CULLERCOATS LIFE-BOAT**



*By courtesy of*

*[Padraig Kennelly*

**MRS. O'KELLY NAMES THE NEW VALENTIA LIFE-BOAT**  
(see page 99)



*By courtesy of*

*[Padraig Kennelly*

**SCENE AT THE VALENTIA NAMING CEREMONY**



*By courtesy of]*

*[Eastbourne Gazette and Herald Chronicle*

**EASTBOURNE LIFE-BOAT RETURNS FROM SERVICE**

(see page 120)



*By courtesy of]*

*[Eastern Daily Press*

**SHERINGHAM LIFE-BOAT LANDS A SICK MAN**

(see page 119)



**LIFE-BOAT ON SHOW IN MONTEVIDEO**

The former Southend-on-Sea life-boat which now forms part of the Uruguayan life-boat fleet



some wreckage of the aircraft and took it on board. The search was abandoned at 2.55 and the life-boat reached her station at five o'clock. The Minehead life-boat was also at sea for five and a half hours. Rewards to the crew, £8 ; rewards to the helpers on shore, £1 12s.

#### SICK WOMAN TAKEN TO MAINLAND

**Galway Bay.** At 11.45 on the morning of the 1st of May, 1958, the local doctor asked if the life-boat would take a patient in urgent need of hospital treatment to the mainland. After embarking the sick woman, the life-boat *Mabel Marion Thompson* put out at 12.15 in a calm sea. There was a light westerly wind and a flooding tide. The woman was landed at Rossaveal and taken to hospital by ambulance. Rewards to the crew, £11. 4s. ; reward to the helper on shore, 12s.

#### FLEETWOOD TRAWLER AGROUND ON BOULDERS

**Fleetwood, Lancashire.** At 6.20 on the morning of the 2nd of May, 1958, the coastguard told the honorary secretary that the steam trawler *Jamaica* of Fleetwood, with a crew of twelve, was ashore on the north-west boulders on the south side of Lune Deep and required help. At 6.45 the life-boat *Ann Letitia Russell* was launched. The weather was calm, with fog, and it was low water. The life-boat reached the trawler, and when the trawler re-floated at high water the life-boat guided her to deeper water and returned to her station, arriving at 9.20. Rewards to the crew, £10. 3s. ; rewards to the helpers on shore, £3. 16s.

#### LIFE-BOAT CREW SINK BURNING FLARE

**Fowey, Cornwall.** At 9.32 on the evening of the 3rd of May, 1958, the Polruan coastguard told the honorary secretary that a white flashing light had been seen three to four miles south-east of the look-out. At 9.40 the life-boat *Deneys Reitz* put out in a smooth sea, with a gentle south-easterly wind blowing and an ebb tide. The life-boat found a burning flare and the coxswain

tried to take it aboard, but it was too hot. The flare was sunk and the life-boat reached her moorings at 11.25. Rewards to the crew etc., £7. 2s. 6d.

#### RESERVE LIFE-BOAT TOWED TO HARBOUR

**Anstruther, Fifeshire.** At 8.1 on the morning of the 4th of May, 1958, the Fifeness coastguard informed the honorary secretary that the reserve life-boat *Howard D*, on passage from Port Seton to Gourdon, had broken down one mile south-east of Fifeness. At 8.26 the life-boat *James and Ruby Jackson* was launched in calm weather. It was low water. She found the *Howard D* and took her in tow to Anstruther, which was reached at 10.20. Rewards to the crew, £7. 10s. ; rewards to the helpers on shore, £8. 7s.

#### DINGHY TOWED BY BOARDING BOAT

**New Brighton, Cheshire.** At 5.20 on the afternoon of the 7th of May, 1958, the police told the honorary secretary that a rubber dinghy was drifting out to sea off Leasowe lighthouse with one man on board. At 5.35 the life-boat *Edward and Mary Robinson*, on temporary duty at the station, put out with the bowman in command. There was a rough sea, with a strong south-westerly wind blowing and an ebb tide. The boarding boat also put out ahead of the life-boat through the shallow water of the Rock Channel. The boarding boat approached the rubber dinghy first and towed it out over the North Bank to deeper water. The man was put aboard the life-boat, and the dinghy was then deflated and taken by the boarding boat to New Brighton. Because of the state of the tide the life-boat made a longer passage back to her station through the Queen's Channel, arriving at 10.15. Rewards to the crew, £9. 12s. ; rewards to the helpers on shore, £1. 12s.

#### WRECKAGE FOUND OF TIGER MOTH AIRCRAFT

**Bembridge, Isle of Wight.** At 2.37 on the afternoon of the 8th of May, 1958, the Foreland coastguard told the honorary secretary that a Tiger Moth aircraft had crashed into the sea two

miles south of the look-out. At 2.45 the life-boat *Jesse Lumb* was launched in a moderate sea. A gentle south-westerly wind was blowing, and it was high water. The life-boat made for the position and at 3.26 reported that some wreckage had been found. She recovered a pilot's helmet and gave the coastguard detailed information about the nature of the wreckage found. At 5.21 the coastguard reported that an oily patch of water had been seen at Whitecliff Bay, and the life-boat was asked to search this area. She made a search but found only a piece of the aircraft's airscrew, which she picked up. The life-boat then returned to her station, arriving at 6.50. Rewards to the crew, £9. 12s.; rewards to the helpers on shore, £3. 5s.

#### LIFE-BOAT ESCORTS YACHT IN TOW

**Bembridge, Isle of Wight.** At 6.57 on the evening of the 9th of May, 1958, the Foreland coastguard told the honorary secretary that a yacht was firing red rockets two miles south of Ventnor pier. Eight minutes later the life-boat *Jesse Lumb* was launched in a rough sea. There was a gentle south-westerly wind and the tide was ebbing. The life-boat reached the position and found that a motor boat had taken the yacht *Solveig*, with a crew of three, in tow. The life-boat escorted the yacht for a time and then returned to her station, arriving at 9.40. Rewards to the crew, £7. 4s.; rewards to the helpers on shore, £3. 5s.

#### FISHING BOAT TOWED TO DOUGLAS

**Ramsey, Isle of Man.** At 10.20 on the night of the 10th of May, 1958, the coastguard informed the honorary secretary that red flares had been seen off Manghold Head. At 10.45 the life-boat *Thomas Corbett* was launched in a moderate sea. There was a moderate north-easterly wind and the tide was ebbing. The life-boat found the motor fishing vessel *Sea Lion* with a crew of two. Her engine had broken down and the life-boat took her in tow to Douglas as conditions were bad in Ramsey Bay. The life-boat returned to Ramsey harbour at five o'clock on the morning of the 11th of May, where she was

berthed until she could be rehoused at three o'clock in the afternoon. Rewards to the crew, £15. 15s.; rewards to the helpers on shore, £16. 13s.

#### SHIP'S BOAT TOWED TO YARMOUTH

**Caister, Norfolk.** At 9.35 on the morning of the 11th of May, 1958, the motor mechanic saw a small ship's boat, which had broken down with engine trouble north of Caister Elbow buoy. Ten minutes later the life-boat *Jose Neville* was launched in a choppy sea. There was a fresh west-south-westerly wind and an ebb tide. The life-boat reached the motor boat *Terrible Twins*, which had a crew of two. A member of the life-boat crew was put on board and the boat was taken in tow and beached at Yarmouth. The life-boat then returned to her station, arriving at 10.55. Rewards to the crew, £8; rewards to the helpers on shore, £6. 1s.

#### THREE YACHTS IN TROUBLE DURING RACE

**Weston-super-Mare, Somerset.** On the afternoon of the 11th of May, 1958, the deputy honorary secretary and members of the life-boat crew were watching a yacht race, when a sudden squall sprang up, the weather grew worse, and several yachts found themselves in difficulties. Two yachts capsized and a third was dismasted. The life-boat *Fifi and Charles* was launched at 3.40 in a rough sea. There was a moderate southerly gale with rain squalls and an ebb tide. The life-boat took the yacht *Daybreak*, with a crew of three, in tow and made for the pleasure steamer *Glen Usk*, which was standing by the capsized yacht *Daymate*. The life-boat picked up the *Daymate's* crew of three out of the water, but the life-boat's propeller was fouled by the yacht's rigging. The motor boat *Doris* therefore towed the *Daymate* to the shore, and the third yacht was towed in by the motor boat *Sirious*. The life-boat reached her station at 6.5. The owner of one of the yachts made a donation to the Institution funds. Rewards to the crew, £8. 8s.; rewards to the helpers on shore, £5. 3s.

### TWO LIFE-BOATS PUT OUT TO BURNING TRAWLER

**Rosslare Harbour, Co. Wexford, and Fishguard, Pembrokeshire.** At 7.34 on the evening of the 11th of May, 1958, the Superintendent of the Irish Coast Life-Saving Service passed on to the acting honorary secretary at Rosslare Harbour a message from Lands End radio that the trawler *radieuse*, of Lorient, was on fire 20 to 30 miles east of Tuskar Rock and needed immediate help and the services of a doctor. The message was received direct from Lands End radio at 8.5, and the coxswain of the Fishguard life-boat was also informed. Despite repeated efforts, a doctor could not be obtained for the Rosslare Harbour life-boat *Douglas Hyde*, and she put out at eight o'clock. Twenty minutes later the Fishguard life-boat *Howard Marryat* was launched with a doctor on board. There was a rough sea, a fresh south-westerly wind was blowing, and it was low water. Both life-boats made for the position, and at 9.25 the St. David's coastguard informed the coxswains that an aircraft would be over the casualty in half an hour. Later the aircraft reported that the trawler was 21 miles south-east-by-east of Tuskar Rock and dropped flares to indicate the position. The *Douglas Hyde* reached the *Radieuse* first at 11.20, and the injured seaman, who had been badly burned when an explosion had taken place in the engine room, was transferred to her. As the life-boat had no doctor on board, the coxswain decided to leave immediately for Rosslare Harbour, and he wirelessed for a doctor and an ambulance to be waiting on shore to receive the injured seaman. Twenty minutes later the *Howard Marryat* reached the trawler, and her coxswain was informed that the injured seaman had been taken off in the Rosslare Harbour life-boat. He also learnt that although the engine of the trawler was out of action the vessel was in no danger, and that another French trawler was on the way to help. The *Howard Marryat* stood by for two hours, and when an assurance was given by the skipper of the *Radieuse* that no more help was needed, she returned to her station, arriving at 5.15 on the morning of the 12th of May. The *Douglas Hyde*

reached her moorings at 3.40 that morning. Rosslare Harbour : rewards to the crew, £12. 7s. ; reward to the helper on shore, 19s. Partly paid permanent crew. Fishguard : rewards to the crew, £18. 2s. ; rewards to the helpers on shore, £5.

### EIGHTH SERVICE TO THE SAME FISHING VESSEL

**Barrow, Lancashire.** At 9.5 on the morning of the 12th of May, 1958, the coastguard told the coxswain that a fishing vessel was in difficulty and aground half a mile off Sandy Gap, Walney Island. The life-boat *Herbert Leigh* was launched at 9.37 in a rough sea, with a fresh west-south-westerly wind blowing and an ebb tide. The life-boat came up with the fishing vessel *Patte* of Fleetwood about half a mile off shore and found that she was dragging her anchor and her propellers were fouled. The life-boat took her in tow to Fleetwood and reached her station at 4.30. This is the eighth time that an Institution's life-boat has launched to this vessel, which was formerly named *Tranquillity*, in the last four years. Rewards to the crew, £10. 5s. ; rewards to the helpers on shore, £2. 14s.

### LIFE-BOAT STANDS BY FOURTEEN HOURS IN WHOLE GALE

**Padstow, Cornwall.** At 11.45 on the night of the 15th of May, 1958, the Trevoze Head coastguard informed the honorary secretary that the motor vessel *Musketier* of Groningen was in difficulty five miles north of Trevoze Head, as her cargo of coal had shifted. At 12.30 the no. 1 life-boat *Joseph Hiram Chadwick* put out from Hawkers Cove in a heavy swell. A whole gale was blowing from the north-west, and the tide was flooding. With the help of an aircraft the life-boat found the *Musketier* thirteen and a half miles north-north-west of Trevoze Head. She stood by her for fourteen hours until the *Musketier's* master reported that the cargo had been secured. The *Musketier* then proceeded to Ilfracombe, and the life-boat reached her moorings at 4.50. The owner of the *Musketier* expressed his thanks. Rewards to the crew, £21. 5s. ; rewards to the helpers on shore, £8. 4s.

## YACHT TOWED TO RAMSGATE

**Walmer, Kent.** At 12.57 on the afternoon of the 17th of May, 1958, the Deal coastguard informed the honorary secretary that a yacht had broken down two miles north-north-west of the South Goodwin lightvessel. At one o'clock the life-boat *Charles Dibdin* (*Civil Service No. 2*) was launched in a slight sea with a gentle south-westerly wind blowing and an ebb tide. She found the motor yacht *Gull* of Dover, which had a crew of six, with her engine broken down. The life-boat took the yacht in tow to Ramsgate harbour and then returned to her station, arriving at 4.50. Property salvage case.

## BOY PICKED UP AFTER FALL OFF CLIFFS

**Howth, Co. Dublin.** At 6.45 on the evening of the 17th of May, 1958, the harbour master passed on to the honorary secretary a message that a boy had fallen over the cliffs half a mile north-east of the Bailey lighthouse. At 7.5 the life-boat *C.D.E.C.*, on temporary duty at the station, put out, taking a punt with her. The weather was calm and the tide was flooding. When the life-boat reached the position the punt was used to bring the boy off the rocks to the life-boat. The life-boat then returned to the west pier, where an ambulance was waiting to take the boy to hospital. The life-boat reached her moorings at eight o'clock. Rewards to the crew, £8; rewards to the helpers on shore, £1. 4s.

## PILOT BOAT TOWED TO DOVER

**Dover, Kent.** At 6.30 on the morning of the 18th of May, 1958, a message was received that the pilot boat *Victor* of Dover was drifting, with her steering gear broken, three miles west-south-west of Dover. At 6.45 the life-boat *Southern Africa* put out in a rough sea, with a fresh west-south-westerly wind blowing and fog. It was low water. The life-boat found the *Victor* with a crew of three and took her in tow to Dover, which was reached at 8.45. Rewards to the crew etc., £8. 13s.

## FISHING BOAT TOWED TO STROMNESS

**Stromness, Orkneys.** At 10.55 on the night of the 19th of May, 1958, the honorary secretary was informed that four red flares had been seen three miles off Hoy. At 11.20 the life-boat *Archibald and Alexander M. Paterson* was launched in a choppy sea. There was a fresh westerly gale and it was high water. The life-boat carried out a search of the area but found nothing and was recalled. At 1.23 a message was received that the fishing boat *Effulgence*, of Banff, was aground at Point of Ness. The coxswain altered course and found the *Effulgence* with a crew of five. She stood by until low water, and as the fishing boat's crew were then in no danger, she returned to her station, arriving at 3.5. At 8.5 the life-boat returned to the position and found the fishing boat was being carried further aground by the swell. It was therefore decided to tow her off. This was done, and the fishing boat was taken to Stromness, which was reached at 9.35. The life-boat crew received a gift from the Scottish Boatowners' Mutual Insurance Association. Rewards to the crew, £17. 9s.; rewards to the helpers on shore, £3. 6s.

## TWO FRENCH TRAWLERS AGROUND

**Ramsgate, Kent.** At 7.15 on the morning of the 20th of May, 1958, the Deal coastguard informed the honorary secretary that a trawler was aground on Broadstairs Knoll, with another trawler standing by. The Dover life-boat *Southern Africa*, which was on passage to Rowhedge for overhaul, was asked to investigate. She did so and found the trawler aground on Quern Rocks. She then sent a message advising the Ramsgate life-boat to launch and continued her passage. At 7.59 the Ramsgate life-boat *Michael and Lily Davis* put out in a smooth sea. There was a light west-south-westerly wind, and it was low water. The life-boat reached the position and found two French trawlers, the *Abbé Hardiquet* and *Mont Casséo* aground, one with engine trouble and the other with a heavy list. She stood by until they refloated, and with one trawler towing

the other escorted them to harbour, which was reached at 9.45. Rewards to the crew etc., £7. 10s.

#### TRAWLER FOUL OF SUBMERGED WRECK

**Portrush, Co. Antrim.** At 7.50 on the morning of the 23rd of May, 1958, a message was received from the coast-guard that the steam trawler *Sethon* of Fleetwood was in difficulties at Church Bay, Rathlin. At 8.10 the life-boat *Lady Scott* (Civil Service No. 4) was launched in a rough sea, with a fresh easterly wind blowing and a flooding tide. The life-boat found the trawler foul of a submerged wreck and stood by her until she refloated. She then returned to her station, arriving at 2.10. Rewards to the crew, £14. 5s.; rewards to the helpers on shore, £1. 16s.

#### LIFE-BOAT STANDS BY YACHT AND MOTOR VESSEL

**Howth, Co. Dublin.** At 10.30 on the morning of the 23rd of May, 1958, a message was received from the Coast Life-saving Service that the steam yacht *Carraig* was shipping heavy seas eight miles east of Clogher Head and needed help. At 10.57 the life-boat *C.D.E.C.*, on temporary duty at the station, put out in a rough sea. There was a fresh easterly wind and a flood tide. At 12.20 the coxswain received a message that the motor vessel *Oak* had taken the *Carraig* in tow but that the life-boat would be required to stand by. He sighted the vessels at three o'clock and reached them half an hour later about four miles from the entrance to Lough Carlingford. The life-boat stood by until both vessels had reached a calm sea and then returned to her station, calling at Greencastle to refuel and to allow the crew to have some food. She reached her moorings at 11.55 at night. Rewards to the crew, £23. 17s.; rewards to the helpers on shore, £4. 6s. 6d.

#### ESCORT FOR ONE COASTER IN TOW OF ANOTHER

**Dungeness, Kent.** At 9.8 on the morning of the 23rd of May, 1958, the honorary secretary was informed that

a vessel was firing red flares a mile and a half west-south-west of Dungeness. The crew assembled, but as it was low water the life-boat *Mabel E. Holland* could not launch until 10.58. There was a rough sea and a fresh south-easterly wind. The vessel, which was the small coaster *Falkenstein* of Hamburg, had been taken in tow by the coaster *Portslade*, but both vessels were being blown towards the shore. The life-boat came up with the coasters and escorted them until they were clear of Dungeness Point. The captain of the *Portslade* then informed the coxswain that he would be able to proceed on his own, and the life-boat returned to her station arriving at noon. Rewards to the crew, £10; rewards to the helpers on shore, £20. 7s.

#### ESCORT FOR FISHING VESSEL

**Tenby, Pembrokeshire.** At 10.25 on the morning of the 23rd of May, 1958, the coastguard told the honorary secretary that the motor fishing vessel *Marie Leach*, with a crew of three, appeared to be in difficulties five miles north-west of Rhossili. The life-boat *Henry Comber Brown* was launched at 10.30. There was a rough sea, a strong south-easterly gale was blowing, and it was high water. At 11.25 the life-boat found the *Marie Leach* six to seven miles from Tenby. She escorted her to safety and reached her station at 1.30. Rewards to the crew, £10. 3s.; rewards to the helpers on shore, £5. 18s.

#### TOW FOR CONVERTED SHIP'S BOAT

**New Brighton, Cheshire.** At 3.10 on the afternoon of the 23rd of May, 1958, the motor mechanic told the honorary secretary that a converted ship's boat was reported to be in difficulties in the Rock Channel and drifting out to sea. At 3.25 the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, put out in a rough sea. There was a strong south-south-westerly wind and the tide was ebbing. The life-boat found the vessel half a mile east of the R.4 buoy with her engine broken down. A tow rope was connected, and after the coxswain had put a member of the life-boat's crew aboard the vessel to act

as pilot, the life-boat towed her to the New Brighton stage. The life-boat reached her moorings at 5.10. Rewards to the crew, £6; rewards to the helpers on shore, £1. 6s.

#### BELGIAN YACHT TOWED TO RAMSGATE

**Ramsgate, Kent.** At 10.14 on the morning of the 24th of May, 1958, the east pier watchman told the honorary secretary that a yacht was aground on the Brake Sands and bumping badly. At 10.23 the life-boat *Michael and Lily Davis* put out in a slight sea. A moderate south-south-westerly wind was blowing and it was low water. The life-boat found the Belgian motor yacht *Cap Lizard* with twelve people on board. She towed her off the sands and when she was clear slipped the tow. Shortly afterwards the yacht's engines broke down, and the life-boat then towed her to the harbour, arriving at 12.8. Property salvage case.

#### TOW FOR YACHT WITH BROKEN RUDDER

**Moelfre, Anglesey.** At 10.40 on the morning of the 24th of May, 1958, the Holyhead coastguard told the honorary secretary that a yacht was showing distress signals three quarters of a mile north of Point Lynas. At eleven o'clock the life-boat *Watkin Williams* was launched in a choppy sea, with a fresh south-westerly wind blowing and a flood tide. The life-boat found the yacht *Alouette de Mer* of Southampton, with a crew of three. The yacht had a broken rudder, and the life-boat towed her to Beaumaris, reaching her station at six o'clock. The owner of the yacht expressed his thanks. Rewards to the crew, £10. 10s.; rewards to the helpers on shore, £3. 12s.

#### YACHT TOWED TO DOVER

**Dover, Kent.** At 12.55 early on the morning of the 25th of May, 1958, the eastern arm signal station informed the honorary secretary that a vessel was firing red flares off South Foreland. At 1.10 the life-boat *Elizabeth Elson*, on temporary duty at the station, put out in a rough sea. There was a fresh southerly breeze and the tide was

flooding. The life-boat found the yacht *Widgeon II*, with a crew of two, half a mile off shore. She towed her to Dover harbour, arriving at 2.50. Rewards to the crew etc., £7. 5s.

#### MASTER LANDED FROM STEAMER AFTER COLLAPSE

**Rosslare Harbour, Co. Wexford.** At 2.50 on the morning of the 25th of May, 1958, the managing director of the owners of the *S.S. City of Amsterdam*, of Dublin, informed the honorary secretary that her master had collapsed on the bridge of the steamer while she was north of the Blackwater lightvessel, and that the chief officer was taking the steamer towards Rosslare Harbour. The director asked if the life-boat would meet her with a doctor. At 3.50 the life-boat *Douglas Hyde* put out, with a doctor on board, in a smooth sea. There was a moderate north-westerly wind, and it was low water. About five miles north-east of Rosslare Harbour, the life-boat went alongside the steamer and put the doctor aboard. He found that the master had had an attack of coronary thrombosis and suggested that the steamer should proceed to Rosslare and land him. A member of the life-boat's crew went aboard the *City of Amsterdam* to act as pilot, and the life-boat escorted her to harbour, which was reached at 5.10. The master was taken to hospital. The owners sent a letter of appreciation and a donation to the Institution. Partly paid permanent crew. Rewards to the crew, £4; reward to the helper on shore, 13s.

#### TOW FOR FISHING BOAT WITH WATERLOGGED ENGINE

**Dover, Kent.** At 9.10 on the night of the 26th of May, 1958, the Sandgate coastguard told the honorary secretary that a fishing vessel was drifting without lights a mile and a half south of the coastguard station. At 9.30 the life-boat *Elizabeth Elson*, on temporary duty at the station, was launched in a moderate sea, with a gentle southerly breeze blowing and an ebb tide. With the aid of her searchlight the life-boat found the fishing vessel *Tom Pepper* of Folkestone with a crew of three. Her

engine was waterlogged. A tow rope was put aboard, and the life-boat towed her to Folkestone, reaching her moorings at 12.45. Rewards to the crew etc., £8. 13s.

#### FISHING BOAT TOWED TO GORLESTON

**Great Yarmouth and Gorleston, Norfolk.** At 9.36 on the evening of the 28th of May, 1958, the coastguard informed the coxswain that distress signals were being shown in Yarmouth Roads. The life-boat *Cunard*, on temporary duty at the station, was launched at 9.50 in a smooth sea. There was a light south-by-easterly wind and an ebb tide. The life-boat found the fishing boat *Beatrice*, with a crew of three, five hundred yards south-east of the harbour. Her engine had broken down, and the life-boat towed her to the harbour, arriving at 10.20. The owner of the fishing boat made a donation to the branch funds. Rewards to the crew, £9; rewards to the helpers on shore, £2. 8s.

#### PATIENT TAKEN TO MAINLAND

**Galway Bay.** At 3.30 on the afternoon of the 29th of May, 1958, the local doctor requested the use of the life-boat to take a patient urgently needing surgical help to the mainland. At 3.40 the life-boat *William and Harriott*, on temporary duty at the station, put out in a calm sea. There was a light north-westerly wind and it was high water. The life-boat embarked the patient and took him to Rossaveal, where an ambulance conveyed him to hospital. The life-boat reached her station again at 7.30. Rewards to the crew, £7; reward to the helper on shore, 12s.

#### DUTCH VESSEL REFLOATED

**Caister, Norfolk.** At four o'clock on the morning of the 30th of May, 1958, a life-boat shore helper saw a vessel aground on the Scroby Sands. At 5.15, after consultation with the coastguard, the life-boat *Jose Neville* was launched in a slight sea, with a gentle south-easterly wind blowing and a flood tide. The life-boat went alongside the motor vessel *Lijnbaan* of

Rotterdam, and the coxswain put a member of his crew aboard. A tow rope was connected, and the vessel eventually refloated at 7.30. During the towing operation the member of the life-boat's crew who had gone aboard had his leg caught in the tow rope, but fortunately he was not seriously injured. The life-boat reached her station at eight o'clock. Property salvage case.

#### PATIENT WITH HAEMORRHAGE BROUGHT TO HOSPITAL

**Barra Island, Hebrides.** At eleven o'clock on the night of the 30th of May, 1958, a local doctor requested the use of the life-boat to take a patient to hospital in South Uist. The patient, who had a haemorrhage, was given a blood transfusion, and at 11.45 the life-boat *J.J.K.S.W.*, on temporary duty at the station, put out. The sea was calm, and there was a light easterly wind and an ebb tide. The life-boat reached South Uist, landed the patient and returned to her station, arriving at 7.30. Rewards to the crew, £15. 17s.

#### SICK MAN TAKEN ON STRETCHER FROM LIGHTVESSEL

**Sheringham, and Cromer, Norfolk.** At 9.50 on the morning of the 31st of May, 1958, the Cromer coastguard informed the honorary secretary that a request had been made by the Trinity House Superintendent at Great Yarmouth for the life-boat to take a sick man off the Dudgeon lightvessel. At 10.15 the life-boat *Foresters Centenary* was launched, with a doctor on board, in a smooth sea. There was a light north-easterly wind and the tide was ebbing. The life-boat reached the lightvessel at 1.10 and the doctor went aboard. The sick man was given a sedative, strapped to a stretcher and transferred to the life-boat. About 4.40, when the life-boat was nine miles north-by-east of Sheringham, a defect occurred in the skew gear which drives the oil and water pumps. The coxswain of the Cromer no. 1 life-boat was informed, and at 4.58 the life-boat *Henry Blogg* was launched. She took the Sheringham life-boat in tow to her station, which was reached at seven

o'clock, and arrived back at her own station at 7.40. The sick man was taken to hospital. Sheringham : rewards to the crew, £20. 16s. ; rewards to the helpers on shore, £24. 2s. Cromer : rewards to the crew, £14. 8s. ; rewards to the helpers on shore, £6. 7s. Refunded to the Institution by Trinity House.

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

**Minehead, Somerset.**—May 1st.—Rewards, £14. 17s.

**Falmouth, Cornwall.**—May 3rd.—Rewards, £5.

**Weymouth, Dorset.**—May 3rd.—Rewards, £7. 17s.

**Bembridge, Isle of Wight.**—May 5th.—Rewards, £20. 11s.

**Selsey, Sussex.**—May 5th.—Rewards, £26. 8s.

**Holy Island, Northumberland.**—May 6th.—Rewards, £13.

**Aberdeen.**—May 8th.—Rewards, £12. 14s. 3d.

**The Lizard, Cornwall.**—May 10th.—Rewards £15. 16s.

**Barry Dock, Glamorganshire.**—May 10th.—Rewards, £12. 1s.

**Walton and Frinton, Essex.**—May 11th.—Rewards, £22. 6s.

**Workington, Cumberland.**—May 14th.—Rewards, £7. 13s.

**Eastbourne, Sussex.**—May 16th.—Rewards, £27. 8s.

**Dunbar, East Lothian.**—May 20th.—Rewards, £9. 16s.

**Anstruther, Fifeshire.**—May 20th.—Rewards, £15. 17s.

**Shoreham Harbour, Sussex.**—May 20th.—Rewards, £9. 14s.

**Fowey, Cornwall.**—May 20th.—Rewards, £7.

**Longhope, Orkneys.**—May 22nd.—Rewards, £9. 1s.

**Weymouth, Dorset.**—May 23rd.—Rewards, £9. 16s.

**Weymouth, Dorset.**—May 23rd.—Rewards, £9. 12s.

**Weymouth, Dorset.**—May 23rd.—Rewards, £7. 4s.

**Falmouth, Cornwall.**—May 24th.—Rewards, £21. 5s.

**Swanage, Dorset.**—May 25th.—Rewards, £9. 8s.

**Redcar, Yorkshire.**—May 26th.—Rewards, £14. 15s.

**St. David's, Pembrokeshire.**—May 26th.—Rewards, £7. 8s.

**Barry Dock, Glamorganshire.**—May 26th.—Rewards, £8. 19s.

**New Brighton, Cheshire.**—May 26th.—Rewards, £8. 6s.

**Barra Island, Hebrides.**—May 27th.—Rewards, £22. 14s.

**Bembridge, Isle of Wight.**—May 28th.—Rewards, £10. 9s.

**Falmouth, Cornwall.**—May 29th.—Rewards, £7. 12s.

**Stronsay, Orkneys.**—May 30th.—Rewards, £13. 5s.

**Longhope, Orkneys.**—May 30th.—Rewards, £12. 10s.

**The Lizard, Cornwall.**—May 31st.—Rewards, £16. 16s.

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#### JUNE

DURING June life-boats were launched on service 61 times and rescued 66 lives.

#### CABIN CRUISER TOWED TO EASTBOURNE

**Eastbourne, Sussex.** At 7.5 on the evening of the 1st of June, 1958, the coastguard told the honorary secretary that a small cabin cruiser was in need of help half a mile south-west of Beachy Head. At 7.25 the life-boat *Beryl Tollemache* was launched in a calm sea, with a light southerly wind blowing and a flood tide. The life-boat found the cabin cruiser *Hildegard* of Littlehampton with a crew of two. Her engines had broken down. Two members of the life-boat crew were put aboard the *Hildegard* and the cabin cruiser's crew were transferred to the life-boat. The life-boat then towed the *Hildegard* to Eastbourne, which was reached at nine o'clock. Rewards to the crew, £6 ; rewards to the helpers on shore, £10. 2s.

#### CABIN CRUISER ESCORTED TO RAMSGATE

**Ramsgate, Kent.** At 6.34 on the evening of the 3rd of June, 1958, the east pier watchman reported that a cabin cruiser was aground on Brake Sands near No. 3 buoy and needed help. At 6.42 the life-boat *Michael and*



*Lily Davis* put out in a slight sea. There was a gentle southerly wind and an ebb tide. The life-boat found the cabin cruiser *Tonsidor* of London, with a crew of four, which had just floated clear of the sands. The life-boat escorted her into harbour, which was reached at 7.5. Rewards to the crew etc., £6. 10s.

#### BOY RESCUED FROM CLIFFSIDE

**Torbay, Devon.** At 8.5 on the evening of the 3rd of June, 1958, the coastguard informed the coxswain that a boy was trapped on the side of a cliff at Berry Head and that coastguards with rescue apparatus were searching for him. The life-boat *George Shee* put out at 8.45, towing her boarding boat. There was a calm sea, a light variable wind was blowing, and it was high water. While the life-boat was making for the position the boy was found by a coastguard and a policeman, who helped him three-quarters of the way down the cliff. At this point they reached a rocky ledge. The coxswain sent the boarding boat close in shore alongside the ledge, and the two men and the boy climbed aboard her. They were then transferred to the life-boat, which returned to harbour, arriving at 9.35. Rewards to the crew, £6; rewards to the helpers on shore, £1. 4s.

#### FIRST SERVICE BY NEW IRISH LIFE-BOAT

**Valentia, Co. Kerry.** At 12.10 early on the morning of the 4th of June, 1958, a message was received from the fishing boat *Maria* of Waterford that she was aground on Perch Rock at Portmagee. At 12.30 the life-boat *Rowland Watts* put out for the first time on service in a calm sea. There was a light southerly wind and an ebb tide. The life-boat found the *Maria* with a very bad list to starboard and in danger of capsizing. She had a crew of six. The life-boat anchored and put a line aboard the fishing boat as a precaution against the danger of her capsizing. At three o'clock she was refloated, and the life-boat escorted her to Portmagee, reaching her moorings at 3.30. Rewards to the crew, £7. 4s.; reward to the helper on shore, 14s.

#### MAN RESCUED FROM ROWING BOAT

**Humber, Yorkshire.** At 9.57 on the morning of the 6th of June, 1958, the Spurn Point coastguard informed the coxswain superintendent that a man had made fast in a small boat to a float of the Admiralty boom half a mile north of the life-boat house. He was baling continuously and in need of help. At 10.2 the life-boat *City of Bradford III* was launched in a calm sea with a gentle easterly wind blowing. It was high water. The life-boat came up with the rowing boat, took the man on board and towed the boat to the beach. She reached her station at 10.45. Paid permanent crew.

#### TRAWLER TOWED TO ROSSLARE HARBOUR

**Rosslare Harbour, Co. Wexford.** At 8.20 on the morning of the 8th of June, 1958, the Bailey lighthouse keeper telephoned the honorary secretary to say a radio message had been received from Tusker Rock lighthouse that a trawler was adrift south-west of Tusker Rock. Most of the life-boat crew were at mass in Kilrane church two miles away and the honorary secretary motored there and collected them. The life-boat *Douglas Hyde* put out at 9.25 in a slight swell with a moderate westerly wind blowing and a flood tide. She found the trawler *Mollia* of Dublin, with a crew of five, drifting near Barrells Rock three miles south of Carnesore Point. The trawler's engines had broken down. The life-boat towed her to Rosslare Harbour and reached her moorings at 12.20. Property salvage case.

#### OWNER OF CABIN CRUISER FOUND UNCONSCIOUS

**Weston-super-Mare, Somerset.** At two o'clock on the afternoon of the 8th of June, 1958, a man who had been watching a cabin cruiser rolling apparently out of control one mile south-west of Birnbeck Island told the police that red flares were being fired from her. The police told the deputy honorary secretary, and at 2.25 the life-boat *Fifi and Charles*, with the second coxswain in command, was launched. There was

a moderate sea, with a moderate west-north-westerly wind blowing and an ebb tide. The life-boat found the cabin cruiser *Lady Alicia*, with eight people on board, on passage from Bath. The owner was unconscious and everyone else on board was overcome by engine fumes and sea sickness. The engine had stopped, and no one was able to start it. The life-boat took the *Lady Alicia* in tow and reached her station at four o'clock. Rewards to the crew, £7; rewards to the helpers on shore, £5. 16s.

#### FISHING BOAT FOUND DRIFTING TO SEA

**Ballycotton, Co. Cork.** At 9.15 on the evening of the 10th of June, 1958, the coxswain told the honorary secretary that the Ballycotton lighthouse keepers had fired two flares and were flying a flag. At 9.20 the life-boat *Mary Stanford* put out in a smooth sea. There was a gentle north-westerly wind and a flood tide. The life-boat found a local fishing boat a mile and a half east of Ballycotton lighthouse drifting out to sea with one man aboard. Her engine had broken down. The life-boat took the fishing boat in tow to the harbour, arriving at 10.35. Rewards to the crew, £7.

#### FOUR TAKEN OFF MOTOR FISHING VESSEL

**Peterhead, Aberdeenshire.** At 2.55 on the afternoon of the 16th of June, 1958, the coastguard told the honorary secretary that the motor fishing vessel *Primula* of Peterhead was ashore in Burnhaven Bay. At 3.15 the life-boat *Julia Park Barry of Glasgow* was launched in a slight swell. There was dense fog, light airs and an ebb tide. The life-boat found the *Primula*, took her crew of four on board, and reached her station at 4.45. The fishing vessel refloated on the following tide. Rewards to the crew, £7. 4s.; rewards to the helpers on shore, £2. 8s.

#### NORWEGIAN WHALER TOWED TO WICK

**Wick, Caithness-shire.** At 2.15 on the morning of the 17th of June, 1958, the coastguard informed the honorary

secretary that the whaler *Brödrene Sævik* of Alesund, Norway, had broken down with engine trouble three miles east of Noss Head. At 2.50 the life-boat *City of Edinburgh* was launched in calm weather and an ebb tide. The life-boat found the whaler with a crew of six and took her in tow to Wick, which was reached at 5.30. Rewards to the crew, £4. 7s.; rewards to the helpers on shore, £2. 19s.

#### MAN OVERBOARD FROM SWEDISH TANKER

**Dungeness, Kent.** At 2.5 on the morning of the 18th of June, 1958, the Lade coastguard told the honorary secretary that a man had been lost overboard from the tanker *Pan Gothia* of Kungsbacka, Sweden, seven and a half miles south-west of Dungeness. At 2.25 the life-boat *Mabel E. Holland* was launched in a calm sea. There was a light north-easterly wind and an ebb tide. The life-boat carried out a search with the help of a Shackleton aircraft and at 7.30 found the man floating face downwards. After he had been taken on board, the life-boat went alongside the tanker. Her master, on seeing the man, asked if he could be taken ashore for medical treatment. This was agreed, but the man never recovered and his body was landed at Dungeness at 10.30. The life-boat crew received a gift from the master of the tanker. Rewards to the crew, £22. 5s.; rewards to the helpers on shore, £4.

#### TOW FOR TRAWLER THROUGH GALE

**Valentia, Co. Kerry.** At 2.20 on the afternoon of the 18th of June, 1958, a message was received from Valentia radio station that the trawler *Marie of Waterford* needed help half a mile west-north-west of the small Tearaght Rock. At 2.30 the life-boat *Rowland Watts* put out in a rough sea. There was a moderate south-westerly gale and a flood tide. The life-boat reached the position and found the trawler, which had a crew of five, five miles north-east of Tearaght Rock. The trawler's propeller shaft had broken. A tow rope was connected and the life-boat took the trawler in tow. After

twenty minutes the rope parted and another one was passed to the trawler. The life-boat and the *Marie* reached Portmagee at 8.5. After berthing the trawler the life-boat returned to her station, arriving at one o'clock early on the morning of the 19th of June. Rewards to the crew, £19. 1s. ; rewards to the helpers on shore, £1. 1s.

#### YACHT IN DISTRESS NEAR PIER

**Clacton-on-Sea, Essex.** At 2.33 on the afternoon of the 19th of June, 1958, the coastguard informed the honorary secretary that a small yacht was flying a distress signal a quarter of a mile south-west of Clacton pier. The life-boat *Sir Godfrey Baring* was launched at 2.45 in a slight sea. There was a moderate south-westerly wind, and it was high water. The life-boat found the yacht, with a crew of three, a hundred yards from the pier. A line was passed to the yacht, and the life-boat towed her clear of the pier. The yacht's crew were then transferred to the life-boat, which towed the yacht to Brightlingssea. The life-boat reached her station at seven o'clock. Rewards to the crew, £11. 4s. ; rewards to the helpers on shore, £5. 1s.

#### TRAWLER TOWED TO APPLIEDORE

**Appledore, Devon.** About seven o'clock on the evening of the 21st of June, 1958, a message was received from Ilfracombe radio station that the trawler *Young John* of St. Ives had engine trouble near the Fairway bell buoy in Barnstable Bay. At 7.15 the life-boat *John R. Webb*, on temporary duty at the station, put out in a heavy swell. There was a fresh westerly wind with rain squalls and a flood tide. The life-boat found the trawler with a crew of three. She took her in tow and berthed her alongside Appledore quay at 9.40. Rewards to the crew, £8. 8s. ; rewards to the helpers on shore, £2. 8s.

#### FISHING BOAT FOUND WITH HELP OF AIRCRAFT

**St. Peter Port, Guernsey.** At 10.45 on the morning of the 22nd of June, 1958, a message was received from the motor vessel *Channel Trader*, on passage from Newhaven to Guernsey, that she

had passed the fishing boat *Black Cat* three miles north of Herm, and that the men aboard her had asked for help as the boat had developed engine trouble. The life-boat *Lloyds*, on temporary duty put out at 11.18. There was a rough sea, a strong west-north-westerly wind and the tide was flooding. The life-boat reached the position and searched for an hour with the help of aircraft. Eventually the *Black Cat* was sighted by an aircraft, which guided the life-boat to the position. The life-boat took the fishing boat in tow to St. Peter Port, which was reached at 2.24. Rewards to the crew, £9. 16s. ; reward to the helper on shore, 15s.

#### TOW FOR ITALIAN VESSEL AGROUND

**Dungeness, Kent.** At ten o'clock on the night of the 22nd of June, 1958, the honorary secretary was informed that a small coaster was ashore half a mile north-east of the life-boat station with her engine broken down. The life-boat *Mabel E. Holland* could not be launched until 11.30 because of the state of the tide. There was a moderate sea and a fresh south-westerly wind. The life-boat found the Italian motor vessel *Carmela* and at her master's request took her in tow. Later the tow was taken over by a tug from Dover, and the life-boat reached her station at 1.55. Property salvage case.

#### MOTOR YACHT RUNS OUT OF PETROL

**Humber, Yorkshire.** At 4.45 on the morning of the 24th of June, 1958, the Spurn Point coastguard informed the coxswain superintendent that the S.S. *Rota* had signalled by morse lamp that a small yacht off Bull Sands needed help. At 5.5 the life-boat *City of Bradford III* was launched in calm weather. It was low water. The life-boat found the motor yacht *Swordfish* lying at anchor, and her crew of two told the coxswain that they had run out of petrol. The life-boat took the yacht in tow to Grimsby and arrived back at her station at 7.35. Paid permanent crew.

#### FISHING BOAT TAKEN IN TOW TO VALENTIA

**Valentia, Co. Kerry.** At 5.40 on the morning of the 25th of June, 1958, the

honorary secretary received a message from Valentia radio that the fishing vessel *Naoim Cait* required help north-west of Tearaght lighthouse. At six o'clock the life-boat *Rowland Watts* put out in a moderate sea. There was a fresh north-easterly wind, and it was low water. The life-boat found the *Naoim Cait* fourteen miles north-west of the lighthouse with a broken fuel pipe. She had a crew of five. The life-boat took her in tow to Valentia, arriving at 3.20. Rewards to the crew, £23. 9s. ; reward to the helper on shore, £1. 2s.

#### TOW FOR BOAT WITH GALE COMING UP

**St. Ives, Cornwall.** On the afternoon of the 25th of June, 1958, anxiety was felt by local fisherman for the safety of the fishing boat *May*, of St. Ives, as she had not returned from the fishing grounds. The wind was freshening quickly to gale force, and at 1.15 the life-boat *Edgar George, Orlando and Eva Child* was launched in a slight sea. There was a strong east-south-easterly wind and it was high water. The life-boat found the *May* with a crew of two, one of whom was the life-boat's second coxswain, near Hare Point to the west of St. Ives. She went alongside and found the fishing boat's engines had broken down. The *May* was taken in tow to St. Ives harbour, which was reached at 2.30. Rewards to the crew, £7; rewards to the helpers on shore, £11. 8s.

#### TOW FOR FRENCH FISHING BOAT IN GALE

**St. Mary's, Scilly Islands.** At 12.50 on the afternoon of the 25th of June, 1958, the St. Agnes coastguard informed the coxswain that a French fishing boat was anchored in the Cove with her engine broken down. A later message was passed to the honorary secretary that the fishing boat was dragging her anchor and heavy seas were continuously breaking over her. At 1.20 the life-boat *Guy and Clare Hunter* was launched in a very rough sea, with a strong southerly gale blowing, and an ebb tide. The life-boat came alongside the fishing boat *Meduce* of Brest, which had a crew of four, after half an hour. A tow rope was connected, and the

fishing boat slipped her anchor and was towed out of the Cove. The French crew then set their sails and after disconnecting the tow rope restarted their engine. The life-boat then escorted the fishing boat to harbour. Rewards to the crew, £7; rewards to the helpers on shore, £2. 8s.

#### RESCUE FROM YACHT FOLLOWED BY SEARCH FOR ANOTHER

**Bembridge, Isle of Wight.** At 7.14 on the evening of the 25th of June, 1958, the Foreland coastguard told the honorary secretary that a yacht was anchored in a dangerous position in heavy seas half a mile south-west of Sandown pier. At 7.26 the life-boat *Jessie Lumb* was launched in a very rough sea. A fresh south-easterly gale was blowing, and it was high water. The life-boat reached the yacht *New Dawn* of Emsworth and took off her crew of three. As the yacht would probably have capsized if she had been taken in tow, she was left anchored. The life-boat returned to within hailing distance of her station when the coxswain was instructed to search for a yacht which was missing from H.M.S. *St. Vincent* with two officers and two ratings on board. At 8.55 the coastguard told the honorary secretary that the missing boat was the five-ton sloop *Annette*, which had left Portsmouth at four o'clock bound for Bembridge. Shortly afterwards the coastguard informed the honorary secretary that the sloop was not sheltering at Cowes or Wootton, and the search was continued. It was unsuccessful, and the life-boat finally reached her station at 11.40. At 10.55 the next morning the coastguard reported that the *Annette* had arrived safely at Cowes. Rewards to the crew, £9. 12s. ; rewards to the helpers on shore, £3. 5s.

#### TWO LIFE-BOATS IN SEARCH FOR COBLE

**Blyth, and Amble, Northumberland.** At 2.50 on the morning of the 26th of June, 1958, the coastguard informed the Blyth honorary secretary that a fisherman had reported that his two sons, who were out in the coble *Theodoron* of Blyth, were overdue from a fishing trip

in the area of Newbiggin Nook. The weather was bad, and some anxiety was felt for their safety. At 3.8 the Blyth life-boat *Winston Churchill*, (*Civil Service No. 8*) was launched in a very rough sea. There was a moderate easterly gale and an ebb tide. A request was also made for the Newbiggin life-boat to launch, but conditions of sea and tide prevented this, and the Amble life-boat *Millie Walton* put out instead at four o'clock. At 3.53 a message was received from the Blyth life-boat that she had found the coble *Ina*, which was also overdue, and had escorted her to harbour. The two life-boats searched for the *Theodoron* with the help of a helicopter. They could not find her, but at 8.2 the coastguard reported that the *Theodoron* had entered harbour. The life-boats were recalled, the Amble boat reaching her station at 8.30 and the Blyth boat at 8.45. The Newbiggin life-boat crew assembled. Blyth: rewards to the crew, £12. 12s.; rewards to the helpers on shore, £2. 9s. Amble: rewards to the crew, £12. 16s.

#### DUNDEE STEAMER ESCORTED TO TYNEMOUTH

**Tynemouth, Northumberland.** At 5.14 on the morning of the 26th of June, 1958, the coastguard told the honorary secretary that the S.S. *Mount Blair* of Dundee had wirelessed that her steering gear had broken down nine miles from the Tyne piers. At 5.35 she passed a signal via Cullercoats radio station that she was drifting rapidly six and a half miles from St. Mary's light. The life-boat *Tynesider* was launched at 6.24 with the second coxswain in command. There was a rough sea and a strong south-easterly wind. It was low water. The life-boat went alongside the steamer at 6.50 and found that temporary repairs to her steering gear had been carried out. She escorted her to harbour and reached her station at 7.45. Rewards to the crew, £8. 8s.; rewards to the helpers on shore, £4. 4s.

#### SECOND SERVICE TO YACHT IN SIX WEEKS

**Margate, Kent.** At 9.45 on the morning of the 27th of June, 1958, the coastguard informed the honorary sec-

retary that a motor yacht had broken down two miles north-east of Kingsgate and was sending distress signals by morse lamp. At 10.4 the life-boat *North Foreland* (*Civil Service No. 11*) was launched in a rough sea. A strong westerly wind was blowing, and the tide was ebbing. The life-boat found the motor yacht *Gull* of Dover anchored with engine trouble. Her crew of two asked for help, and the second coxswain was put aboard the yacht to help weigh anchor before the life-boat took her in tow, as the *Gull's* winch was defective. The yacht had a foul anchor, but after some difficulty it was got inboard and the life-boat towed the yacht to Ramsgate, arriving at 1.15. The life-boat reached her station at four o'clock. Property salvage case.

The *Gull* had been taken in tow to Ramsgate on the 17th of May by the Walmer life-boat. An account of this service appears on page 116.

#### FISHING VESSEL TOWED THROUGH FOG

**Whitby, Yorkshire.** At 1.30 on the afternoon of the 27th of June, 1958, the coxswain heard on his radio that the motor fishing vessel *Our Confidence* of Bridlington had broken down off Whitby in dense fog. He told the honorary secretary, and at 1.45 the life-boat *Mary Ann Hepworth* was launched. There was a slight sea, a gentle north-easterly wind was blowing, and it was high water. The life-boat found the fishing vessel three to four miles east-south-east of Whitby Rock with a crew of five. She took her in tow to harbour and reached her station at 4.2. Property salvage case.

#### CALL TO LIFE-BOAT WHILE OUT ON TRIALS

**Southend-on-Sea, Essex.** On the 27th of June, 1958, while the life-boat *Greater London II* (*Civil Service No. 30*) was at sea carrying out machinery trials, the coxswain received a message from the pilot boat *British Angler* that a small boat needed help north of Middle Shoebury buoy. There was a rough sea, with a strong westerly wind blowing and an ebb tide. The life-boat went to the position and found a ship's

boat with nine men on board. Her engine had broken down and she was very close to the sands. A line was passed to her and she was taken in tow to her ship, the *Gladstone Star*. The life-boat then returned to her station, arriving at 4.45. Rewards to the crew, £7. 4s. ; rewards to the helpers on shore, £3 10s.

#### ESCORT FOR YACHTS AFTER RACE

**Howth, Co. Dublin.** At 5.50 on the afternoon of the 28th of June, 1958, a competitor in a local sailing race told the honorary secretary on coming ashore that another yacht in the race had been dismasted and might need help. At 6.20 the life-boat *R.P.L.* put out in a rough sea. A fresh south-easterly wind was blowing, and the tide was flooding. The life-boat found the yacht *Southern Cross* about two and a half miles north-north-west of the harbour. The *Southern Cross* was sailing slowly towards Howth, and the life-boat escorted her until she was in easy reach of the harbour. Shortly afterwards the coxswain was hailed by a nearby yacht and on going alongside was informed that a second boat had been dismasted some two hours earlier. The life-boat searched the area and found the yacht *Helga* being towed in by another competitor. Both boats were escorted to within safe distance of the harbour, and the life-boat reached her moorings at 8.10. Rewards to the crew, £6 ; rewards to the helpers on shore £1. 16s.

#### TWO BOYS CUT OFF BY TIDE

**Dover, Kent.** On the evening of the 28th of June, 1958, the police reported that two boys had been cut off by the tide between South Foreland and St. Margaret's Bay. At 8.55 the life-boat *Southern Africa* put out, taking a small dinghy with her. There was a heavy ground swell, with a gentle westerly wind blowing and a flood tide. The life-boat reached the position, and the bowman rowed the dinghy ashore, picked the boys up, and transferred them to the life-boat. The life-boat then returned to her station, arriving at 10.10. Rewards to the crew, etc., £8. 5s.

#### TOW FOR MOTOR BOAT DURING QUEEN'S VISIT

**North Sunderland, Northumberland.** While the life-boat *Grace Darling* was escorting the royal barge during the visit of H.M. the Queen and H.R.H. the Duke of Edinburgh to Holy Island on the 29th of June, 1958, the coxswain saw a small motor boat in difficulties a mile and a half east of Holy Island. The life-boat made for the position and found the motor boat *Lady Francis* of Holy Island with her engine broken down. The *Lady Francis* had fourteen passengers and crew on board. The life-boat took her in tow to Holy Island harbour and then continued escorting the royal barge. Rewards to the crew, £10. 13s. ; rewards to the helpers on shore, £8. 17s.

#### TRAWLER TOWED AFTER CREW TAKEN OFF

**Portpatrick, Wigtownshire.** At two o'clock on the morning of the 30th of June, 1958, the coastguard told the honorary secretary that a trawler was ashore five miles north of Portpatrick. The life-boat *Jeanie Speirs* put out at 2.20 in a slight sea. There was no wind and the tide was ebbing. The life-boat found the trawler *Graziella* of Etel aground and holed one mile north of Galdenoch. The decks of the trawler were awash, and her crew of eight, six of whom had taken to a small boat, were taken aboard the life-boat. With the life-boat's bowman at her wheel the *Graziella* was taken in tow. The Royal Army Service Corps depot at Cairnryan sent out a fire float to pump water out of the trawler while she was in tow, and she was eventually beached at Cairnryan at 8.35. The life-boat refuelled and her crew had some food before returning to their station, which was reached at three o'clock in the afternoon. Property salvage case.

#### SEARCH WITH OTHER VESSELS FOR AIRCRAFT

**Fraserburgh, Aberdeenshire.** At 9.55 on the morning of the 30th of June, 1958, the honorary secretary was informed that an aircraft from the Royal Naval Air Station at Lossiemouth had crashed at the Rosehearty rocket range. At 10.7 the life-boat *The Duchess of*

*Kent* was launched in a slight swell, with a light south-easterly wind blowing and a flood tide. She reached the position and found that a salmon coble, a Polish trawler and a helicopter were also searching. The life-boat joined in the search and picked up a few pieces of wreckage. Nothing else was found and the search was abandoned. The life-boat reached her station at 12.20. Rewards to the crew, £8. 8s. ; rewards to the helpers on shore, £1. 16s.

#### MOTOR BOAT WITH PASSENGERS ASHORE

**Dunbar, East Lothian.** At 6.15 on the evening of the 30th of June, 1958, the coastguard informed the honorary secretary that a small boat was ashore at Beggars Scalp off Seacliff coastguard look-out, but was in no apparent danger. Twenty minutes later a message was received that the boat ashore was the pleasure motor boat *St. Nicholas* of North Berwick and that the passengers were on a rock surrounded by twelve feet of water. At 6.50 the life-boat *George and Sarah Strachan* was launched in a slight swell. A light easterly wind was blowing, with fog, and the tide was ebbing. The life-boat reached the position and found that the pleasure boat's passengers had been put ashore by rafts and that two of the *St. Nicholas'* crew were remaining on board until she refloated on the next tide. The life-boat stood by, and when the motor boat refloated escorted her to North Berwick. The life-boat reached her station at two o'clock in the morning. Rewards to the crew, £18. 10s.

#### FISHING BOAT FOUND ASHORE IN FOG

**Tynemouth, Northumberland.** On the 30th of June, 1958, the life-boat crew and helpers had assembled for the usual Monday evening clean-up of the life-boat and gear. The night was foggy with little wind. At 9.45 shouting was heard coming out of the fog, but on investigation nothing was seen, and as no further sounds were heard the crew and helpers dispersed. Some time afterwards it was reported to the second coxswain that the fishing boat *Silver Gain* was believed to be hard aground

on the Black Midden rocks. The honorary secretary was informed at 10.40, and he telephoned the coxswain, who immediately returned to the boathouse. When the honorary secretary arrived at the boathouse he telephoned the coastguard, but neither the duty officer on watch nor the district officer had any knowledge or reports of any casualty in the Tyne harbour. The coxswain and second coxswain went to the fish quay, where the duty quay master confirmed that the *Silver Gain* was not at the quay and intimated that he had heard that she was ashore on the Black Midden rocks. At 11.16 therefore the life-boat *Tynesider* was launched in a slight sea, with a light east-south-easterly wind blowing and a flood tide. Visibility was down to 150 yards because of fog. The *Silver Gain* was located ashore in shallow water, and after a line had been connected from the life-boat she was towed into deep water. The fishing boat then started her engine and made her way to the fish quay at North Shields. The life-boat returned to her station, arriving at 11.59. Rewards to the crew, £7 ; rewards to the helpers on shore, £3. 12s.

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

**Dover, Kent.**—June 2nd.—Rewards, £14. 10s.

**Stronsay, Orkneys.**—June 4th.—Rewards £9.

**Ramsgate, Kent.**—June 6th.—Rewards, £7. 10s.

**Hartlepool, Durham.**—June 6th.—Rewards, £11. 6s.

**Dover, Kent.**—June 7th.—Rewards, £6. 5s.

**Southend-on-Sea, Essex.**—June 7th.—Rewards, £7. 12s.

**Southend-on-Sea, Essex.**—June 7th.—Rewards, £8. 12s.

**New Brighton, Cheshire.**—June 14th.—Rewards, £9. 18s.

**Southend-on-Sea, Essex.**—June 14th.—Rewards, £10.

**Stornoway, Hebrides.**—June 15th.—Rewards, £9. 16s.

**Humber, Yorkshire.**—June 15th.—Paid permanent crew.

**St. Helier, Jersey.**—June 15th.—Rewards, £6.

**Rhyl, Flintshire.**—June 19th.—Rewards, £17. 14s.

**Barry Dock, Glamorganshire.**—June 19th.—Rewards, £11. 4s.

**Cloughey, Co. Down.**—June 20th.—Rewards, £28. 14s.

**Hastings, Sussex.**—June 21st.—Rewards, £29.

**Clacton-on-Sea, Essex.**—June 21st.—Rewards, £13. 7s.

**Stornoway, Hebrides.**—June 21st.—Rewards, £25. 9s.

**Flamborough, Yorkshire.**—June 22nd.—Rewards, £24. 10s.

**Blackpool, Lancashire.**—June 22nd.—Rewards, £15. 17s.

**Walmer, Kent.**—June 24th.—Rewards, £18. 6s.

**Islay, Hebrides.**—June 26th.—Rewards, £31. 17s.

**Plymouth, Devon.**—June 29th.—Rewards, £9.

**Anstruther, Fifeshire.**—June 29th.—Rewards, £15. 17s.

**Newhaven, Sussex.**—June 29th.—Rewards, £9. 9s.

**Sunderland, Durham.**—June 30th.—Rewards, £15. 9s.

## Notice

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

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

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

## Obituary

CAPTAIN THE HON. SIR ARCHIBALD COCHRANE, G.C.M.G., K.C.S.I., D.S.O., died on the 16th of April, 1958, at the age of 73. He first joined the Committee of Management of the Institution in 1932 and after the second world war rejoined in 1946. He was a Vice-President of the Institution, a Vice-Chairman of the Scottish Life-Boat Council and Chairman of the Executive Committee of the Council.

After serving in the Royal Navy, in which during the first war he was awarded the D.S.O. and bar and was three times mentioned in dispatches, Captain Cochrane was returned as M.P. for East Fife and later as M.P. for Dumbartonshire. In 1936 he was appointed Governor of Burma. He rejoined the Royal Navy during the second world war, in which he commanded an armed merchant cruiser.



**on**

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