

THE LIFE-BOAT

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Notes of the Quarter

FIGURES already available show that the year 1958 has been similar to the two preceding years in the demands made on life-boat crews. When a record figure for peacetime of 745 launches on service was established in 1956, this seemed an exceptional event. Yet the next two years have produced comparable figures. Whether the life-boat service has simply experienced three exceptionally busy years in succession or whether the figure of more than 700 launches a year must now be expected as normal can be shown only by future results. But the contrast with the average figure for the 1930's of less than 300 launches a year is certainly striking.

Vessels of many kinds were helped by life-boats during the period under review in this number of the *Life-boat*, and as is usual during the summer months there were a considerable number of services to yachts in distress. The accounts of services beginning on page 141 describe how time and again yachts were towed to safety, in some cases after they had been abandoned by their crews. Yet during the whole of July claims for salvage of yachts were put forward from only one life-boat station and in August from only two stations.

PROPOSED NEW LIFE-BOAT STATION

The Institution has applied to the local authorities concerned for the necessary consents for the construction of a new life-boat station at Kilcobben Cove in Cornwall. The ultimate aim is to amalgamate at this point the existing life-boat stations at Cadgwith and the Lizard. Kilcobben Cove lies half way between these two stations and is a mile and a quarter east of the Lizard lighthouse.

Careful visual and instrumental observations made at Kilcobben Cove during the past winter and spring have shown that it will be possible to launch at this point a life-boat of the largest

class, the 52-foot Barnett type, in any weather and at any state of tide, and that conditions will normally be favourable for re-housing. The life-boats now stationed at Cadgwith and the Lizard are 35-foot 6-inches and 41-foot in length respectively, and in certain conditions launching from both these stations can be most hazardous; re-housing is also frequently difficult.

COMPLETION OF V.H.F. PROGRAMME

The Institution completed during the summer its programme of installing very high frequency radio-telephones in life-boats. 126 life-boats of the active fleet have been fitted with these means of communication and 12 life-boats of the reserve fleet. The frequency at first in use was 138.78 megacycles, but in every case this had to be changed to the standard search and rescue (scene of action) frequency of 123.1 megacycles, which was adopted by aircraft of all N.A.T.O. countries on the 1st of September, 1958.

GUATEMALAN LIFE-BOAT SERVICE

A life-boat service is being founded in Guatemala which will be under the control of the State. Captain I. M. Munn, a representative of the Guatemalan government and son-in-law of the President, visited the headquarters of the Institution in August, 1958. He has now purchased on behalf of his government the reserve life-boat *W.R.A.*, which was formerly stationed at North Sunderland. He inspected her at Gorleston, where he went afloat. Negotiations are also in progress for the sale of other life-boats to the Guatemalan government.

LIFE-BOAT AT NATIONAL BOAT SHOW

For the second time the Institution will show a new life-boat at the National Boat Show at Olympia, London, which is sponsored by the *Daily*

Express. The Ship and Boatbuilders' Federation, the organisers of the show, have generously given free space, and the life-boat to be displayed is the 42-foot beach life-boat *Alfred and*

Patience Gottwald, which will be sent next year to her station at Aldeburgh. She is only the second of the 42-foot beach boats to go into service, the other being stationed at Dungeness.

Rescue from Inside Smugglers' Cave

AT 6.35 on the evening of the 9th of August, 1958, the honorary secretary of the St. Ives life-boat station, Captain W. H. H. Treloar, learnt from the police that four people needed help in Smugglers' Cave near Hellsmouth. The cave lies some five miles east of St. Ives.

A party of five people had set out to explore the cave. It consisted of two men, two girls aged eighteen and twelve, and a boy of fourteen. They went through a tunnel some hundred yards in length and then lowered themselves down a rope thirty-five feet to the floor of the cave. They stayed there for about twenty minutes and then decided to return by the way they had come. In trying to climb up the rope, which had become damp and greasy, one of the men lost his grip on the rope and fell. He injured his head.

At 5.45 in the afternoon, an hour before low water, the other man, who was the leader of the party, realizing that exit by the rope was impossible, decided to swim out of the cave. He climbed the cliff with great difficulty and summoned help.

Dinghy Taken in Tow

At 6.56 the 35-foot 6-inches St. Ives life-boat *Edgar, George, Orlando and Eva Child* was launched. A light wind was blowing from the south-west. It was overcast, misty and drizzling.

The life-boat took a dinghy in tow and reached the entrance to the cave at 7.25. A moderate ground sea was running at the cave's entrance.

Coxswain Daniel Roach immediately sent the dinghy into the cave manned by a crew of four. These were: Bowman Thomas Cocking, Assistant Mechanic Jack Paynter, Signalman Daniel Paynter and Martin Roach, who is a son of the coxswain.

Progress in the dinghy was difficult because of the ground sea and the rocky

bottom, and after the boat had gone some thirty yards in the cave she was holed and sank. The four men swam and waded a further seventy yards to the head of the cave, where they found the injured man and the three young people. The inside of the cave was very dark, but the members of the life-boat crew could be distinguished by the Scotchlite reflecting material on their life-jackets. Communication was difficult because of the noise inside the cave.

Hauled Aboard Exhausted

Signalman Paynter came to the conclusion he must inform Coxswain Roach of the position and decided to swim out to the life-boat. The flood tide and ground sea made his task extremely difficult, but once he was clear of the entrance to the cave he was seen by the coxswain, who manoeuvred the life-boat towards him. The coxswain then threw him a line, but Signalman Paynter was too weak to grab it. Motor Mechanic Michael Peters thereupon jumped overboard, swam to Signalman Paynter and secured the line around him. Signalman Paynter was hauled aboard in an exhausted state.

Motor Mechanic Peters then volunteered to try to reach the seven remaining people in the cave by swimming with a line. Two gun lines were joined together, one end of which was secured to his life-jacket, and he took a breeches buoy and two spare life-jackets with him. In this way and with great difficulty he reached the stranded people.

Anchored on Rocky Bottom

Coxswain Roach realised he must allow Motor Mechanic Peters as long a scope of line as possible. He therefore anchored the life-boat on a rocky bottom, which was covered with large

shingle, by the mouth of the cave in three fathoms of water. To ensure that the bow was heading seawards, he held the boat in this position both by manoeuvring with the engines and by rigging a line from the stern and securing it to the cable just above the water line.

On reaching the cave Motor Mechanic Peters immediately assumed charge. With the use of the gun line he hauled the end of a heavier line from the life-boat, and the seven people were attached to this, one behind the other. The injured man was put into the breeches buoy, the two girls were given the life-jackets, and the boy was secured to Martin Roach.

All Seven Taken on Board

Motor Mechanic Peters then pulled himself out along the line to a position from which he could see the coxswain. From here he gave the order to haul away and himself kept the line clear of

the rocks at the entrance to the cave. When he was satisfied that all was well, he went ahead along the line in order to help the rest of the people on board the life-boat. All seven were taken on board successfully; the life-boat weighed anchor at 9.5 and reached St. Ives at 9.45.

For this service the Institution made the following awards for gallantry:—

The silver medal to Motor Mechanic Michael Peters;

The bronze medal to Coxswain Daniel Roach;

The bronze medal to Signalman Daniel Paynter.

The thanks of the Institution inscribed on vellum were accorded to Bowman Thomas Cocking, Assistant Mechanic Jack Paynter, and members of the crew Richard Lander and Martin Roach.

Scale rewards to the crew, £9 2s.; rewards to the helpers on shore, £10 17s.; additional rewards to the crew, £14.

Portrait on the Cover

THE portrait on the cover is of Coxswain H. O. Thomas of Torbay. He became assistant motor mechanic of the Torbay life-boat in February 1941 and ten years later was appointed coxswain. He was awarded the bronze medal for gallantry for the rescue of the crew of eleven of the Royal Engineers' tug *Trieste* on the 30th of January, 1952. A whole gale was blowing from the south-

south-west, and to bring the life-boat alongside the tug, which was yawing violently, called for very skilful seamanship. Since Mr. Thomas was appointed assistant motor mechanic Torbay life-boats have been launched on service 177 times and have rescued 99 lives. The photograph is reproduced by courtesy of Nicholas Horne.

Sick Man taken in Gale from Lightvessel

AT 7.8 on the evening of the 24th of September, 1958, the honorary secretary of the Barrow, Lancashire, life-boat station, Mr. T. Downing, was told by the Superintendent of the Trinity House Depot at Holyhead that a member of the crew of the Morecambe Bay lightvessel needed hospital treatment urgently. The Superintendent asked if the life-boat could land the man, as no other vessel was available.

Twelve minutes later the Barrow life-boat *Herbert Leigh*, which is one of the 46-feet 9-inches Watson type, was launched. A west-south-westerly gale was blowing, and there were

frequent heavy rain squalls, which reduced visibility. The tide was half-flood.

The Morecambe Bay lightvessel is sixteen miles from Barrow life-boat station and eleven miles west-by-south of the Lightning Knoll buoy. When the life-boat reached Barrow Bar buoy, some two miles from the boat-house, she met exceptionally rough conditions. These continued for the next three miles while she was making for the Lightning Knoll buoy.

There were short steep seas in the channel, where the depth of water was never more than five fathoms, and the

life-boat pounded heavily in the shallow water. At times she was out of the water as far aft as the steering position, which in this life-boat is amidships, and she would then fall ten or twelve feet down into the sea. Coxswain Roland Moore decided to reduce speed, but he soon found that he had to increase speed again, as he was losing steerage way.

Sea conditions improved somewhat in the deeper water after the Lightning Knoll buoy was passed, but there were from time to time gusts of wind up to Force 11, which is little less than hurricane force.

The life-boat reached the lightvessel at 10.5. It was then high water. The lightvessel was pitching violently and offered no lee.

The sick man, who was wearing a life-jacket and had a life-line round him, was held at the doorway in the bulwarks on the upper deck of the lightvessel. The second coxswain and another member of the crew stood by on the starboard side of the life-boat, where the upper chain guard had been let go.

Coxswain Moore approached at slow speed from the stern of the lightvessel and came up on her port side. At the first attempt the life-boat took a sheer and Coxswain Moore made a second run in at half speed. He considered this

would give him better control of the life-boat and allow him to go alongside on the top of a sea.

As he brought the life-boat along the port side of the light-vessel the sick man was grabbed and hauled on board without injury to himself or damage to the life-boat.

This operation had lasted ten minutes. There was no sign of any improvement in the weather, and Coxswain Moore decided to make for Moelfre, where he would have a good lee to land the patient. It happened that the patient himself was a native of Anglesey.

The life-boat reached Moelfre at 5.10 on the morning of the 25th of September, having covered 41 miles from the lightvessel at an average speed of six knots. The sick man was immediately transferred to an ambulance and taken to Bangor hospital, where he made good progress after undergoing a major operation.

As a result of the heavy pounding the life-boat sustained some damage to both bilge keels.

For this service the bronze medal for gallantry has been awarded to Coxswain Roland Moore.

Rewards to the crew, £27 3s. ; rewards to the helpers on shore, etc., £4 4s. Additional rewards to the crew, £18.

Royal Humane Society Award

MR. WILLIAM DRYDEN, motor mechanic of the Whitby life-boat, has been awarded the Royal Humane Society's testimonial on parchment for the rescue on the 17th of July, 1958, of an eleven-year-old boy, who was struggling in the water in Whitby harbour. Mr. Dryden, who is a non-swimmer, jumped into

the water, seized the boy and held his head above water. At the same time he clung to a mooring rope of a fishing boat and worked his way along it. A woman, who had given the alarm, scrambled down a ladder into the fishing boat and helped Mr. Dryden and the boy on board.

Accident to Life-boat Inspector

LIEUT. E. D. STOGDON, R.N.V.R., Eastern District Inspector of Life-boats, suffered a serious accident at Hastings on the 27th of July, 1958. The life-boat was about to be launched in connection with the celebration of the hundredth anniversary of the foundation of the Hastings station. Lieut. Stogdon was

knocked down by the winch wire and received a compound fracture of the leg. It is likely to be some months before he recovers fully, and meanwhile Commander H. L. Wheeler, R.N., who retired from the service earlier this year, has returned temporarily to replace him as Eastern District Inspector.

Constellation Aircraft Disaster

ON the 14th of August, 1958, a disastrous accident occurred when a K.L.M. Constellation aircraft crashed in the Atlantic more than 80 miles from the west-coast of Ireland. Ninety-nine people lost their lives. Life-boats were unable to effect any rescues, but two of them were engaged in an exceptionally long and arduous search.

The aircraft left Shannon airport for Gander at 4.5 in the morning. Shannon radio lost contact after a routine call had been made at 6.40, and a limited alert was therefore declared until a message was received from Gander stating that contact had been made with the aircraft. At 9.30 this message was cancelled and a full alert was declared.

Call from Airport Control

The first communication made to a life-boat station was at 10.30, when the honorary secretary of the Fenit, County Kerry, station, Mr. Timothy Barrett, received a call from Shannon airport control. Ten minutes later a similar call was made to the honorary secretary of the Galway Bay life-boat station, the Very Rev. Father Thomas Varley. In each case the information given was that contact had been lost with an aircraft bound for Gander, and no action was asked for until there was more definite news.

At 3.15 in the afternoon Shannon airport asked Mr. Barrett if the Fenit life-boat could be launched to the aircraft, which was now known to have crashed 80 miles west-north-west of the Arran Isles. A quarter of an hour later Father Varley was asked if the Galway Bay life-boat could be launched. The position now given was approximately 82 miles from the Arran Isles and 95 miles from Fenit.

At 3.40 the Galway Bay life-boat *Mabel Marion Thompson* was launched. This life-boat is one of the 46-foot Watson type, and her radius of action at full speed is 104 miles. There was a moderate north-westerly breeze with a slight sea. The weather was fine and visibility was good. Father Varley arranged with the owners of one of the island's ferry steamers already taking part in the search for the life-boat to refuel at sea if necessary.

Extra Fuel Taken

At 4.30 the Fenit life-boat *Peter and Sarah Blake* was launched. This is one of the older 51-foot boats driven by petrol engines. Her radius of action at full speed is only 91 miles and extra fuel was taken on board and secured on deck in tins.

At 1.30 early on the morning of the 15th of August the Galway Bay life-boat reached the area of search. H.M.C.S. *Crusader* was co-ordinating the search and the task allotted to the life-boat was to join the outer ring of search vessels, which included a tanker, two large steamers and a number of trawlers. By this time the weather had deteriorated and there was a freshening south-westerly wind with an increasing sea.

At two o'clock Fenit life-boat sighted flares from an aircraft and altered course to search. These flares were markers from an R.A.F. Hastings aircraft which had been sent from Northern Ireland, and the life-boat later returned to the main area of search.

Four Bodies Found

At five o'clock the Galway Bay life-boat found four bodies in the sea. Later she took on board one more body from a trawler and some wreckage from the aircraft which had been found.

At nine o'clock she left the area of search and at seven o'clock in the evening she reached Kilronan. There she refuelled and made for Galway, where she landed the bodies and wreckage. Altogether she was at sea for 31 hours.

The Fenit life-boat, after refuelling at sea had been carried out with considerable difficulty, left the search area at eight o'clock in the morning and arrived back at her station at 6.30 in the evening after an absence of 26 hours.

Galway Bay : rewards to the crew, etc., £62 ; reward to the helper on shore, £2 4s. Fenit : rewards to the crew, £55 11s. ; reward to the helper on shore, 16s. K.L.M. Royal Dutch Airlines made a donation to the Institution's funds.

Life-saving and the United States Coast Guard

by CAPTAIN R. L. MELLEN,

Chief, Public Information Division, United States Coast Guard

MARITIME safety in the United States took a giant step forward on the 28th of January, 1915, when two historic agencies, the Revenue Cutter Service and the Lifesaving Service, were merged into a single organization known as the United States Coast Guard. Both organizations had long and proud traditions of humanitarian service reaching far back to the early days of the Republic. The Revenue Cutter Service, direct ancestor of the Coast Guard, had been in existence for more than a century and had already achieved a distinguished record both as a fighting force and as a highly versatile law enforcement and maritime safety agency. Similarly, the Lifesaving Service had won for itself an honoured place in the affections of the American public for its effective and heroic actions on behalf of distressed vessels and persons at sea.

Actually, both agencies had been collaborating with one another for many years before the merger. They had worked closely within the Treasury Department with a common purpose—the protection of life and property at sea. The Lifesaving Service had been established within the Revenue Marine Division in 1871, but seven years later had been made a separate bureau. During the separation, however, cutter officers supervised the drilling and inspection of life-saving stations.

Merger of Two Agencies

In approving the merger of the two agencies, President Wilson was putting into effect the principle of "organization and combination" developed several years before by President Taft. Prior to that time, the work of maritime safety had been carried out by a number of agencies with considerable duplication of function. The consolidation of the two principal maritime safety organizations, therefore, was designed to eliminate this confused, irrational, and uneconomic pattern. By this action, the resources, facilities and skills

of two outstanding safety organizations were fused into a new unit of incomparably greater utility and efficiency. For the United States, the establishment of the new agency was truly the beginning of a modern era in maritime safety.

So far as the Revenue Cutter Service was concerned, the protection of life and property at sea was certainly not a new function. It had been actively engaged in such work since 1831 when Andrew McLane, Andrew Jackson's Secretary of the Treasury, ordered the first winter cruise to aid seafarers and ships in distress. In 1836 cutters were charged "to aid persons at sea, in distress, who may be taken aboard," and in 1843 to preserve property found aboard wrecks and to secure the cargoes for the owners. The records of the former Revenue Cutter Service are replete with daring rescues performed under the most hazardous circumstances.

Massachusetts Humane Society

The Lifesaving Service, which represented the other member of the new organization, was the heir to a long and honourable tradition in shore-based lifesaving operations. Such work had been initiated as far back as 1785 with the founding of a volunteer group, the Massachusetts Humane Society. The work of the Society constitutes an exciting and colourful chapter in the annals of maritime safety in the United States.

The Society was among the first in the world to build places of refuge for the comfort and shelter of shipwrecked persons. However, operations were limited to the coast of Massachusetts, and in 1807 the Society provided its first life-boat station at Cohasset. In 1849 a Congressional appropriation provided the collector of customs at Boston with \$5,000 to buy boathouses and equipment for the Society. The following year Congress appropriated \$10,000 to build Government life-boat stations along the New Jersey Coast

and to make available "surfboats, rockets, carronades, and other apparatus for the better preservation of life and property from shipwrecks on the coast".

One of the first of these life-boat stations was built at Spermaceti Cove, on Sandy Hook, New Jersey, in 1849. The structure has been preserved as a Coast Guard museum. About the size of a garage, the small weather-beaten building holds relics of a bygone age, including the station's yellowed log-books, fragments of wrecked ships, early surf-boats, watertight dinghies called surf-cars that were operated like breeches buoys, and a variety of cannons and projectiles for shooting lines aboard wrecked ships.

Manned by Volunteers

For more than five years these early stations were manned by volunteers called together whenever there was a shipwreck. In 1854 keepers were appointed for the stations at an annual salary of \$200. However, it was not until 1871 that the Secretary of the Treasury was authorized to employ surfmen to man the stations.

Over the years the intensive experience in launching small boats in the roughest kind of surf produced a special breed of men—tough, self-reliant and proud of their calling. This experience also led to the development of specially designed life-saving equipment. For example, there are the life-boats. Each of these craft is designed and built by the service for a particular task. There is the 26-foot surfboat that weighs nearly a ton and is propelled by oars. The same boat comes in a power model, and both types are self-baling. Then there are two models of motor life-boats, a 36-footer and a 52-footer. These are self-baling, self-righting and virtually unsinkable. They also have enclosed, heated compartments.

Among more recent rescue craft are the versatile amphibious trucks, more commonly referred to as DUKW's. They can travel 55 miles an hour on paved roads; then without stopping, partially deflate their tyres for better traction on sand and do 12.4 miles per hour across beaches and into the water where they can make six miles per hour.

In reversing this process, they can reinflate their tyres, again without stopping, when they return to the paved roads.

Saved Hundreds of Lives

No discussion of life-saving would be complete without mention of Joshua James, one of the most celebrated life-savers of all time and a truly heroic figure of the sea. Associated with the Massachusetts Humane Society, and later with the Lifesaving Service, this remarkable man began his humanitarian career at the age of fifteen. By the time of his death in 1902 at the age of seventy-five he had saved hundreds of lives. For these heroic actions he was honoured by the highest medals of the Humane Society, the United States Government and many other organizations. Other members of the James family also achieved distinguished life-saving careers.

There is no question that aviation has greatly extended the scope of the Coast Guard's maritime safety activity. Rescue operations formerly restricted to coastal waters because of the limited range of earlier equipment can now be carried out on the ocean. Coast Guard cutters on ocean station or on other missions frequently combine with aircraft and shore-based facilities to effect a rescue.

Use of Helicopters

During recent years the helicopter has contributed notably to the Coast Guard's increased effectiveness as a rescue agency. Because of their ability to hover and to take off and land straight up and down, they are particularly suitable for rescue operations in areas which are inaccessible to more conventional air and surface craft.

The Coast Guard has taken an active part in the development of helicopters and was one of the first agencies to recognize their potentialities. In November, 1943, a helicopter training base was established at the Coast Guard Air Station at Floyd Bennett Field in New York. A year later 150 mechanics had been graduated from this special school.

In 1945 a Coast Guard helicopter penetrated the snow-covered wastes near Goose Bay, Labrador, and brought out

the crew of a cracked-up Royal Canadian Air Force plane. The next year a Belgian airliner crashed near Gander, Newfoundland. The accident occurred in a wilderness that was accessible only to a helicopter. This rescue was a combined operation with the helicopter ferrying the 18 survivors to a nearby lake where a flying boat took them aboard and flew them on the last lap to civilization.

Added Responsibilities

For the Coast Guard the term "life-saving" has taken on a vastly greater connotation than was the case in the early days of the Revenue Cutters. In a sense, it represents one of the basic principles motivating Coast Guard activity—protection of life and property at sea. As the service has grown, it has acquired new facilities and new resources to bring to the accomplishment of this formidable task. Under the principle of "combination and organization" of authority promulgated more than half a century ago by President Taft, it has become the foremost United States agency for maritime safety and law enforcement. President after President has entrusted the service with added responsibilities until today it must utilize a vast and complicated network of ships, planes, and communications to discharge its complex and far-flung responsibilities.

The "life-saving" concept as it is understood by the Coast Guard today involves the utilization of a number of services. These include the aids to navigation duties formerly charged to the Lighthouse Service and the marine safety activities which were the responsibility of the Bureau of Marine Inspection. The search and rescue function is a traditional one inherited from the Revenue Cutter Service and the Lifesaving Service. It is through a highly co-ordinated use of all the skills and facilities represented by these agencies that the Coast Guard carries out its present day maritime safety function.

Search and Rescue Procedures

In 1944 the Coast Guard established a pattern for modern search and rescue procedures by setting up an inter-

departmental inter-agency Air-Sea Rescue Agency with the Coast Guard Commandant at its head. This agency was primarily engaged in research and development of rescue procedures. Since then, the work has been continued by the Coast Guard.

However, there was still no national policy affecting search and rescue. Therefore, in 1956, at the direction of President Eisenhower, a National Search and Rescue Plan was formulated. The plan in itself did not supply additional search and rescue facilities to any agency or establish a separate agency to handle such matters. It was intended primarily to define areas of responsibility for the various agencies and to provide procedures for co-ordinating inter-agency efforts. Under the plan the Coast Guard was designated Regional Search and Rescue Co-ordinator for the vast Maritime Region, thus affirming its primary responsibility for marine safety.

Rescue Co-ordination Centres

Pursuant to the plan, the Coast Guard decentralized its Search and Rescue organization into the Pacific Maritime Region under the Commander, Western Area, at San Francisco, and the Atlantic Maritime Region under the Commander, Eastern Area, at New York City. Operational responsibilities were further delegated to the District Commanders within each region. Each of these Search and Rescue co-ordinators operates a Rescue Co-ordination Centre. This is defined as an installation having available to its personnel communications and other facilities required to initiate, control, co-ordinate, and terminate search and rescue in a specific area.

Since good communications are essential to effective SAR operations, all Rescue Co-ordination Centres are connected by telephone or teletype with Navy, Air Force, Army, Civil Aeronautics Administration, State and local police facilities as well as other Coast Guard units. Also available to the Controller on duty in the Centre are status boards and wall plots to show the location and availability of primary SAR facilities in the area for which the Centre has responsibility. Such

Centres may be regarded as highly specialized nerve centres instantly responsive to information of distress. They are manned continuously by trained personnel for the purpose of gathering and evaluating distress information and for alerting and co-ordinating search and rescue facilities.

Strain on Resources

The task of maintaining an effective marine safety programme is a formidable one that demands great versatility on the part of Coast Guard officers and men. It is rendered even more complex by the fact that the Coast Guard is also an armed force and must maintain

itself in a state of military preparedness at all times. This imposes a severe strain on its relatively limited resources and manpower.

In a world which grows daily more complex the Coast Guard anticipates that it will be called upon to solve many new problems in the years ahead. But that is an old story for a service which has repeatedly demonstrated its resourcefulness in the past. For despite rapid scientific and technological progress, the motivation behind the Coast Guard's peacetime efforts will continue to be what it has always been—a humane concern for "those in peril on the sea".

Centenaries of Life-boat Stations

Two life-boat stations celebrated the centenary of their foundation in 1958. One was the station at Ballycotton in County Cork; the other was Hastings in Sussex.

The ceremony at Hastings took place on the 27th of July, 1958, when an impressive open air service was conducted by the Rev. J. L. Napier, Rector of the borough church of St. Clement and All Saints, Hastings, assisted by the Rev. C. Champneys-Burnham, Rector of All Saints, and the Rev. W. A. Goss, Minister of the Norman Road Methodist church.

The Mayor of Hastings, Councillor R. H. Bryant, took the chair and in the absence of the Duke of Norfolk, Lord Lieutenant of the County of Sussex, who was prevented from attending by illness, he presented the certificate inscribed on vellum awarded by the Committee of Management of the Institution. Mr. J. J. Adams, honorary secretary of the Hastings and St. Leonard's branch, accepted the vellum and handed it over to the Mayor for safe keeping. Mr. E. M. Cooper-Key, a member of the Committee of Management, proposed a vote of thanks, which was seconded by Mr. S. L. Clarke, chairman of the Hastings and St. Leonard's branch.

After the ceremony the life-boat was launched and the launching was shown in the B.B.C. television news. It was during the preparations for the launching that the unfortunate accident to the

district inspector, which is referred to on page 132, occurred.

Since the station was established Hastings life-boats have been launched on service 182 times and have rescued ninety-three lives.

Ballycotton Ceremony

The ceremony in Ballycotton was held on the 31st of August, when Captain the Hon. V. M. Wyndham-Quin, Deputy Chairman of the Committee of Management, presented the vellum. Among those who also spoke were Mr. Erskine Childers, Minister for Land and Fisheries; the Lord Mayor of Cork, Mr. Sean McCarthy; and Mr. Robert Mahony, honorary secretary of the branch.

In connection with the ceremony mass was celebrated in the Star of the Sea church, Ballycotton, by the Rev. John Walsh, and a service was conducted in the Church of Ireland church by the Very Rev. Dean P. Bury.

Since the station was established Ballycotton life-boats have been launched on service 124 times and have rescued 179 lives. The outstanding service carried out by a Ballycotton life-boat took place in February, 1936, when the crew of the Daunt Rock lightvessel were rescued. Among other awards made was the gold medal to the coxswain, Patrick Sliney, who is now retired but who was among those present at the ceremony.

New Ways of Raising Money

The Chairman of the Failsworth, Lancashire, Urban District Council, Mr. George Edge, has adopted the life-boat service as his particular charity during his year of office and is trying to persuade a thousand organisations or individuals each to raise a thousand halfpennies. A local newspaper has agreed to publish a progress report from time to time in the form of a barometer.

* * *

For the third year running the York motor boat club has raised a substantial sum for the Institution, in this case £70, by taking visitors on river cruises to the Archbishop's palace at Bishopthorpe. The ladies' committee of the club provided light refreshments at the club house.

* * *

Visitors to the Plumbers Arms at Redditch are allowed to borrow darts if they put a coin in the life-boat collecting box in the bar.

* * *

At the request of his parents a man living in Upminster, Essex, gave to the Institution the money which he would otherwise have spent on a present to mark his parents' golden wedding anniversary.

* * *

At a garden fete held by the Stanmore branch the names of fifty life-boat stations were written on separate pieces of paper and hidden in the garden. Competitors were charged a shilling each to enter for a prize which was awarded to the person who found the largest number of pieces of paper containing station names.

* * *

Mr. R. Anderson of Seven Kings, Ilford, and Mr. E. May, an old age pensioner, of Forest Hill, London, S.E.23, both gave to the Institution the money they had saved by not having to pay fares during the London bus strike.

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A member of the Crayford and district branch committee has trained her budgerigar to fly over her ship halfpenny box when she has visitors and to say: "Have you any ship halfpennies?"

Miss Jacob, honorary secretary of the Burnham-on-Crouch branch, provides her friends with free milk from her own Jersey cow, but asks them to make a contribution to branch funds.

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A fishmonger in Hornsey supplies his customers free of charge with parsley, but asks them to put a contribution into his collecting box.

* * *

Mr. H. W. Rubins of Deal, a foreman-carpenter employed on a contract by Concrete Piling Ltd., recently received a reward for salvaging a marker-buoy belonging to the Whitstable yacht club and promptly gave the full amount of the reward to the Institution.

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A branch committee member, who wishes to remain anonymous, has persuaded her husband, who likes expensive hair shampoos, to allow her to wash his hair and to give to the branch funds the money which it would otherwise have cost him.

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Messrs. Revell (Great Britain) Ltd. donated the whole of the profits from the sale of plastic assembly kits at the "Do It Yourself Exhibition" at Olympia, London, to the Institution, the amount received being £100.

* * *

The Cloughey branch received a cheque for £40, being part proceeds of a local donkey derby.

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Miss Nicola Mann and five other girls of St. Paul's Girls' School, London, raised £3 9s., for the Institution from the sale of a magazine written and produced by themselves.

* * *

Two thirteen-year-old North Shields girls, Ann Jenkins and Margaret Wood, raised more than a pound for the Institution from the sale of toffee apples which they made themselves.

* * *

The wife of the Holy Island honorary secretary, Captain I. B. B. Robertson, sold her crop of lavender in beribboned bags, giving all the proceeds to the Institution.

Four girls and two boys living in Inverurie, Aberdeenshire, raised more than £20 for the Institution from admission money to a zoo containing monkeys, parrots, budgerigars and other animals.

In the life-boat collecting box outside the Belgrave hotel at Tenby a sovereign and a half sovereign were recently found. The coins were sold by auction, the sovereign fetching £5 and the half sovereign £3.

New Life-boats Named

THREE new life-boats were named in July, 1958. H.R.H. the Duchess of Kent, President of the Institution, agreed to name two of them and her daughter, H.R.H. Princess Alexandra, named the third. The life-boats which were to be named by the President are stationed at Barra Island and Mallaig. They were both provided out of the legacy of the late Mrs. E. M. M. Gordon Cubbin, whose legacy had already provided life-boats for Douglas and Port St. Mary in the Isle of Man.

The naming ceremony at Barra Island took place on the 8th of July in the harbour at Castlebay. The Duchess of Kent was due to fly there for the ceremony, but her aircraft was prevented by low cloud from landing on the island. The life-boat was, therefore, named by Lord MacDonald, Lord Lieutenant of the County of Inverness, who read the speech which Her Royal Highness had intended to make.

The Rev. Father John McCormick, parish priest and chairman of the branch, was in the chair. Lieutenant-Commander W. L. G. Dutton, Deputy Chief Inspector of Life-boats, described the boat, which is one of the 52-foot Barnett type. Earl Howe, Chairman of the Committee of Management of the Institution, then handed the boat over to the branch. Mr. Hugh Morrison, honorary secretary of the branch, accepting her. Lord MacDonald, before naming the life-boat *R. A. Colby Cubbin No. 3*, arranged for a telegram to be sent to the President on behalf of those present, and Lord Saltoun, a member of the Committee of Management and chairman of the Scottish Life-boat Council, also spoke. The Bishop of Argyll and the Isles, the Right Rev. Kenneth Grant, then dedicated the life-boat.

The next day the weather improved and the Duchess of Kent was able to visit the station. A bouquet was

presented to her by the twin daughters of Second Coxswain John MacLeod; members of the crew and their wives and families were presented; and the President went for a trip in the boat round Castlebay harbour.

At the naming ceremony and also during the President's visit the Castlebay Children's Choir sang the national anthem and other songs in Gaelic.

Mallaig Ceremony

On the 10th of July H.R.H. the Duchess of Kent named the new Mallaig life-boat *E. M. M. Gordon Cubbin* at a ceremony held in the harbour. A bouquet was presented to the Duchess of Kent by Miss Norna Watt, daughter of the honorary secretary of the Mallaig branch.

On this occasion Lord MacDonald was in the chair. Lieutenant-Commander Dutton again described the boat, which is also one of the 52-foot Barnett class. Earl Howe handed the life-boat over to the branch, Captain William Simpson, chairman of the branch, accepting her. Lord Saltoun proposed a vote of thanks and the Rev. Donald McPhail, minister of the parish church, Mallaig, dedicated the life-boat.

The singing was led by the Mallaig Church of Scotland Choir, and the President was piped to the quayside by the City of Glasgow Pipe Band, which played before and after the ceremony. Once again the Duchess of Kent went aboard the life-boat, where the crew were presented. A guard of honour was provided by boy scouts and girl guides from Mallaig and Morar.

Torbay Ceremony

The naming ceremony of the new Torbay life-boat *Princess Alexandra of Kent* took place at the life-boat station at Brixham on the 25th of July. This was the first life-boat to be named by

Princess Alexandra, who in her speech recalled the fact that her father, the Duke of Kent, had formerly been the Institution's President and that her family had had the closest association with the service for twenty-two years.

Councillor F. P. Lee, chairman of the Brixham Urban District Council, welcomed Princess Alexandra, and after a glass tankard inscribed with the signatures of the crew had been presented to Princess Alexandra by Sea Ranger E. M. Park, daughter of the honorary secretary of the Torbay branch, Alderman T. F. Adams, president of the branch, opened the proceedings. Commander S. W. F. Bennetts, Chief Inspector of Life-boats, described the boat, which is one of the 52-foot Barnett class. Earl Howe then handed

the life-boat over to the branch, Mr. F. W. H. Park, honorary secretary of the branch, accepting her. The Bishop of Plymouth, the Right Rev. N. H. Clarke, dedicated the life-boat, assisted by the Vicar of Brixham, the Rev. H. Yeomans, and by the Minister of the Brixham Congregational Church, the Rev. Martin Westall. A vote of thanks was proposed by Councillor A. J. Tremear, chairman of the Paignton Urban District Council, and seconded by Miss A. E. Armitage, president of the Brixham Ladies' Life-boat Guild.

Princess Alexandra then named the life-boat and in spite of the unpleasant weather went afloat in her.

The music at the ceremony was played by the Brixham British Legion Prize Band.

Life-boat Museum at Whitby

A LIFE-BOAT museum was formally opened at Whitby on the 26th of July, 1958, by Lady Georgiana Starkey, daughter of Earl Howe, Chairman of the Committee of Management of the Institution. Whitby was the last station at which a pulling life-boat was in service. This was the 34-feet self-righting boat *Robert and Ellen Robson*, which was built in 1918. The boat-house in which the pulling life-boat was kept has been converted into a museum, and the life-boat is herself one of the principal exhibits. Photographs, models, paintings and records, many of which have been assembled in recent years by the honorary secretary of the branch, Mr. Eric Thomson, tell the story of Whitby life-boats, and in addition there are a number of models of vessels of other kinds. The boat-house attendant is Mr. Harry ("Lal") Richardson, a former Whitby coxswain with a distinguished record both as a member of the life-boat crew and

as a voluntary worker who has raised large sums for the Institution.

There are two other life-boat museums in Britain. One is the Eastbourne museum, which was opened on the 22nd of March, 1937. In this case the building was erected in 1898, the money being provided by a fund raised by the *Daily Telegraph* as a memorial to the actor William Terriss, who was murdered outside the stage door of the Adelphi theatre in London in 1897. The other museum is the Grace Darling museum in Bamburgh, which was opened in 1938 to mark the hundredth anniversary of the rescue by Grace Darling and her father of survivors from the *Forfarshire*. The money in this case was raised by the Bamburgh Grace Darling Memorial Committee.

In addition, at a number of life-boat stations historical exhibits are shown in the boathouses, and at a few places former life-boats of earlier types are also on show.

French Life-boat Disaster

THE life-boat *Vice-Amiral Schwerer* stationed at Etel in France capsized near the entrance to Lorient harbour on the 3rd of October, 1958. Her whole crew of five, consisting of the coxswain, mechanic, radio-operator and two other members of the crew, lost their lives and the life-boat was

destroyed. Among those rescued when another boat overturned was Dr. Alain Bombard, who was carrying out some experiments at the time. On hearing of the disaster the Institution sent an expression of deep sympathy to the Société Centrale de Sauvetage des Naufragés.

A Hundred Years Ago

Extract from the Life-boat dated 1st February, 1859

ON the night of the 19th of October last, in a gale of wind, the small six-oared self-righting life-boat belonging to the National Life-boat Institution at Dungeness proceeded through a heavy sea, managed by eight Coast-guard men, to a wreck which was seen to be aground at about three-quarters of a mile from the life-boat station. The wreck was reached soon after midnight, and after ascertaining that she had been deserted by her crew, the life-boat returned for the shore. For the first half-mile she was rowed safely before a heavy broken sea, but on crossing a deeper channel, between two shoals, she was caught up and struck by three heavy seas in succession which followed so quickly one on the other that the boat could not recover herself, and the coxswain losing all command with the rudder, she was carried away before the sea, broached to, and upset, throwing her crew out of her. She immediately, however, self-righted, cleared herself of all water, and her anchor having

fallen out when she was keel up, she was brought up by it. The crew, in the meantime, having on good life-belts, floated, regained, and got into the boat, cut the cable, and returned safely to the shore, not one of them even being hurt.

May we not safely conclude that this is the first instance that has ever occurred of a whole boat's crew passing unscathed through such an ordeal ?

In justice to the brave fellows who formed the crew of the boat on this occasion, we must state, that they expressed their readiness to have gone out in the boat again immediately after their landing had their services been again required ; and that they, unasked for, certified to their entire confidence in her and their readiness to trust their lives in her whenever they should be called on to do so. They likewise bore testimony to the value of the life-belts, on the plan of Capt. J. R. Ward, R.N., supplied by this Institution to its life-boat crews.

Services of the Life-boats in July, August and September 179 Lives Rescued

JULY

DURING July life-boats were launched on service 92 times and rescued 58 lives.

MECHANIC INTERCEPTS MESSAGE

Girvan, Ayrshire. At 12.15 on the afternoon of the 2nd of July, 1958, the motor mechanic, who was on board the life-boat at her moorings, intercepted a radio-telephone message passed between the Ailsa Craig lighthouse keeper and Portpatrick coastguard. From this he learnt that the local motor vessel *Ailsa*, which had carried stores to the lighthouse, had developed engine trouble on her way back to Girvan and had broken down a mile and a half north-north-east of Ailsa Craig. The life-boat *Robert Lindsay* put out at 12.45, with the second coxswain in command, in a moderate sea. There was a moderate east-north-easterly gale and

a flood tide. The fishing boat *Margaret Stephen* had meanwhile heard of the incident and had made for the position. The life-boat reached the *Ailsa* three-quarters of a mile south of Ailsa Craig and found her in tow of the *Margaret Stephen*. She escorted both vessels to harbour, arriving at 3.30. Rewards to the crew, £8 8s. ; reward to the helper on shore, 12s.

MECHANICS REPAIR BARGE'S RUDDER

Walton and Frinton, Essex. At 1.45 on the morning of the 3rd of July, 1958, the coastguard informed the honorary secretary that a red flare had been seen four miles south-south-east of the look-out. At 2.10 the life-boat *Edian Courtauld* put out in a slight sea with a light east-north-easterly wind blowing and a flood tide. She found the auxiliary barge *Ethel* of Harwich, with a crew of

two, two miles north-east of Gunfleet light. The *Ethel* had damaged her rudder and emergency repairs had to be made by the life-boat motor mechanics before she could be taken in tow to Harwich. The life-boat reached her station at 7.40. Property salvage case.

SWISS GIRLS RESCUED WHILE BATHING

Swanage, Dorset. At 3.40 on the afternoon of the 3rd of July, 1958, a boy told the coxswain that two bathers were making little headway in their efforts to reach the shore a hundred and fifty yards north-north-east of Peveril Point. They were being carried by the strong ebb tide towards the broken water on Peveril Ledge. The life-boat *R.L.P.* was launched at 3.50 in a slight sea. She found the bathers, who were two Swiss girls, and took them on board. They were wrapped in blankets and landed at Swanage at 4.5. One of the girls made a donation to the Institution's funds. Rewards to the crew, £7; rewards to the helpers on shore, £2 18s.

ESCORT FOR DUTCH COASTER

Redcar, Yorkshire. At 5.40 on the afternoon of the 4th of July, 1958, the motor mechanic informed the honorary secretary that a small Dutch coaster was aground on Saltskar Rocks. At 6.5 the life-boat *City of Leeds* was launched in a moderate sea, with a moderate northerly wind blowing and a flood tide. She found that the coaster *Fen* of Groningen had refloat and three fishermen from local boats were on board her to pilot her clear of the rocks. She escorted the coaster to the mouth of the River Tees, where she was boarded by a Tees pilot, and then returned to her station, arriving at 7.28. Rewards to the crew, £7 10s.; rewards to the helpers on shore, £8 17s.

FISHING VESSEL TOWED TO WHITBY

Whitby, Yorkshire. At 6.35 on the morning of the 6th of July, 1958, the coxswain saw a flare burning north of Whitby harbour. At seven o'clock the life-boat *Mary Ann Hepworth* was launched in a slight sea. There was a moderate north-westerly wind and it was high water. The life-boat found

the motor fishing vessel *Dorothy* of Whitby, with a crew of five, broken down with an engine failure near Uppang Rock. Her anchors were dragging, and her crew had burnt seven flares and a blanket soaked in oil to attract attention. The life-boat towed the *Dorothy* to harbour and reached her station at 7.50. Rewards to the crew, £7; rewards to the helpers on shore, £1 16s.

LIFE-BOAT STANDS BY STEAMER ON ROCKS

Troon, Ayrshire. At 7.15 on the morning of the 8th of July, 1958, the coastguard told the motor mechanic that a vessel was ashore on some rocks north of Ayr. At 7.45 the life-boat *James and Barbara Aitken* put out, with the second coxswain in command, in a slight sea. There were light south-westerly airs with fog, and the tide was ebbing. The life-boat reached the position and found the S.S. *Kerrymore* of Tralee with a crew of eight. The *Kerrymore's* master told the coxswain that his vessel was in no danger and would probably refloat at the next high water. The life-boat stood by until low water, and as the Ayr life-saving apparatus team had assembled on shore, the coxswain decided to return to his station, which was reached at noon. Rewards to the crew, £9 12s.

MOTOR BOAT TOWED TO EXMOUTH

Exmouth, Devon. At 10.55 on the night of the 8th of July, 1958, the Beer coastguard informed the honorary secretary that the Seaton police had reported a 14-foot motor boat adrift with engine trouble off the western beach. Her owner had swum ashore after dropping anchor, leaving his wife and one man on board, but when he landed he saw that the boat was drifting. The life-boat *Maria Noble* was launched at 11.18 in a moderate sea. A moderate northerly wind was blowing and the tide was flooding. The life-boat found the motor boat *Sea Hawk* four miles south-east of Sidmouth, towed her to Exmouth and reached her station at four o'clock on the morning of the 9th of July. Rewards to the crew, £9 12s.; rewards to the helpers on shore, £9 8s.

SWEDISH VESSEL AGROUND IN FOG

Port Erin, Isle of Man. At six o'clock on the morning of the 9th of July, 1958, a member of the branch committee telephoned the honorary secretary to say he had been woken by the noise of a ship's siren sounding several short blasts at intervals from the direction of the Calf of Man. Fog had reduced visibility to half a mile. The honorary secretary immediately made enquiries, and at 6.30 he received a message from the Douglas police that a coaster was ashore on the north side of Calf Island. At 6.48 the life-boat *Matthew Simpson* was launched in a calm sea. There was a moderate south-westerly wind and an ebb tide. Shortly after the life-boat was launched the fog lifted, and the motor vessel *Saint Ronan* of Glasgow was seen aground near the life-boat house. She was bound from Köping, Sweden, to Runcorn, with a cargo of felspar. Her radio was not working, and two members of her crew had climbed the cliffs and found their way to a farmhouse, where they awoke the occupant. He telephoned Cregneish radio station and reported the casualty. The *Saint Ronan* was aground forward on a rock with her stern in deep water. Her hull was slightly damaged, but she was not making water. The life-boat stood by and later made fast alongside her quarter.

The life-boat returned to Port Erin at 12.30, taking with her the ship's cook. At two o'clock she put out again, with the cook and a representative of the vessel's owners aboard. She then laid out a heavy anchor from the *Saint Ronan*, and at high water that afternoon the vessel was refloated. The anchor wire fouled the *Saint Ronan's* screw while coming clear, and the vessel dropped anchor. As the vessel was then in no danger, the life-boat left for her station, reaching Port Erin at 7.30.

Later the owners' representative told the honorary secretary that it was intended to cut the wire and make for Runcorn. The life-boat returned to the *Saint Ronan* at 8.5 and stood by while the wire was cut from the propeller by the motor boat's crew. The life-boat finally returned to her station after the

motor vessel was under way, arriving at 9.50. Rewards to the crew, £28 13s. ; rewards to the helpers on shore, £9 9s.

LEAKING BOAT TOWED TO RHYL

Rhyl, Flintshire. At nine o'clock on the evening of the 10th of July, 1958, the coastguard told the assistant honorary secretary that the fishing boat *Lucia* was burning a flare off Llandulas. The life-boat *Anthony Robert Marshall* was launched at 9.50 in a calm sea. There was a light west-north-westerly wind and the tide was ebbing. The life-boat found the *Lucia* with her engine broken down and leaking. Her owner, the only man on board, was transferred to the life-boat, and the fishing boat was taken in tow. The life-boat was unable to reach the harbour because of low water, and the coxswain anchored opposite the boathouse until enough flood water allowed him to moor the *Lucia* safely. Meanwhile water was continually pumped out of the fishing boat to keep her afloat. The life-boat finally reached her station at 5.30 in the morning. Rewards to the crew, £13 4s. ; rewards to the helpers on shore, £9 15s.

RESCUE OF TWO CANOEISTS

Barry Dock, Glamorganshire. On the afternoon of the 12th of July, 1958, the life-boat *Rachael and Mary Evans* was launched on exercise, and at 1.45 a canoe taking part in a race from Barry Dock to Weston-super-Mare was seen to capsize one mile south of Barry Dock. There was a moderate sea, a moderate south-westerly wind was blowing, and the tide was flooding. The life-boat rescued the canoe's two occupants, picked up the canoe and landed it and the canoeists at Weston-super-Mare. She reached her station at 7.40. A donation was received from the Penarth Urban District Council to cover the expense of this launch. Rewards to the crew, £8 2s. 6d. ; rewards to the helpers on shore, £1 13s.

MAN RESCUED FROM UPTURNED DINGHY

Skegness, Lincolnshire. At 2.20 on the afternoon of the 12th of July, 1958, the police informed the coxswain that a man was clinging to an upturned

dinghy five hundred yards from the shore and two miles north of Skegness pier. The life-boat *The Cuttle* was launched at 2.50 in a heavy ground swell. There was a light south-easterly wind and a flood tide. The life-boat rescued the man and saved his dinghy and returned to her station at 3.25. Rewards to the crew, £9 12s. ; rewards to the helpers on shore, £4 16s.

BOAT TOWED TO PORTPATRICK

Portpatrick, Wigtownshire. At 3.1 on the afternoon of the 12th of July, 1958, the coastguard told the honorary secretary that a small boat was being driven southwards one mile from Portpatrick and needed help. The message was passed by radio-telephone to the life-boat *Jeanie Speirs*, which was already at sea on exercise. There was a slight sea and a light southerly wind was blowing. The life-boat made for the position and took the dinghy *Janet*, which had two people on board, in tow to Portpatrick harbour, arriving at 3.45. Rewards to the crew, £7. This figure includes the exercise payment.

YACHTSMAN RESCUED IN GALE

Eastbourne, Sussex. At 9.45 on the morning of the 13th of July, 1958, the coastguard told the honorary secretary that a small yacht was anchored in heavy seas in Pevensy Bay and her crew appeared to be in difficulties. The honorary secretary went to the coastguard look-out at Pevensy Point, and after sighting the yacht decided to launch the life-boat *Beryl Tollemache*. This was done at 11.4. There was a very rough sea, a south-south-westerly gale was blowing, and the tide was ebbing. The life-boat reached the yacht *Wildgoose* at 11.30 and took off her crew of one. She reached her station at noon. Rewards to the crew, £7 ; rewards to the helpers on shore, £14 18s.

EXHAUSTED YACHT'S CREW OF FOUR RESCUED

Donaghadee, Co. Down. At noon on the 13th of July, 1958, the Orlock coastguard informed the honorary secretary that a boat had capsized off Carrickfergus in Belfast Lough. At

12.20 the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, put out in a heavy sea. There was a gentle north-north-westerly wind and an ebb tide. The life-boat was making for Carrickfergus, when a message was passed to her that another yacht, with four people on board, was in difficulty at Crawfordsburn, Helen's Bay. The life-boat made for this position and found the yacht *Linda*. Her crew were very exhausted and were taken on board the life-boat. The yacht was taken in tow, and the life-boat reached her station at three o'clock. The boat originally reported in difficulties was towed to Carrickfergus by another boat. Rewards to the crew, £8 8s. ; reward to the helper on shore, 14s.

FISHING BOAT ESCORTED IN GALE

New Quay, Cardiganshire. At 2.5 on the afternoon of the 13th of July, 1958, the New Quay coastguard passed on to the honorary secretary a message from the Aberystwyth coastguard that the lobster fishing boat *Ynys Lochtyn*, with a crew of two, which had been fishing off Aberystwyth, had not returned with the other fishing boats and was probably making for New Quay. The coxswain and motor mechanic were alerted as the weather was deteriorating, and at 3.10 the *Ynys Lochtyn* was sighted off Aberaeron making a very rough passage. At 3.20 the life-boat *St. Albans* was launched in a very rough sea. A north-westerly gale was blowing and the tide was flooding. The life-boat escorted the fishing boat into harbour and reached her station at 4.20. The Aberystwyth life-boat was also launched. Rewards to the crew, £6 ; rewards to the helpers on shore, £7 7s.

ESCORT FOR FISHING BOAT TO RHYL

Rhyl, Flintshire. At 2.15 on the afternoon of the 13th of July, 1958, the assistant motor mechanic told the honorary secretary that his son had taken a party out fishing in his boat *Eureka* at 7.30 in the morning to Llandulas and had not returned. The weather was deteriorating, and as the coastguard could not see the boat, the life-boat *Anthony Robert Marshall* was

launched at 3.50 in a choppy sea. There was a strong north-westerly wind and it was low water. The life-boat found the *Eureka*, with four men on board, at anchor in sheltered water four miles off Colwyn Bay pier. They did not want to be taken aboard the life-boat, which therefore escorted their boat back to harbour, arriving at eight o'clock. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £7 10s.

TOWS FOR FISHING BOAT AND TWO DINGHIES

Barrow, Lancashire. At 4.25 on the afternoon of the 13th of July, 1958, the coxswain informed the honorary secretary that he had seen a fishing boat in difficulties four miles south-east of the life-boat station. Five minutes later the life-boat *Edward Z. Dresden* was launched in a rough sea. A north-westerly wind of near gale force was blowing, and the tide was flooding. The life-boat made for the fishing boat, but before she reached her the boat was seen to be making progress towards Fleetwood. The coxswain then altered course to go to the help of another fishing boat, which was in difficulties four and a half miles south-east of the life-boat station. This was the *Eleanor*, whose engine had broken down. She had a crew of five and had herself gone to help a sailing dinghy with two people on board. The life-boat took the fishing boat, and the dinghy in tow, and two miles from the life-boat station another sailing dinghy was seen to be in trouble. The life-boat towed the *Eleanor* and the first sailing dinghy to a safe anchorage under the lee of Walney Island and then returned to help the second dinghy, which was waterlogged. The two people aboard her were the owner, who was a woman, and a twelve-year old boy. They were both very wet and distressed. They were transferred to the life-boat and given hot soup, and the dinghy was taken in tow. The life-boat then escorted the *Eleanor*, which had repaired her engine and had the first sailing dinghy in tow, to Roa Island and finally reached her station at 6.40. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £2 10s.

CREW OF SEA CADET WHALER RESCUED

New Brighton, Cheshire. At 4.40 on the afternoon of the 13th of July, 1958, a report was received that a naval sea cadet whaler was in difficulties west of Perch Rock lighthouse. At 4.45 the life-boat *Norman B. Corlett* put out in a rough sea. A west-north-westerly gale was blowing with rain squalls, and the tide was flooding. The life-boat made for the whaler and found that she had blown ashore and the cadets were walking over the sand. A message was then received from Seaforth radio station that a fishing boat was making very heavy weather about one mile west of Formby coastguard station. The life-boat found the fishing boat *Cedar* between C.19 and C.17 buoys and escorted her to the River Mersey. During the return journey it was seen that the sea cadet whaler had refloated and was again in difficulties two hundred yards east-north-east of the lighthouse. She was at anchor with seas breaking over her. The whaler's rudder had been lost, and the crew consisting of two officers and five cadets were suffering from cold and exposure. They were taken on board the life-boat, which towed the whaler to the New Brighton stage. The life-boat reached her moorings at 7.30. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, £1 8s.

ABANDONED YACHT TOWED TO TROON

Troon, Ayrshire. At 5.38 on the evening of the 13th of July, 1958, the Kildonan coastguard informed the honorary secretary that a motor boat was in difficulties half a mile off Corrie Point. At six o'clock the life-boat *James and Barbara Aitken* put out in a rough sea, with a fresh north-westerly wind blowing and a flood tide. The life-boat made for the position, but a radio-telephone message was received stating that a motor boat from Lamlash had the casualty in tow and was making for Brodick. During the return passage to her station the life-boat intercepted a message from the Clyde passenger steamer *Duchess of Hamilton* that she had taken two men off a small yacht

five miles north of Holy Island. The coastguard asked the coxswain to keep a look-out for the abandoned yacht, which was named *Mignonne*. The life-boat found her and took her in tow to Troon harbour, reaching her own moorings at 11.15. Rewards to the crew, £10 16s.

TOW FOR YACHT IN NEAR GALE

Southend-on-Sea, Essex. At 6.35 on the evening of the 13th of July, 1958, the coastguard informed the honorary secretary that a sailing barge was aground at the mouth of Holehaven Creek. At 6.45 the life-boat *Greater London II* (Civil Service No. 30) was launched in a rough sea. A south-westerly wind of nearly gale force was blowing and the tide was flooding. On reaching the position, the life-boat found that the barge *Dawn* of Maldon had refloated. At 7.46 the coxswain was informed that a yacht was aground in almost the same position and was in danger of being driven ashore. The life-boat found the yacht *Leila* with a crew of two. The coxswain put two of his crew aboard her and took the *Leila* in tow to Gravesend. The life-boat finally reached her station at 11.59. Property salvage case.

TOW FOR YACHT UP RIVER

Clacton-on-Sea, Essex. At 3.42 on the morning of the 14th of July, 1958, the coastguard told the honorary secretary that a yacht with a crew of two was missing in the River Blackwater. The message was passed by radio-telephone to the life-boat *Sir Godfrey Baring*, which was anchored at Brightlingsea after her service on the 13th of July. At daylight the life-boat carried out a search in conjunction with a helicopter and found the yacht *Freedom* anchored at the entrance to the River Blackwater. The yacht had run short of fuel and had lost her dinghy. The life-boat towed her up the river to a safe anchorage and then returned to her station, arriving at 9.30. Rewards to the crew, £11 4s.; rewards to the helpers on shore, £5 4s.

LIFE-BOAT TAKES OVER TOW FROM COASTER

Southend-on-Sea, Essex. At 7.22 on the evening of the 14th of July, 1958,

the Walton coastguard informed the honorary secretary that a small cabin cruiser had broken down a quarter of a mile from the Mid Barrow lightvessel. The life-boat *Greater London II* (Civil Service No. 30) was launched, with the second coxswain in command, at 7.55 in a moderate sea. There was a light south-westerly wind and a flood tide. The life-boat came up with the cabin cruiser *Hilary Anne* in tow of the coaster *Broughty*. The *Hilary Anne* had a crew of five. The skipper of the *Broughty* asked the coxswain to take over the tow. This was done and the cabin cruiser was taken to Sheerness, where she was moored. Her crew had had no food for some hours and they were given soup and biscuits. The life-boat finally reached her station at 11.55. Property salvage case.

FISHING BOAT TOWED TO ST. IVES

St. Ives, Cornwall. At 8.30 on the evening of the 14th of July, 1958, the honorary secretary was informed that a small fishing boat had engine trouble two miles from St. Ives Head. At 9.3 the life-boat *Edgar, George, Orlando and Eva Child* was launched in a calm sea. The tide was ebbing, and there was no wind. The life-boat found the motor boat *Doris* with one man on board. She took her in tow and reached her station at 10.20. Rewards to the crew, £6; rewards to the helpers on shore, £9 12s.

INJURED MAN TAKEN FROM BEACH

Tenby, Pembrokeshire. At 11.15 on the night of the 15th of July, 1958, the honorary secretary received a message that a man had fallen down a cliffside and was lying injured on Skrinkle beach. At 11.30 the life-boat *C.D.E.C.*, on temporary duty at the station, put out in calm weather, taking a punt with her. It was low water. The life-boat reached the position, and the punt was sent in to bring the man out to her. He was landed at Lydstep haven, where an ambulance took him to hospital. The life-boat finally reached her station at 2.30 in the morning. Rewards to the crew, £12; rewards to the helpers on shore, £4 3s.

TOW TAKEN OVER FROM PILOT CUTTER

Dungeness, Kent. At 12.25 early on the morning of the 16th of July, 1958, the Lade coastguard informed the honorary secretary that the yacht *Salome* of Colchester, which was in tow of the pilot cutter *Pelorus*, was half full of water and her rigging was defective. At 12.53 the life-boat *Mabel E. Holland* was launched in a smooth sea. There were light north-easterly airs and an ebb tide. The life-boat found the yacht with one man on board. There were three feet of water in her. The coxswain put two of his crew aboard to make fast a tow rope and to help pump out the water. The life-boat then took over the tow and reached Rye harbour at 3.15, but she was unable to enter the harbour because it was low water. The coxswain waited for the tide, and the life-boat entered the harbour at ten o'clock. She finally reached her station at 12.38. Rewards to the crew, £28 5s. ; rewards to the helpers on shore, £26 9s.

TOW FOR CAPSIZED YACHT

Southend-on-Sea, Essex. At four o'clock on the afternoon of the 18th of July, 1958, the coastguard informed the honorary secretary that a yacht had capsized on the south side of the boom defence. At 4.20 the life-boat *Greater London, II* (Civil Service No. 30) was launched in a moderate sea, with a moderate easterly wind blowing and an ebb tide. The life-boat made for the position and found a police launch, whose crew informed the coxswain that the yacht's crew had been taken ashore. The life-boat towed the capsized yacht to Sheerness and reached her station at 7.50. Rewards to the crew, £7 ; rewards to the helpers on shore, £3 15s.

CREW HELP MAN TO RIGHT DINGHY

Margate, Kent. At four o'clock on the afternoon of the 19th of July, 1958, the coastguard informed the honorary secretary that a small sailing boat had capsized and her crew of two were in the water one mile off Birchington. Ten minutes later the life-boat *North Foreland* (Civil Service No. 11) was launched in a moderate sea, with a moderate south-easterly wind blowing and an ebb tide. The life-boat made for the

position and found the sailing dinghy *Rabbit* on her side, with a man hanging on to her who was trying to right her. The man told the coxswain that he would be in no danger once the dinghy had been righted. The second member of the crew, a woman, had been rescued by the sailing dinghy *Ozeezark*, which was lying a little way off. There had also been a dog on board the *Rabbit*, which had swum ashore. The life-boat crew helped the man to right the dinghy and bale the water out. The man then boarded her and the *Ozeezark* towed her to the beach, escorted by the life-boat. The life-boat returned to her station, arriving at 6.30. Rewards, £13 16s.

YACHT FOUND DRIFTING TOWARDS ROCKS

St. Helier, Jersey. At 3.50 on the morning of the 20th of July, 1958, the honorary secretary received a message that a man fishing at Plemont had heard shouts and seen white flares, and that a small boat appeared to be in difficulty close to the shore. At 4.10 the life-boat *Lloyds*, on temporary duty at the station, put out and made for the position. There was a heavy swell, a fresh north-westerly wind was blowing, and the tide was flooding. The life-boat found the converted yacht *Mary Ann* of Jersey with the owner and his daughter on board. Her engine had broken down, and she was drifting towards the rocks. The coxswain put a line aboard the yacht, and the life-boat towed her to Rozel. The life-boat reached her station at 10.15. Rewards to the crew, £12 13s.

FOUR MEN RESCUED FROM ROWING BOAT

Dover, Kent. At 1.43 on the afternoon of the 20th of July, 1958, the coastguard told the honorary secretary that the police had reported a rowing boat in difficulties off Copt Point. At two o'clock the life-boat *Southern Africa* put out in a rough sea, with a moderate westerly wind blowing and a flood tide. The life-boat made for the position, but before she reached it a message was received that the boat had been taken in tow by a motor boat. At 2.52 a message was sent to the life-boat that

four men in a rowing boat needed help off Sandgate Castle. The life-boat immediately made for this position, rescued the four men and took their boat in tow to Folkestone. She then returned to her moorings, arriving at 5.40. Rewards to the crew, etc., £10 1s.

LIFE-BOAT AND HELICOPTER HELP TO SAVE BATHERS

Selsey, Sussex. At 4.35 on the afternoon of the 20th of July, 1958, the coastguard informed the honorary secretary that three bathers were in difficulties off Selsey Bill point. At 4.40 the life-boat *Canadian Pacific* put out in a choppy sea. A fresh south-westerly wind was blowing, and the tide was ebbing. One bather was found clinging to a beacon pole and was rescued by the life-boat. Meanwhile a helicopter had carried out a search for the other two men, but they had scrambled ashore in an exhausted condition. The helicopter landed and took one of these men to hospital. The life-boat landed the bather whom she had rescued and who was also in need of medical treatment. A call was then made to the helicopter by V.H.F. radio-telephone, and the helicopter took the man to hospital. The life-boat reached her station at 6.30. Rewards to the crew, £7; rewards to the helpers on shore, £4 17s.

SMALL YACHT TOWED TO DOVER

Dover, Kent. At 9.40 on the evening of the 20th of July, 1958, Lloyds signal station informed the honorary secretary that a small yacht was in distress off Shakespeare Cliff. At 9.50 the life-boat *Southern Africa* put out in a rough sea. There was a strong south-westerly wind and a flood tide. The life-boat found the yacht *Galene*, which had a crew of two, with her jib fouled. She took her in tow to Dover, where she was safely berthed. The life-boat reached her moorings at 10.50. Rewards to the crew, etc., £7 5s.

TOW TAKEN OVER FROM MOTOR BOAT

Fowey, Cornwall. At 10.15 on the night of the 20th of July, 1958, the Polruan coastguard informed the honorary secretary that a yacht had engine

trouble near the entrance to Fowey harbour. Seven minutes later the life-boat *Deneys Reitz* put out in a slight sea. There was a gentle west-south-westerly wind and an ebb tide. The life-boat found the motor yacht *Undine* of Plymouth, with nine people on board, in tow of a local motor boat. The yacht's engines had broken down and the life-boat took over the tow. She towed the yacht to Wiseman's Pool and reached her moorings at 11.35. Rewards to the crew, etc., £7 2s. 6d.

FISHING BOAT TOWED TO PORTRUSH

Portrush, Co. Antrim. At 4.11 on the afternoon of the 23rd of July, 1958, the coastguard reported that a small boat was in difficulties near Skirks Rock. The life-boat *Lady Scott* (Civil Service No. 4) was launched at 4.37 in a slight sea, with a moderate north-westerly wind blowing and an ebb tide. She found a local fishing boat with two men on board and took her in tow to Portrush, which was reached at 5.45. Rewards to the crew, £7; rewards to the helpers on shore, £1 16s.

LIFE-BOAT ESCORTS YACHT AFTER COLLISION

Aldeburgh, Suffolk. At 8.23 on the morning of the 26th of July, 1958, the coastguard informed the honorary secretary that the yacht *Scylla* had been in collision with a French trawler. The yacht was moored alongside the Shipwash lightvessel and her crew needed help. At 8.40 the no. 1 life-boat *Abdy Beauclerk* was launched in a moderate sea, with a fresh south-westerly wind blowing and an ebb tide. When the life-boat reached the yacht it appeared that if the yacht were escorted by the life-boat she would probably be able to reach Lowestoft under a shortened sail. This course was adopted, and the life-boat finally reached her station at 5.20. Rewards to the crew, £22 5s.; rewards to the helpers on shore, £26 18s. 6d.

SMALL YACHT SAVED FROM GOING AGROUND

Llandudno, Caernarvonshire. At 12.30 on the afternoon of the 26th of July, 1958, the honorary secretary was told that a small boat appeared to be in difficulties one mile north of Little

Orme's Head. At 1.25 the life-boat *Tillie Morrison, Sheffield* was launched in a choppy sea. There was a strong westerly wind and an ebb tide. The life-boat found the sailing yacht *Thebe* with a crew of two. She had lost her rudder and had water in her engine, and she was in imminent danger of going aground on Rhos Point. The life-boat took the *Thebe* in tow and reached her station at 3.15. Rewards to the crew, £6 ; rewards to the helpers on shore, £7 10s.

THREE RESCUED FROM SAILING BOAT

Ilfracombe, Devon. At 4.57 on the afternoon of the 26th of July, 1958, the coastguard informed the honorary secretary that a sailing boat had capsized off Combe Martin. At 5.23 the life-boat *Robert and Phemia Brown* was launched in a choppy sea. A fresh westerly wind was blowing and the tide was ebbing. The life-boat found the sailing boat *Taw* and rescued her crew of two men and a boy. She then towed the yacht to Watermouth beach, where the yacht's crew were landed, and returned to her station, arriving at 7.20. Rewards to the crew, £7 4s. ; rewards to the helpers on the shore, £12 17s.

MAN KILLED TRYING TO HELP GERMAN STUDENT

Swanage, Dorset. At 2.25 on the afternoon of the 27th of July, 1958, the honorary secretary received a message from the Swanage ambulance station that a man had fallen down the cliffs near Ballard Point. At 2.41 the life-boat *R.L.P.* was launched with the honorary medical adviser on board. It was low water, the weather was cloudy and overcast, and there was a moderate swell with a light south-easterly breeze blowing. The life-boat took a rowing boat in tow. The position of the man who had fallen was indicated by a young man on the foreshore, and the coxswain sent in the small boat with the second coxswain in charge and a crew of two. When the boat reached the shore the man was found to be dead, and his body was taken to the life-boat, which returned to her station, arriving at 3.18. It was later learnt that the man who lost his

life had gone to the help of a young German student who had been in difficulties while climbing the cliffs. The student managed to reach safety. Rewards to the crew, £8 ; rewards to the helpers on shore, £2 8s.

TOW FOR YACHT IN GALE

Margate, Kent. At 10.15 on the morning of the 28th of July, 1958, the coastguard informed the honorary secretary that a message had been received from the Tongue lightvessel that a yacht was in difficulties one mile east of the lightvessel. At 10.25 the life-boat *North Foreland (Civil Service No. 11)* was launched in a rough sea. A south-westerly gale was blowing and it was high water. The life-boat found the yacht *Joy* of Ipswich two miles south-south-east of the lightvessel making little headway in the rough weather. Her crew of three asked for a tow, and the life-boat towed the yacht to Margate, arriving at 1.30. Rewards to the crew, £12 12s. ; rewards to the helpers on shore, £4 4s.

TOW FOR CABIN CRUISER WITH SIX ABOARD

Southend-on-Sea, Essex. At 4.35 on the afternoon of the 28th of July, 1958, the coastguard told the honorary secretary that a cabin cruiser was showing distress signals a mile and a half west of Southend pier. At 4.50 the life-boat *Greater London II (Civil Service No. 30)* was launched in a rough sea. There was a south-westerly wind of nearly gale force and an ebb tide. The life-boat found the cabin cruiser *Marjon Two* of London ashore with six people on board. After she refloats the life-boat towed her to Southend, arriving at 8.15. Property salvage case.

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

Newhaven, Sussex.—July 1st.—Rewards, £26 17s.

Newhaven, Sussex.—July 2nd.—Rewards, £9 9s.

St. Peter Port, Guernsey.—July 5th.—Rewards, £7 12s.

Fleetwood, Lancashire.—July 5th.—Rewards, £11 4s.

Tenby, Pembrokeshire.—July 6th.—Rewards, £10 15s.

Cullercoats, Northumberland.—July 6th.—Rewards, £17 4s.

Humber, Yorkshire.—July 8th.—Paid permanent crew.

St. Mary's, Scilly Islands.—July 9th.—Rewards, £9 8s.

Bembridge, Isle of Wight.—July 9th. Rewards, £9 5s.

Newcastle, Co. Down.—July 9th.—Rewards, £17.

Dungeness, Kent.—July 11th.—Rewards, £23 2s.

Rhyl, Flintshire.—July 11th.—Rewards, £12 12s.

Mallaig, Invernesshire.—July 12th.—Rewards, £8 8s.

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

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

Aberystwyth, Cardiganshire.—July 13th.—Rewards, £15 6s.

Courtmacsherry Harbour, Co. Cork.—July 13th.—Rewards, £19 13s.

Torbay, Devon.—July 13th.—Rewards, £7 4s.

Hoyleake, Cheshire.—July 13th.—Rewards, £16 9s.

Clacton-on-Sea, Essex.—July 13th.—Rewards, £22 7s.

Workington, Cumberland.—July 13th.—Rewards, £9 2s.

Broughty Ferry, Angus.—July 13th.—Rewards, £9 9s.

Portpatrick, Wigtownshire.—July 13th.—Rewards, £7.

Dover, Kent.—July 15th.—Rewards, £4 5s.

Bembridge, Isle of Wight.—July 16th.—Rewards, £9 5s.

Boulmer, Northumberland.—July 17th.—Rewards, £16 17s.

Clacton-on-Sea, Essex.—July 18th.—Rewards, £13 7s.

St. David's, Pembrokeshire.—July 19th.—Rewards, £8 12s.

Great Yarmouth and Gorleston, Norfolk.—July 20th.—Rewards, £12 8s.

Weymouth, Dorset.—July 20th.—Rewards, £8 12s.

Padstow, Cornwall.—July 21st.—Rewards, £6 12s.

St. Ives, Cornwall.—July 21st.—Rewards, £16 16s.

Torbay, Devon.—July 22nd.—Rewards, £8 4s.

Aberystwyth, Cardiganshire.—July 23rd.—Rewards, £22 8s.

Courtmacsherry Harbour, Co. Cork.—July 23rd.—Rewards, £8.

Dungeness, Kent.—July 24th.—Rewards, £29 12s.

Padstow, Cornwall.—July 24th.—Rewards, £9.

Howth, Co. Dublin.—July 25th.—Rewards, £9 12s.

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

Lytham - St. Anne's, Lancashire.—July 26th.—Rewards, £11 18s.

Campbeltown, Argyllshire.—July 28th.—Rewards, £7 13s.

Fowey, Cornwall.—July 28th.—Rewards, £11 6s. 6d.

Clacton-on-Sea, Essex.—July 28th.—Rewards, £32 10s.

Falmouth, Cornwall.—July 29th.—Rewards, £9.

Great Yarmouth and Gorleston, Norfolk.—July 29th.—Rewards, £15 10s.

Holyhead, Anglesey.—July 29th.—Rewards, £10 18s.

Exmouth, Devon.—July 29th.—Rewards, £16 6s.

Fowey, Cornwall.—July 30th.—Rewards, £7 2s. 6d.

Skegness, Lincolnshire.—July 30th.—Rewards, £13 4s.

Yarmouth, Isle of Wight.—July 30th.—Rewards, £9 16s.

Fowey, Cornwall.—July 31st.—Rewards, £7 2s. 6d.

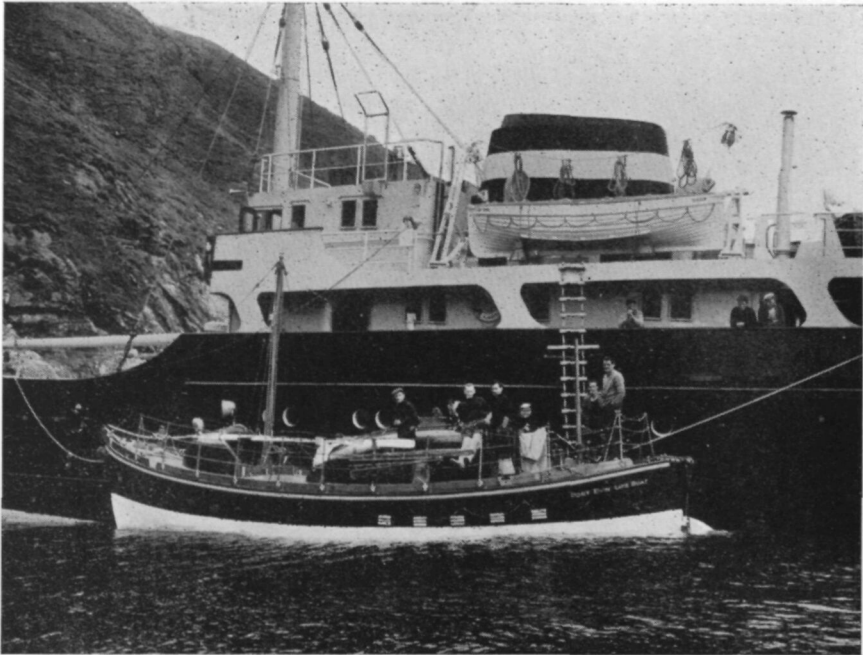
Humber, Yorkshire.—July 31st.—Paid permanent crew. Additional rewards, £6 6s.

AUGUST

DURING August life-boats were launched on service 110 times and rescued 67 lives.

SAILING BOAT TOWED TO HOWTH

Howth, Co. Dublin. At 5.20 on the afternoon of the 1st of August, 1958, the honorary secretary was informed that the sailing boat *Dolphin* had capsized near the Bailey lighthouse. At 5.25 the life-boat *R.P.L.* put out in smooth sea. There was a moderate westerly wind and a flood tide. The



By courtesy of]

[Isle of Man Times

PORT ERIN LIFE-BOAT ALONGSIDE MOTOR VESSEL
(see page 143)



By courtesy of]

[Isle of Man Examiner

LAUNCHING THE PEEL LIFE-BOAT



By courtesy of]

[News Chronicle

MOTOR MECHANIC MICHAEL PETERS OF ST. IVES

Winner of the Silver Medal

(see page 130)



By courtesy of]

[The Shetland Times

THE NEW LERWICK LIFE-BOAT ARRIVES AT HER STATION

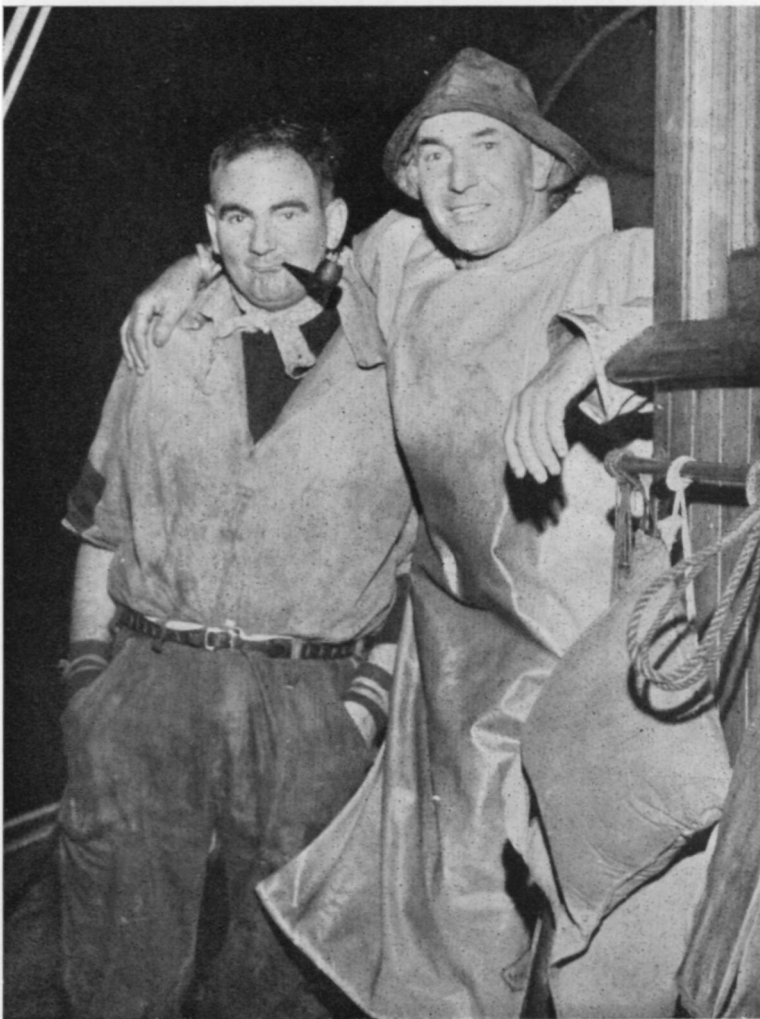


By courtesy of]

[A. B. Horner

NEW BRIGHTON LIFE-BOAT AFTER TOWING IN A FISHING BOAT

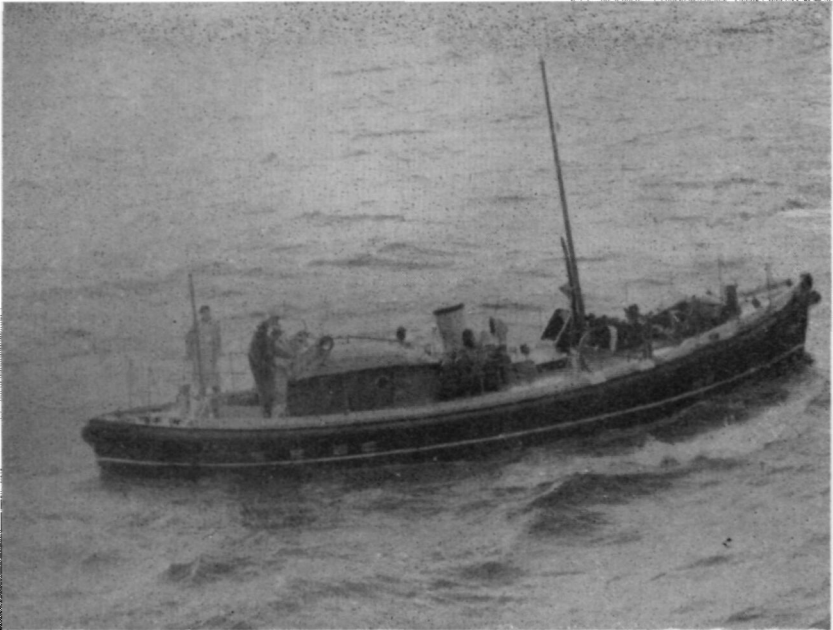
(see page 167)



By courtesy of]

[David Hughes

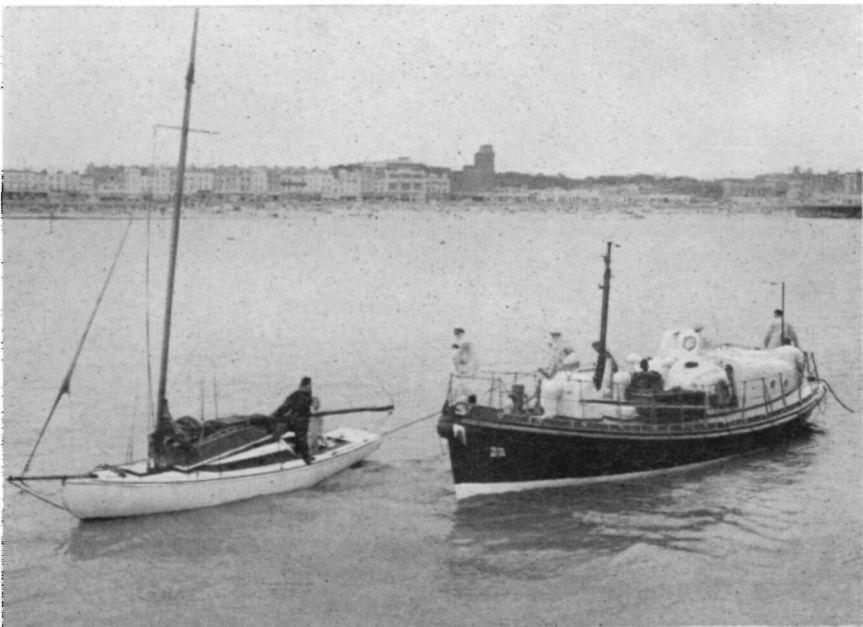
THE SKIPPER OF THE "HESPERIAN" WITH COXSWAIN WORTH OF PENLEE
(see page 163)



By courtesy of]

[Sunday Independent

GALWAY BAY LIFE-BOAT DURING SEARCH FOR AIRCRAFT
(see page 133)



By courtesy of]

[Isle of Thanet Gazette

MARGATE LIFE-BOAT TOWS IN A YACHT
(see page 149)



By courtesy of]

[U.S. Coast Guard

RESCUE BY U.S. COASTGUARD FROM TANKER
(see page 134)



By courtesy of]

[U.S. Coast Guard

52-FEET LIFE-BOAT OF U.S. COAST GUARD
(see page 134)



By courtesy of]

[Western Morning News

H.R.H. PRINCESS ALEXANDRA WITH TORBAY CREW
(see page 139)



By courtesy of]

[Western Morning News

SCENE AT TORBAY NAMING CEREMONY



By courtesy of]

[Scottish Daily Express

H.R.H. THE DUCHESS OF KENT ABOARD MALLAIG LIFE-BOAT

(see page 139)



By courtesy of]

[Telegraph and Argus, Bradford

FLORAL CLOCK IN LISTER PARK, BRADFORD

This clock grown by Mr. S. Brook contains 28,400 plants

life-boat reached the position ten minutes before the Dun Laoghaire life-boat, which had also been launched, and took the *Dolphin*, which had a crew of two, in tow to Howth, arriving at 6.55. A relation of one of those rescued made a donation to the Institution's funds and a gift to the life-boat crew. Rewards to the crew, £7; rewards to the helpers on shore, £1 4s.

TOW FOR YACHT IN NEAR GALE

Southend-on-Sea, Essex. At 8.35 on the evening of the 1st of August, 1958, the coastguard told the honorary secretary that a small yacht was aground on the Barrow Sands. A helicopter took off and at 8.55 the life-boat *Greater London II* (Civil Service No. 30) was launched in a rough sea. A west-south-westerly wind of nearly gale force was blowing, and the tide was ebbing. The life-boat found the yacht *Bridget* of Felixstowe with a crew of two. They were taken on board the life-boat, which then towed the yacht to Southend, arriving at 3.45. Rewards to the crew, £13 15s.; rewards to the helpers on shore, £6 18s.

SEARCH WITH HELICOPTER FOR YACHT'S CREW

Moelfre, Angelsey. At 2.15 on the afternoon of the 3rd of August, 1958, the coastguard told the honorary secretary that a sailing boat had overturned in Red Wharf Bay. At 2.30 the life-boat *Watkin Williams* was launched in a choppy sea. There was a fresh south-westerly wind and an ebb tide. The life-boat found the sailing boat *Gladys* capsized, but there was no sign of her crew. She carried out a search in conjunction with a helicopter until 3.35, when a message was received that three survivors had been picked up by a small boat. The life-boat took the *Gladys* in tow to Traethbychan beach and reached her station at five o'clock. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £2 16s.

TWO YACHTS TOWED OFF SANDS

Ramsgate, Kent. At 10.8 on the night of the 3rd of August, 1958, the watchman at the east pier informed the honorary secretary that red flares had been seen near Quern buoy. At 10.23

the life-boat *Michael and Lily Davis* put out in a slight sea. A moderate south-westerly wind was blowing and the tide was flooding. The life-boat found the yacht *Wheatear* with a crew of five aground on the Brake Sands and took her in tow to Ramsgate harbour. At 11.11 the life-boat put to sea again to tow in the yacht *Banshee*, with a crew of seven, which had also grounded on the sands. She finally reached her moorings at 11.36. Property salvage case. Rewards to the helpers on shore, 10s.

CABIN CRUISER FOUND ASHORE

Poole, Dorset. At 12.15 early on the morning of the 4th of August, 1958, the police told the honorary secretary that the cabin cruiser *Chloe* had left Wareham for Sandbanks at 5.30 on the afternoon of the 3rd of August and had not arrived. They also reported that two men fishing in the harbour were missing. At 12.35 the life-boat *Thomas Kirk Wright* was launched in a moderate sea. There was a fresh south-westerly wind and it was high water. The life-boat found the cabin cruiser with five people on board aground in the River Wareham. The five people were transferred to the life-boat and brought to Poole. The coxswain was then informed that the fishermen had still not returned home and a search of the harbour was carried out, but the life-boat found nothing and returned to her station at six o'clock. Later that morning the police informed the honorary secretary that the missing fishermen were safely ashore. Rewards to the crew, £12 12s.; rewards to the helpers on shore, £1 16s.

YACHT CAPSIZES DURING RACE

Howth, Co. Dublin. At 11.15 on the morning of the 4th of August, 1958, the honorary secretary saw the yacht *Elizabeth* capsize during a yacht race. The life-boat *R.P.L.* put out at 11.20 in a choppy sea. A westerly wind of nearly gale force was blowing, and the tide was flooding. The life-boat reached the position of the yacht and found that her crew of three had been rescued by another yacht. She took the *Elizabeth* in tow to Howth, arriving at

12.15. A monetary gift was made to the life-boat crew. Rewards to the crew, £7 ; rewards to the helpers on shore, £1 4s.

FIRST SERVICE CALL FOR TORBAY LIFE-BOAT

Torbay, Devon. At 12.45 on the afternoon of the 4th of August, 1958, the coastguard passed on to the honorary secretary a report that a small sailing dinghy had capsized in Mansands Bay and that her crew of two were in the water. At 12.55 the life-boat *Princess Alexandra of Kent* put out for the first time on a service call. There was a slight sea, with a gentle west south-westerly wind blowing, and an ebb tide. When the life-boat reached the position it was found that the sailing dinghy was being towed by another boat, her crew having previously been rescued and put ashore. The life-boat took over the tow, and when approaching Brixham the coxswain received a message through Niton radio that a cabin cruiser was drifting off Berry Head. The life-boat went to investigate and found the cabin cruiser *Santa Fé* with engine trouble. She towed both the dinghy and the cabin cruiser to Brixham harbour, arriving at 2.55. Rewards to the crew, £8 ; rewards to the helpers on shore, £1 4s.

TOW FOR YACHTS IN GALE

Howth, Co. Dublin. At two o'clock on the afternoon of the 4th of August, 1958, the life-boat *R.P.L.* left her station for Malahide with twelve collectors for the local flag day on board. She arrived at 2.45, and a quarter of an hour later the coxswain was informed by the Gardai that a yacht was in difficulties off Loch Shinney. There was a rough sea, a westerly gale was blowing, and it was high water. The life-boat made for the position and found the yacht *Estelle* in tow of another yacht. The *Estelle's* rudder had broken and the second yacht was making little progress in her efforts to leave the lee shore of Lambay Island. She was in fact drifting nearer the rocks, and the life-boat therefore took the *Estelle* in tow to Howth, arriving at 5.35. When she

reached Howth the harbour master informed the coxswain that another yacht, the *Finola*, had capsized a mile and a half north of the harbour. The life-boat reached the *Finola* and found that her crew had been rescued by the motor cruiser *Ann Gail*. She took the *Finola* in tow and finally reached her station at 7.10. The owners of the two yachts towed in made monetary gifts to the life-boat crew. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, £1 17s.

CREW OF DINGHY RESCUED

Baumaris, Anglesey. At 2.50 on the afternoon of the 4th of August, 1958, the coastguard informed the honorary secretary that a small boat with an out-board motor had broken down off Penmon Point. At three o'clock the life-boat *Field Marshal and Mrs. Smuts* was launched in a rough sea, with a near north-westerly gale blowing, and an ebb tide. She found a dinghy and took her crew of two on board, where they were given hot drinks. The dinghy was also hauled aboard and the life-boat returned to Baumaris pier, arriving at 4.45. Shortly afterwards the coxswain saw the yacht *San Toy* dragging her anchors in the bay and knew she was in danger of drifting on to the pier. The life-boat went to her help and towed her to a safe anchorage off Gallows Point half a mile away. The life-boat finally reached her station at six o'clock. Rewards to the crew, £9 12s. ; rewards to the helpers on shore, £2 2s.

FISHING BOAT TOWED OFF ROCKS

St. Peter Port, Guernsey. At 11.30 on the night of the 6th of August, 1958, a fisherman on returning ashore reported to the signal station that he had seen a flare east of *Herm*. He had carried out a search but had found nothing. At one o'clock early on the morning of the 7th of August the fishing boat *Lynian* was reported missing, and at 1.47 the life-boat *Euphrosyne Kendal* put out in a slight sea. A fresh south-westerly wind was blowing and the tide was ebbing. The life-boat searched for some time, and when her engines were stopped cries for help

were heard, coming from reefs. The *Lynian* was found anchored near the Creux rocks. After careful manoeuvring the coxswain brought the life-boat alongside the fishing boat, took off her crew of two, and with their boat in tow arrived back at her moorings at 2.50. Rewards to the crew, £7; reward to the helper on shore, 13s.

MOTOR LAUNCH TOWED TO DUNMORE EAST

Dunmore East, Co. Waterford. At 11.15 on the night of the 7th of August, 1958, a message was received that a motor launch had broken down with engine trouble one mile west of Hook lighthouse. The life-boat *Annie Blanche Smith* put out at 11.30 in a calm sea. A moderate north-westerly wind was blowing, and it was high water. The life-boat found the motor launch *Monica* of Waterford with three men on board. They had been fishing and had burnt some of their clothing to attract attention. They were taken on board the life-boat, and with their boat in tow she returned to Dunmore East, arriving at 1.15. Rewards to the crew, £7; reward to the helper on shore, 13s.

MOTOR YAWL TOWED TO WALMER

Walmer, Kent. At 7.52 on the evening of the 8th of August, 1958, the coastguard told the honorary secretary that the motor yawl *Ivy Lass* of Maldon was secured alongside the East Goodwin lightvessel, as she had run short of petrol. At 8.5 the life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched in a heavy swell, with a light south-westerly wind blowing and an ebb tide. The life-boat found the *Ivy Lass* and took her in tow to Walmer, arriving at 11.30. Rewards to the crew, £12 12s.; rewards to the helpers on shore, £14 15s.

GERMAN VESSEL IN COLLISION IN FOG

Eastbourne, Sussex. At ten minutes after midnight on the morning of the 9th of August, 1958, the coastguard told the honorary secretary that a collision had occurred near the Royal

Sovereign lightvessel and that one of the ships involved, the motor vessel *Tarbeck* of Hamburg, needed help. At 12.45 the life-boat *Beryl Tollemache* was launched in a moderate sea, with a light southerly wind blowing, fog and a flood tide. Ten minutes after launching the life-boat was given a new position of the casualty, which was twelve miles south-west of Beachy Head. The life-boat found the *Tarbeck* and at her master's request stood by until tugs arrived to tow the vessel to Southampton. The life-boat then returned to her station, arriving at 8.30. Rewards to the crew, £17 9s.; rewards to the helpers on shore, £19 5s.

LIFE-BOAT STANDS BY CONVERTED FISHING BOAT

Margate, Kent. At 12.40 early on the morning of the 9th of August, 1958, the coastguard told the coxswain that a vessel appeared to have broken down eight miles north-east of Margate. At 1.20 the life-boat *North Foreland (Civil Service No. 11)* was launched in a moderate sea. There was a moderate south-south-westerly wind and it was low water. The life-boat found the converted fishing boat *Shikara II* of London bound for Ostend with eleven people on board. Her master told the coxswain that the boat's engines had overheated, and they had been stopped to cool off. The life-boat stood by until the engines were restarted, and after giving a course for Ostend, she returned to her station, arriving at 3.45. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £4 4s.

THREE MEDALS FOR ST. IVES CREW

On the evening of the 9th of August, 1958, four people were rescued from a cave after a dinghy manned by four members of the St. Ives, Cornwall, life-boat crew had been holed and sunk. For this service, a full account of which appears on page 130, the silver medal for gallantry was awarded to Motor Mechanic Michael Peters, bronze medals to Coxswain Daniel Roach and Signalman Daniel Paynter and the thanks of the Institution inscribed on vellum to the other four members of the crew.

ESCORT FOR VESSEL WITH FLOODED ENGINE ROOM

Valentia, Co. Kerry. At 11.45 on the night of the 9th of August, 1958, Valentia radio station informed the honorary secretary that the motor vessel *Dun Angus* of Dublin needed help some six to seven miles south of Skelligs Rock, as her engine room was flooded. At 12.10 early on the 10th of August the life-boat *Rowland Watts* put out in a rough sea with a south-westerly gale blowing and a flood tide. When she reached the position the motor vessel's master told the coxswain that because of the water in the engine room his radio and lights had failed. The life-boat escorted the *Dun Angus* to Lawrence Cove, where her master was brought ashore to enable him to contact the vessel's owner. The life-boat then returned to her station, arriving at 5.45 that evening. Rewards to the crew, £40 5s.; rewards to the helpers on shore, £1 9s.

FISHING VESSEL REFLOATED

Boulmer, Northumberland. At 5.8 on the afternoon of the 10th of August, 1958, the coastguard informed the honorary secretary that the fishing vessel *Claire Rita* of Banff was aground off Hauxley Head. At 5.57 the life-boat *Clarissa Langdon* was launched in calm weather and a slight swell. Fog had reduced visibility to fifty yards. The fishing vessel was leaking, and the life-boat stood by while attempts were being made to refloat her by the Amble pilot cutter. At the request of the master of the *Claire Rita* the life-boat helped in the salvage operations, and when the fishing vessel refloated, she escorted her to Amble harbour. She then returned to her station, arriving at 11.10. Property salvage case.

TOW FOR NAVAL CADET TRAINING SHIP

Great Yarmouth and Gorleston, Norfolk. At 12.33 on the afternoon of the 10th of August, 1958, the coastguard informed the honorary secretary that the motor fishing vessel *Progress*, a naval cadet training ship, with about thirty cadets on board, had broken her steering gear half a mile north-east of the harbour. The life-boat *Louise*

was launched at 12.37 in a smooth sea, with a light southerly wind blowing and a flood tide. The *Progress* was taken in tow to harbour and the life-boat reached her station at 1.40. Rewards to the crew, £9; rewards to the helpers on shore, £3.

ESCORT FOR BOAT IN TOW

St. Helier, Jersey. At 3.34 on the afternoon of the 12th of August, 1958, a message was received that a yacht was attempting to tow another yacht two and a half miles from St. Helier harbour. The tow rope was seen to part on two occasions, after which the vessel towing gave up the attempt and the casualty anchored. The local boat *Duchess of Normandy* put out to help, and the casualty was seen to be dragging her anchor. The life-boat *Lloyds*, on temporary duty at the station, was therefore launched. The weather was fine with a smooth sea and a flood tide, but there was some ground sea caused by a fresh westerly breeze. When the life-boat reached the position she found that the casualty was the motor boat *Bernard Claudine*, with a crew of six. She was being towed by the *Duchess of Normandy*, and the life-boat escorted both vessels to harbour, returning to her moorings at 4.45. Rewards to the crew, £7.

LEAKING YACHT TOWED TO HARWICH

Walton and Frinton, Essex. At 11.25 on the night of the 13th of August, 1958, the coastguard told the honorary secretary that a message had been received from the Norwegian tanker *Sagona* that red flares had been seen east of the West Sunk buoy. At 11.50 the life-boat *Edian Courtauld* put out in a rough sea. A moderate west-south-westerly wind was blowing, and it was high water. The life-boat made for the position, and when she had reached the Sunk Towers a flare was seen off the Longsand Head buoy. The life-boat altered course in the direction of the flare and found the yacht *Nicolinda* of Harwich with a crew of three. The yacht was leaking and rolling heavily, and the life-boat took her in tow to Harwich, arriving there at 4.15 on the morning of the 14th of August. She

then returned to her station, arriving at 6.15. Rewards to the crew, £18 15s. ; rewards to the helpers on shore, £5 3s.

LONG SEARCH FOR SURVIVORS OF CRASH

On the 14th-15th of August, 1958, the Fenit and Galway Bay life-boats carried out a long and unsuccessful search for survivors of a K.L.M. Constellation aircraft, which had crashed into the sea. An account of their search appears on page 133.

LINE FIRED TO VESSEL ON ROCKS

Penlee, Cornwall. At 3.14 on the morning of the 15th of August, 1958, the coastguard told the motor mechanic that the motor fishing vessel *Hesperian* was ashore west of Lamorna. At 3.40 the lifeboat *W and S* was launched in a moderate sea, with a gentle west-south-westerly wind blowing and a flood tide. The life-boat found the fishing vessel in thick fog bumping heavily on the rocks close to Carn Dhu. A line was fired across to the *Hesperian* and a tow rope was passed to her. She was successfully pulled off the rocks and taken in tow to Newlyn, arriving at six o'clock. The skipper of the *Hesperian* expressed his thanks. The company which insured the vessel made a gift to the crew and helpers. Rewards to the crew, £9 12s. ; rewards to the helpers on shore, £5 8s.

CHILD TAKEN OFF DRIFTING BOAT

Moelfre, Anglesey. At 2.50 on the afternoon of the 15th of August, 1958, the coastguard told the coxswain that a rowing boat was in difficulties three miles east of Moelfre Island. Ten minutes later the life-boat *Watkin Williams* was launched in a choppy sea, with a fresh south-westerly wind blowing and an ebb tide. The life-boat found the rowing boat *Sea Gull*, with two adults and a child on board, drifting out to sea. They were transferred to the life-boat, which then took the boat in tow to Bentleck Bay. The life-boat reached her station at 4.25. Rewards to the crew, £6 ; rewards to the helpers on shore, £2 12s.

TWO MEN RESCUED FROM SCROBY SANDS

Caister, Norfolk. At 9.20 on the morning of the 16th of August, 1958, two men were seen ashore on Scroby Sands from the boathouse. A small boat was near them. Ten minutes later the men began waving to a passing ship, and it was decided to launch the life-boat *Jose Neville* at 9.45. There was a moderate swell, with a moderate westerly wind blowing and a flood tide. The life-boat reached Scroby Sands and found the converted ship's boat *Ocean Queen* anchored about a hundred yards from the bank. Three members of the life-boat's crew were put aboard with a pair of oars. They rowed the *Ocean Queen* to the edge of the sands and picked up the two men. The men were transferred to the life-boat, and with the *Ocean Queen* in tow, the life-boat returned to Yarmouth harbour. She reached her station at 12.45. Rewards to the crew, £9 12s. ; rewards to the helpers on shore, £6 7s.

YACHT TOWED THROUGH ROUGH SEA

Barry Dock, Glamorganshire. At 12.14 on the afternoon of the 16th of August, 1958, the coastguard informed the coxswain that a yacht was in difficulties with engine trouble one mile west-north-west of Breaksea lightvessel. Six minutes later the life-boat *Rachel and Mary Evans* was launched in a rough sea, with a fresh west-north-westerly wind blowing and an ebb tide. She found the yacht *Marga* with a crew of three rolling heavily and shipping a great deal of water. A tow rope was connected, and the life-boat towed the yacht to Barry, arriving at 2.10. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £2 14s.

COXSWAIN WARNED NOT TO ENTER COVE

Galway Bay. At 9.15 on the evening of the 18th of August, 1958, a message was received from Inishmaine Island that a sailing boat carrying turf had grounded in a nearby cove. At 9.30 the life-boat *Mabel Marion Thompson* put out in a choppy sea. There was a strong

north-westerly wind and a flood tide. The life-boat reached the entrance to the cove, but the crew of the sailing boat shone a red light at the coxswain to warn him not to enter the cove in darkness. It was decided therefore to wait until morning, and as the two men on board the boat were in no danger, the life-boat returned to her station, arriving at 11.59, where she was secured alongside the pier. At ten o'clock the next day the life-boat put out and towed the sailing boat out of the cove to Kilronan. She finally reached her station at noon. Rewards to the crew, £14 8s.; rewards to the helpers on shore, £2 7s.

TRAWLER ESCORTED THROUGH DENSE FOG

Peterhead, Aberdeenshire. At 9.28 on the evening of the 19th of August, 1958, the coxswain intercepted a message from the trawler *Ocean Star* of Lerwick that she was in broken water near the rocks not far from Peterhead harbour and needed help. At 9.49 the life-boat *Julia Park Barry of Glasgow* was launched in a slight swell. A light south-easterly wind was blowing and the tide was ebbing. The position of the trawler was given as one mile north-east of Buchanness. The life-boat found her and escorted her in dense fog to harbour, which was reached at 11.10. The life-boat was rehoused the next day. Rewards to the crew, £7 10s.; rewards to the helpers on shore, £3 8s.

MAN RESCUED AFTER FALL FROM CLIFF

Tenby, Pembrokeshire. At 5.30 on the evening of the 20th of August, 1958, the coastguard told the honorary secretary that a man had fallen over the cliff at Monkstone beach, and that a doctor who was attending him had asked for the life-boat. At 5.42 the life-boat *Henry Comber Brown* was launched, towing a punt. The weather was calm and the tide was flooding. The life-boat reached the position, and the injured man, who had a fractured skull, the doctor and two of the man's relations were taken aboard the punt. They were then transferred to the life-boat, which reached her station at 6.15.

Rewards to the crew, £8; rewards to the helpers on shore, £3 17s.

FISHING BOAT FOUND AFTER SEARCH AMONG ROCKS

St. Peter Port, Guernsey. At 10.30 on the night of the 20th of August, 1958, the police reported that two fishermen were overdue and that flames had been seen from Cobo Bay in a north-westerly direction. At 10.45 the life-boat *Euphrosyne Kendal* put out in a rough sea. There was a strong southerly wind and it was high water. Many confusing reports were received of lights in the vicinity, but these were apparently lights from passing vessels. At two o'clock in the morning further flares were seen from the shore, and it was thought that the casualty had anchored inside the reefs off Cobo Bay. The life-boat threaded her way through numerous outlying rocks in poor visibility and heavy rain squalls. At four o'clock, when visibility was down to a few yards, the coxswain anchored to await better conditions. At 5.45 the fishing boat was seen at anchor some three hundred yards from the life-boat; the life-boat closed her and the coxswain put a member of his crew aboard. The fishing boat had engine trouble, and she was taken in tow by the life-boat and anchored in Cobo Bay. The two fishermen were then transferred to the life-boat, which landed them at St. Peter Port at 7.45. Rewards to the crew, £17 9s.; reward to the helper on shore, £1.

WRECKED ROWING BOAT FOUND

Wicklow. At 4.10 on the afternoon of the 20th of August, 1958, the coxswain was told that a partly submerged boat was being driven southwards three miles north-east of Wicklow. At 4.30 the life-boat *J. W. Archer* was launched. The sea was smooth, there was a light east-north-easterly wind, and the tide was ebbing. The life-boat found a badly damaged rowing boat and searched the area for any possible survivors, but none was found. The wrecked boat was recovered, and the life-boat reached her station at 6.10. Rewards to the crew, £7; rewards to helpers on shore, £3 2s.

HELP TO TRAWLER WITH FOULED PROPELLERS

Tenby, Pembrokeshire. At 11.5 on the morning of the 21st of August, 1958, the honorary secretary received a message that a trawler had engine trouble between no. 2 and no. 3 buoys eight miles off Tenby. The life-boat *Henry Comber Brown* was launched at 11.10 in a choppy sea. There was a moderate south-westerly wind and it was high water. The life-boat found that the trawler, which was the *Helping Hand* of Swansea, with a crew of three, had a trawl foul of her propellers. After towing the trawler to Caldey Island, where she was beached on Priory beach, the life-boat returned to moorings at Tenby. At low water the trawler's crew cleared the propellers, and at seven o'clock in the evening the life-boat returned to stand by until the trawler floated clear. When it was evident that the trawler needed no further help, the life-boat returned to her station and was rehousing at 8.30. Rewards to the crew, £11 11s.; rewards to the helpers on shore, £6.

DUTCH TRAWLER TOWED OFF ROCKS

Boulmer, Northumberland. At 3.50 on the morning of the 22nd of August, 1958, the coastguard told the honorary secretary that the trawler *Ada* of Vlaardingen had grounded on Howick Rocks three miles north of Boulmer. The life-boat *Clarissa Langdon* was launched in dense fog at 3.57. There was a heavy swell and the tide was flooding. On finding the trawler the life-boat went alongside. Shortly afterwards the Dutch hospital ship *De Hoop* reached the scene, and the life-boat ran a tow rope from the trawler to the hospital ship. As the tide made, the *De Hoop* successfully towed the trawler off the rocks. The life-boat stood by while this was done and then returned to her station. Property salvage case.

TWO RESCUED AFTER DINGHY SINKS

Dungeness, Kent. At 5.25 on the afternoon of the 23rd of August, 1958, the coxswain was informed that a dinghy with two people on board was in difficulties off Lade. One of the men was waving a red handkerchief attached

to a paddle. Five minutes later the life-boat *Mabel E. Holland* was launched in a choppy sea. There was a moderate south-westerly wind and it was high water. The life-boat went to the position and found that the dinghy had sunk and the two men were in the water. They were rescued and landed at Lade. The life-boat reached her station at 6.20. One of the men rescued made a donation to the Institution's funds. Rewards to the crew, £8; rewards to the helpers on shore, £17 8s.

ESCORT FOR BOATS IN ROUGH SEA

Great Yarmouth and Gorleston, Norfolk. At 2.39 on the afternoon of the 24th of August, 1958, the coastguard told the honorary secretary that a party of naturalists had gone to Scroby Sands in a longshore boat and a small motor boat in the morning, but because of the freshening wind and increasing seas they were having difficulty in returning to the mainland. The honorary secretary was in the boathouse at the time with a representative of the Guatemalan government, and three minutes after the maroons were fired the life-boat *W.R.A.*, on temporary duty at the station, was launched in a rough sea, with a moderate southerly wind blowing and a flood tide. As the life-boat left the harbour a wireless message was received that a bather was in difficulties off Yarmouth beach. The life-boat made for the position, but within ten minutes the bather was reported safely aboard one of the beach boats in the area. The life-boat then continued to Scroby Sands but found on arrival that the two boats had begun to leave. One of the boats had had her propeller fouled by a rope, but this had been cleared. The life-boat escorted the boats to harbour, providing a lee for the smaller boat, and reached her station at 3.50. Rewards to the crew, £8; rewards to the helpers on shore, £3.

YACHT TOWED OFF ROCKS

Exmouth, Devon. At 2.25 on the morning of the 25th of August, 1958, the coastguard told the honorary secretary that a yacht was ashore on Maer Rocks. The life-boat *Maria Noble* was launched at 2.55 in a heavy ground

swell. There was a moderate south-westerly wind and a flood tide. The life-boat made for the position in heavy rain and found the yacht *Cyrhenn* with a crew of two. A tow rope was connected and the yacht towed to Exmouth docks. The life-boat returned to her station, arriving at four o'clock. Rewards to the crew, £6; rewards to the helpers on shore, £8 10s.

ESCORT FOR YACHT IN TOW

Criccieth, Caernarvonshire. At three o'clock on the afternoon of the 26th of August, 1958, the honorary secretary received a message that a yacht was dismantled and in difficulties off Avonwen beach. The South Caernarvonshire Yacht Club was asked whether the services of the life-boat were required. An answer was received that one of the club's own boats was putting out to help, but the weather was worsening and the life-boat crew were alerted. Another yacht, the *Priscilla*, made for the position and tried to take the disabled yacht in tow, but she made very little progress, and eventually the life-boat *Richard Silver Oliver* was launched at 3.50. There was a rough sea, with a strong south-westerly wind blowing and a flood tide. The *Priscilla* continued to tow the disabled yacht, which had a crew of four. The life-boat escorted them to moorings at Abersoch and then returned to her station, arriving at 8.30. The yacht club expressed its thanks. Rewards to the crew, £12 16s.; rewards to the helpers on shore, £7 19s.

YACHT TOWED TO CROMER

Cromer, Norfolk. At 6.20 on the evening of the 27th of August, 1958, the coastguard informed the honorary secretary that a yacht had broken down and was drifting east of Cromer. At 6.37 the motor vessel *Antiquity* of London approached the yacht and reported that although she was in no immediate danger the help of a life-boat might be needed. At seven o'clock the no. 1 life-boat *Henry Blogg* was launched in a moderate sea. A moderate south-easterly wind was blowing and it was high water. The life-boat found the yacht *Wima* three miles

off Trimingham with five people on board. The second coxswain went aboard her and made fast a tow rope. The life-boat then towed the *Wima* to Yarmouth and returned to her station, arriving at 3.35. Property salvage case.

POLISH TRAWLER AGROUND ON ROCKS

Boulmer, Northumberland. At 6.55 on the morning of the 28th of August, 1958, the coastguard informed the honorary secretary that a vessel was ashore on the south side of Dunstanborough Castle. At 7.19 the life-boat *Clarissa Langdon* was launched in a slight swell, with a gentle north-north-easterly wind blowing and an ebb tide. The life-boat found the Polish trawler *Arko* aground on Nova Scotia Island four and a half miles north of Boulmer. She stood by until the trawler was high and dry, and after the trawler's crew had landed returned to her station. At noon she put out again to stand by while attempts were made to refloat the *Arko*, but these were unsuccessful and the trawler finally broke up and became a total wreck. Rewards to the crew, £12 5s.; rewards to the helpers on shore, £7 15s.

SEARCH FOR MAN IN SMALL DINGHY

Mallaig, Inverness-shire. At 3.7 on the afternoon of the 28th of August, 1958, the police at Broadford reported that a small dinghy with one man on board was adrift off the south end of Palay Island, two miles north of Broadford. At 3.15 the life-boat *E. M. M. Gordon Cubbin* put out, with the second coxswain in command, in a smooth sea. There was a moderate southerly wind and a flood tide. The life-boat carried out a search over a very wide area helped by a small boat from Broadford, and when darkness came the coxswain decided to enter Kyle. At 2.30 in the morning the life-boat resumed the search. A message was received from the coastguard giving a new position, and the boat and man were found at ten o'clock on the beach at Loch Airport. The man left by car and the life-boat took the dinghy in tow to her station, arriving at 4.30 that afternoon. Rewards to the crew, £44 13s.

FISHING BOAT TOWED TO BARMOUTH

Barmouth, Merionethshire. At 8.52 on the evening of the 30th of August, 1958, the coastguard passed on to the honorary secretary a message that a fishing boat was making distress signals off the Barmouth Fairway buoy. At 9.20 the life-boat *The Chieftain* was launched in a heavy swell, with a light westerly wind blowing and a flood tide. She found the fishing boat, and at the request of her owner, who was aboard her with another man, took her in tow to harbour, arriving at 9.10. The fishing boat had lost a propeller. Rewards to the crew, £6 ; rewards to the helpers on shore, £2 8s.

MOTOR BOAT TOWED TO PADSTOW

Padstow, Cornwall. At 6.46 on the evening of the 29th of August, 1958, a message was received by the honorary secretary that calls for help had been heard coming from a boat off Pentine Head. At 7.5 the no. 1 life-boat *Joseph Hiram Chadwick* put out in a smooth sea, with a gentle south-westerly wind blowing and a flood tide. She found the motor boat *St. Minver* of Padstow with eight people on board, took her in tow, and finally reached her moorings at 8.45. A donation was made to the branch funds. Rewards to the crew, £6 ; rewards to the helpers on shore, £1 4s.

TWO BOATS IN DANGER NEAR LANDING STAGE

New Brighton, Cheshire. At noon on the 31st of August, 1958, the motor mechanic's wife told the coxswain that a message had been received that a motor launch was in difficulties north of Seacombe stage. At 12.30 the life-boat *Norman B. Corlett* put out in a smooth sea. There was a gentle south-south-easterly wind and a flood tide. The life-boat reached the position and found two boats, one a converted ship's boat and the other an old local fishing boat, secured alongside each other and lying to a single anchor. The anchor was not holding, and with the flood tide the boats, which had a total of nine people on board, were in danger of

being swept under Seacombe landing stage. The coxswain manoeuvred the life-boat alongside, and after the second coxswain had cut the anchor rope both vessels were taken in tow to Birkenhead. The life-boat reached her station at 1.30. Rewards to the crew, £6 ; rewards to the helpers on shore, £1 6s.

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

Holyhead, Anglesey.—August 1st.—Rewards, £14 6s.

Dun Laoghaire, Co. Dublin.—August 1st.—Rewards, £10 1s.

St. Ives, Cornwall.—August 1st.—Rewards, £15 2s.

Portrush, Co. Antrim.—August 2nd.—Rewards, £10 4s.

Criccieth, Caernarvonshire.—August 2nd.—Rewards, £15 19s.

Bembridge, Isle of Wight.—August 2nd.—Rewards, £10 9s.

Appledore, Devon.—August 2nd.—Rewards, £10.

Dun Laoghaire, Co. Dublin.—August 3rd.—Rewards, £9 8s.

Cullercoats, Northumberland.—August 3rd.—Rewards, £14 5s.

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

Courtmacsherry Harbour, Co. Cork.—August 4th.—Rewards, £20 6s.

Lowestoft, Suffolk.—August 4th.—Rewards, £11 4s.

Salcombe, Devon.—August 4th.—Rewards, £8 4s.

Howth, Co. Dublin.—August 4th.—Rewards, £8 16s.

Padstow, Cornwall.—August 5th.—Rewards, £9.

Galway Bay.—August 6th.—Rewards £12.

Barrow, Lancashire.—August 6th.—Rewards, £15 2s.

Tenby, Pembrokeshire.—August 7th.—Rewards, £15 5s.

Rosslare Harbour, Co. Wexford.—August 8th.—Rewards, £6 14s.

Kilmore, Co. Wexford.—August 8th.—Rewards, £18 4s.

Fishguard, Pembrokeshire.—August 9th.—Rewards, £8 19s.

Cloughy, Co. Down.—August 10th.—Rewards, £25 18s.

Margate, Kent.—August 10th.—Rewards, £13 16s.

Peel, Isle of Man.—August 10th.—Rewards, £18.

Lowestoft, Suffolk.—August 11th.—Rewards, £8.

Appledore, Devon.—August 11th.—Rewards, £10 1s.

Walmer, Kent.—August 11th.—Rewards, £26 14s.

Bembridge, Isle of Wight.—August 12th.—Rewards, £9 5s.

St. Ives, Cornwall.—August 12th.—Rewards, £23.

Baltimore, Co. Cork.—August 12th.—Rewards, £23 13s.

Holyhead, Anglesey.—August 12th.—Rewards, £31 1s.

Porthdinllaen, Caernarvonshire.—August 13th.—Rewards, £25 10s.

Great Yarmouth and Gorleston, Norfolk.—August 13th.—Rewards, £10 10s.

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

Clacton-on-Sea, Essex.—August 13th.—Rewards, £11 18s.

Ramsgate, Kent.—August 15th.—Rewards, £6 10s.

Clacton-on-Sea, Essex.—August 16th.—Rewards, £27 13s.

Beumaris, Anglesey.—August 16th.—Rewards, £11 9s.

Portrush, Co. Antrim.—August 17th.—Rewards, £11 8s.

Fleetwood, Lancashire.—August 19th.—Rewards, £9 8s.

Hastings, Sussex.—August 19th.—Rewards, £28 16s.

Padstow, Cornwall.—August 19th.—Rewards, £6 4s.

Montrose, Angus.—August 20th.—Rewards, £10 10s.

Bembridge, Isle of Wight.—August 20th.—Rewards, £9 5s.

Hastings, Sussex.—August 20th.—Rewards, £30 16s.

Montrose, Angus.—August 20th.—Rewards, £10 8s.

Stronsay, Orkneys.—August 21st.—Rewards, £11 9s.

Caister, Norfolk.—August 21st.—Rewards, £27 10s.

Cromer, Norfolk.—August 21st.—Rewards, £13 8s.

Dungeness, Kent.—August 21st.—Rewards, £24 12s.

Criccieth, Caernarvonshire.—August 22nd.—Rewards, £12 17s.

Falmouth, Cornwall.—August 24th.—Rewards, £7 12s.

Hartlepool, Co. Durham.—August 25th.—Rewards, £13.

Walmer, Kent.—August 25th.—Rewards, £24 9s.

Moelfre, Anglesey.—August 27th.—Rewards, £8 16s.

Rhyl, Anglesey.—August 27th.—Rewards, £16 15s.

Shoreham Harbour, Sussex.—August 27th.—Rewards, £7 12s.

Criccieth, Caernarvonshire.—August 28th.—Rewards, £17 15s.

Ramsgate, Kent.—August 28th.—Rewards, £7 10s.

St. David's, Pembrokeshire.—August 29th.—Rewards, £9 8s.

Hastings, Sussex.—August 30th.—Rewards, £33 14s.

Fishguard, Pembrokeshire.—August 30th.—Rewards, £10.

Bembridge, Isle of Wight.—August 30th.—Rewards, £10 9s.

SEPTEMBER

DURING September life-boats were launched on service 87 times and rescued 54 lives.

TOW FOR CONVERTED SHIP'S BOAT

Mumbles, Glamorganshire. At 1.52 on the morning of the 1st of September, 1958, the coastguard told the honorary secretary that the converted ship's boat *Judorka* of Swansea had not returned to her berth in the river. Relations of the boat's crew, who numbered four, had informed the police that the *Judorka* had been due to return at ten o'clock the evening before, and after further enquiries had been made it was decided to launch the life-boat. At 2.55 the life-boat *William Gammon* (*Manchester and District XXX*) was launched in a calm sea. There was a moderate south-easterly wind and it was low water. At 4.37 the life-boat sighted the *Judorka* nine hundred yards off the west pier. The boat's propeller was fouled, and she was taken in tow and safely berthed in the river. The life-boat then returned to her

station, arriving at 5.50. Rewards to the crew, £10 17s. ; rewards to the helpers on shore, £6 16s.

GERMAN VESSEL FOUND LISTING HEAVILY

Stornoway, Hebrides. At 1.30 on the afternoon of the 1st of September, 1958, the coastguard informed the honorary secretary that a vessel was stranded near the Shiant Isles. The life-boat *James and Margaret Boyd* put out at 1.50 in a calm sea, with a light southerly wind blowing, and an ebb tide. The life-boat made for the position in fog and found the motor vessel *Dixy Porr* of Hamburg, with a crew of thirteen, listing heavily to starboard. Her captain asked the coxswain to stand by in the hope that she would refloat on the next high tide. Some of her crew had already been transferred to the fishery cruiser *Minna* and were later taken on board the life-boat. Shortly after seven o'clock the motor vessel refloats, but she was well down by the head and still listing heavily to starboard. A member of the life-boat's crew went aboard her to act as pilot, and escorted by the life-boat she made for Stornoway, which she reached at 10.40. Rewards to the crew, £17 9s.

SEARCH FOR WOMAN AFTER FALL FROM CLIFF

Salcombe, Devon. At 5.16 on the afternoon of the 1st of September, 1958, the coastguard at Bolt Head told the honorary secretary that a woman had fallen over a cliff between Sewer Mill Cove and Bolberry Down. The life-boat *Samuel and Marie Parkhouse* put out with the second coxswain in command at 5.30 in a calm sea. There was a light south-westerly wind and the tide was flooding. The life-boat was nearing the position when she met the pleasure boat *Janet*, whose master told the coxswain he had seen signals from the cliff top while returning from Hope Cove. He had therefore gone ashore in a dinghy and picked up the woman, who was lying in the water. She had died from her injuries. The *Janet* had towed the dinghy with the body aboard, and the life-boat now took over the tow and brought the dinghy

to Salcombe, where the body was handed over to the police. The life-boat reached her moorings at 7.15. Rewards to the crew, £7 ; rewards to the helpers on shore, £1 4s.

ESCORT IN FOG FOR FISHING VESSELS

Peterhead, Aberdeenshire. At 7.20 on the evening of the 1st of September, 1958, the coxswain received a message that a fishing boat had been in collision with the trawler *Strathdon* off Peterhead. The motor fishing vessel *Wave Sheaf* was trying to find her in dense fog. At 7.33 it was learnt that the *Wave Sheaf* had found the boat, which was the motor fishing vessel *Jeannie*. She took her in tow. The life-boat *Julia Park Barry* of Glasgow was launched at 7.49 in a moderate sea. There were light airs and an ebb tide. The life-boat escorted the *Wave Sheaf* and the *Jeannie* to harbour, which was reached at 8.24. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £3 8s.

BOATS IN TOW IN THICK FOG

Runswick, Yorkshire. At 7.30 on the evening of the 1st of September, 1958, two motor boats, one towing the other, left Whitby for Staithes in fine weather. There was a strong south-easterly wind, with a heavy swell and an ebb tide. At 8.15 thick fog developed, and because by 8.30 the two boats had not arrived some anxiety was felt. There were five people on board each boat, including two women and four children, and after making enquiries the honorary secretary decided to launch the life-boat *The Elliott Gill* at 9.13. The life-boat found the boats near Kettleless Point. They were at anchor, and their position was a dangerous one, particularly because the tide was ebbing. Eight people were taken on board the life-boat, leaving only the two owners on board the motor boats. The life-boat took the boats in tow, but because of the dense fog the coxswain decided to anchor a short distance off until the fog cleared slightly. At 1.15 conditions improved, and the life-boat towed the boats to Runswick, where the men, women and

children were landed at 2.15. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £13 8s.

MAN AND CHILD RESCUED FROM DINGHY

Tenby, Pembrokeshire. At 9.35 on the evening of the 1st of September, 1958, the coastguard told the honorary secretary that two people in a dinghy fitted with an outboard motor were shouting for help off the south beach. At 9.44 the life-boat *Henry Comber Brown* was launched in a rough sea. There was a moderate south-easterly wind and it was high water. The life-boat took the dinghy in tow, and the two rescued people, who were a man and a seven-year-old girl, were landed at Tenby at 10.10. Rewards to the crew, £7 ; rewards to the helpers on shore, £4 4s.

FIVE RESCUED AFTER SAILING BOAT CAPSIZES

Salcombe, Devon. At 11.50 on the morning of the 2nd of September, 1958, the coastguard at Bolt Head informed the honorary secretary that a sailing boat had capsized half a mile south-west of Steeple Cove look-out hut and that two people were clinging to her. The life-boat *Samuel and Marie Parkhouse* put out immediately in a moderate sea, with a gentle east-south-easterly wind blowing and an ebb tide. She found five people in the water, rescued them and landed them at Salcombe at 1.30. Rewards to the crew, £8 ; rewards to helpers on shore, £1 4s.

THREE MEN TAKEN OFF ROCKS

St. Helier, Jersey. At 3.35 on the morning of the 3rd of September, 1958, the harbour master told the honorary secretary that three men were marooned on the rocks at Greve d'Agette, but that they were in no immediate danger as it was low water. The police had attempted to reach them by life line, but the line had been too short. The police and the harbour master had also tried to find a suitable boat to land the men, but they had failed to do so, and at 4.25 the life-boat *Elizabeth Rippon* put out, towing her boarding boat. There was a calm sea with a light variable wind. The life-boat reached the rocks, and the three men were taken off

in the boarding boat and transferred to the life-boat. Two of the men were affected by cramp and shock, and when the life-boat reached St. Helier at 5.40 they had to be moved by stretcher to an ambulance which was waiting there. Rewards to the crew, £6 ; reward to the helper on shore, 12s.

LIFE-BOAT STANDS BY TWO YACHTS

New Brighton, Cheshire. At 3.55 on the afternoon of the 3rd of September, 1958, the New Brighton stageman learnt from the dredger *Otterspool* when she entered harbour that a small yacht was in difficulties in the Rock Channel. The motor mechanic was told of this, and at 4.10 the life-boat *Norman B. Corlett* put out in a choppy sea. There was a fresh easterly wind and an ebb tide. The life-boat found two yachts having difficulty in making the shore because of the weather conditions. She stood by until the yachts were safe and then returned to her moorings, arriving at 5.27. Rewards to the crew, £5 ; rewards to the helpers on shore, £1 6s.

INJURED MAN TAKEN OFF TRAWLER

Valentia, Co. Kerry. At 8.15 on the evening of the 4th of September, 1958, a message was received from Valentia radio station that the trawler *Ros Airgead* needed a doctor twenty miles north of Blaskets, as one of her seamen had been badly injured. At 8.30 the life-boat *Rowland Watts* put out with a doctor on board in a calm sea. There was a moderate easterly wind and it was high water. The injured man was transferred to the life-boat and landed at Reenard quay at 12.40, where an ambulance was waiting to take him to Tralee hospital. The life-boat reached her moorings at 1.30. Rewards to the crew, £14 18s. ; reward to the helper on shore, 16s.

MAN TAKEN FROM PUNT AFTER BOAT ABANDONED

Tenby, Pembrokeshire. At 5.30 on the evening of the 4th of September, 1958, the honorary secretary was informed that the motor boat *Memosa* was drifting out of control off Ragan Point. At 5.40 the life-boat *Henry*

Comber Brown was launched in a calm sea, with light airs blowing and a flood tide. She found the *Memosa* abandoned about a quarter of a mile off Marras beach and took her in tow. On the way back to her station the life-boat picked up the motor boat's skipper, who was rowing a punt off Markstone Point. He had landed his five passengers at Saundersfoot and was making for Tenby. The punt was also taken in tow, and the life-boat reached her station at 6.50. Rewards to the crew, £7 ; rewards to the helpers on shore, £3 15s.

LIFE-BOAT STANDS BY DUTCH YAWL

Shoreham Harbour, Sussex. At 10.3 on the night of the 4th of September, 1958, the coastguard received a message from the police at Brighton that a two-masted boat was sending distress signals. Her position was given as a hundred yards to sea from the Sackville Hotel at Hove, and she appeared to be drifting east towards Brighton. At 10.18 the life-boat *Rosa Woodd and Phyllis Lunn* was launched in a slight sea, with a light easterly wind blowing and an ebb tide. She found the Dutch yawl *Tenente Robert*, which had grounded off King Alfred Hove, at anchor close to the shore. Her owner told the coxswain he did not need help, but as the weather was deteriorating the life-boat stood by until high water, as the yacht was in a dangerous position. The life-boat reached her station at 3.16 the next morning. Rewards to the crew, £11 4s. ; rewards to the helpers on shore, £3 4s.

ESCORT FOR FISHING VESSEL IN TOW

Fleetwood, Lancashire. At 1.45 early on the morning of the 4th of September, 1958, the coastguard told the honorary secretary that two red flares had been seen three miles east-north-east of Morecambe Bay light-vessel. At 2.10 the life-boat *Ann Letitia Russell* was launched in a moderate sea, with a moderate easterly wind blowing and a flood tide. She found the fishing vessel *Pamela* of Fleetwood in tow of the fishing vessel *Zyaba*. The *Pamela* had a crew of two, and her engine had broken down. The

life-boat escorted the two vessels to Fleetwood harbour, which was reached at seven o'clock. Rewards to the crew, £12 19s. ; rewards to the helpers on shore, £4 4s.

FISHING BOAT TOWED TO DUNMORE EAST

Dunmore East, Co. Waterford. At 10.10 on the morning of the 4th of September, 1958, a message was received from Ballymacaw harbour that a fishing boat had broken down with engine trouble a quarter of a mile off shore. At 10.15 the life-boat *Annie Blanche Smith* was launched in a heavy swell. A fresh easterly wind was blowing and the tide was ebbing. The life-boat took the fishing boat in tow to Dunmore East, which was reached at 11.25. Rewards to the crew, £6 ; reward to the helper on shore, 13s.

TWENTY HOURS ADRIFT IN FISHING VESSEL

Aberystwyth, Cardiganshire. At 6.30 on the morning of the 7th of September, 1958, the coastguard informed the honorary secretary that a flashing white light had been seen four miles west-north-west of Aberystwyth. The honorary secretary went to the coastguard look-out, where he saw a boat flying two flags at the masthead. The life-boat *Aguila Wren* was launched at 7.15 in a slight sea. There was a moderate south-westerly wind, and the tide was ebbing. The life-boat found the motor fishing vessel *Speedwell* of Cardigan with her engines broken down. There was one man aboard her, who had been adrift for over twenty hours. The life-boat took the *Speedwell* in tow to harbour, arriving at 8.30. Rewards to the crew, £5 ; rewards to the helpers on shore, £7 6s.

FISHING BOAT TOWED TO PIER

Southend-on-Sea, Essex. At 9.45 on the morning of the 7th of September, 1958, the coxswain was told by his brother that the fishing boat *John Patrick* was missing from her moorings. The boat could be seen circling west of the boom, and at ten o'clock the life-boat *Greater London II (Civil Service No. 30)* was launched. There was a calm sea, with a light easterly wind

blowing and a flood tide. The life-boat found the *John Patrick* with four youths on board and towed her to the pier, arriving at 11.15. Rewards to the crew, £5; rewards to the helpers on shore, £3 18s.

MECHANIC JUMPS IN TO PICK UP MAN

Newhaven, Sussex. At 2.11 on the afternoon of the 7th of September, 1958, the coastguard informed the honorary secretary that a boat had capsized off Buckmere River and that one of her crew had swum ashore and the second was in the water. The life-boat *Cecil and Lilian Philpott* was launched at 2.20 in a choppy sea, with a south-westerly wind blowing and a flood tide. When she reached the position a canoe was being carried along the beach, and the coxswain sent a radio-telephone message asking if this had any connexion with the incident. The coastguard replied that there was no connexion, but that a man had been seen in the water east of Cuckmere River. The life-boat found the man, who was unconscious, and the assistant mechanic jumped into the water to recover him. Immediately the man was on board the life-boat the motor mechanic began artificial respiration. The man was then transferred to a fast R.A.F. air-sea rescue launch, and the life-boat mechanic went with him to continue giving treatment. The launch landed him, and he was taken by ambulance to hospital, but in spite of the treatment given by the motor mechanic, by a doctor and a police constable in the ambulance and by hospital staff after he arrived, he never regained consciousness. The life-boat reached her station at 4.50. At an inquest held later it was stated that the man, who had been swimming with his wife, had died of acute heart failure. Subsequent reports indicated that no boat had capsized. Rewards to the crew, £9 8s.; rewards to the helpers on shore, £3 14s.

TOW FOR CONVERTED NAVAL WHALER

Clacton-on-Sea, Essex. At 12.10 early on the morning of the 8th of September, 1958, the coastguard re-

ported that a small boat had been seen near the Buxey Sands at 5.30 the evening before. She had engine trouble, but her crew appeared to be in no danger. At 7.2 a helicopter was sent to investigate and reported that the boat was still in difficulties and needed help. At 7.25 the life-boat *Sir Godfrey Baring* was launched in a slight sea. There was a moderate west-south-westerly wind and it was high water. The life-boat found the converted naval whaler *Trojan*, with four people on board, and took her in tow to Burnham, reaching her station at 3.45. Rewards to the crew, £17 9s.; rewards to the helpers on shore, £5 5s.

SEARCH AFTER SHOUTS HEARD IN FOG

Girvan, Ayrshire. At six o'clock on the evening of the 11th of September, 1958, the coastguard at Portpatrick told the coxswain that cries for help had been heard by the coastguard at Kildonan. After further enquiries the life-boat *Robert Lindsay* put out at 6.50 in dense fog to carry out a search from Pladda East to Kildonan. The sea was calm, and the tide was flooding. At 8.40 the coxswain received a message from the coastguard at Arran that a small yacht was making slow progress towards Whiting Bay. The life-boat found the yacht *Rahoneen*, whose engine had broken down, and towed her to Lamdash, where the yacht was anchored. The life-boat then continued her search along the coast as far as Kildonan, but found nothing further and returned to her moorings, arriving at one o'clock early on the morning of the 12th of September. The coastguard later reported that the shouting which had caused the alarm had evidently come from Pladda. Rewards to the crew, £12 5s.; reward to the helper on shore, 12s.

MECHANIC SWIMS ASHORE TO MAKE LINE FAST

Fowey, Cornwall. At 4.15 on the afternoon of the 12th of September, 1958, the coastguard at Polruan informed the honorary secretary that the coastguard at Charlestown had gone to help a young woman who had been cut off by the tide about three hundred

yards west of Charlestown. Five minutes later the police reported that it had been found impossible to haul the girl up the cliffside and asked if the life-boat would put out to rescue her. At 5.32 the life-boat *Deneys Reitz* left her moorings in a rough sea. There was a moderate easterly wind and it was high water. The life-boat reached the position, and after a line had been fired ashore by Schermuly pistol, the assistant motor mechanic swam ashore to make the line fast to a rock. The girl and a coastguardsman who had gone to help her were taken off by breeches buoy and landed at Fowey at 7.30. Rewards to the crew, £7 2s. 6d.

INJURED MAN LANDED FROM MOTOR VESSEL

Dungeness, Kent. At 10.10 on the night of the 13th of September, 1958, the coastguard informed the honorary secretary that there was an injured man on board the motor vessel *Bluemaster*, and that her master wanted to land him. At 11.25 the life-boat *Mabel E. Holland* was launched in a calm sea. There was a light easterly wind and it was high water. The life-boat reached the *Bluemaster*, embarked the injured man, and landed him at Dungeness at 1.20. Rewards to the crew, £9 12s.; rewards to the helpers on the shore, £18 4s.

TANKER AGROUND IN FOG

Tynemouth, Northumberland. At 1.20 early on the morning of the 17th of September, 1958, the coastguard informed the honorary secretary that a vessel was ashore below Tynemouth Castle, fifty yards north of Tyne north pier. Visibility was reduced to half a mile by fog, and the coastguard received no reply to repeated signals warning the master of the danger his vessel was in. No call had been made for help, but as conditions were becoming worse it was decided to launch the life-boat *Tynesider* at 2.15. It was still foggy with light north-westerly airs. There was a slight swell and the tide was flooding. The life-boat found the tanker *Clyde Crusader* of Glasgow, with a tug named *Tynesider* standing by with a line to the casualty's stern.

The tanker eventually refloated, and the tug towed her stern first clear of the pier. The towing rope was cast off, and later under her own power and escorted by the life-boat the tanker entered the River Tyne. The life-boat reached her station at 5.25. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £4 4s.

TWO SAILING BOATS CAPSIZE

Ferryside, Carmarthenshire. At 2.2 on the afternoon of the 20th of September, 1958, the coastguard at Mumbles told the honorary secretary that two sailing boats had capsized between Ferryside and Llanstephan. At 2.40 the life-boat *Caroline Oates Aver and William Maine* was launched in a choppy sea. There was a squally south-westerly wind with an ebb tide. The life-boat reached the position where the boats had capsized and found the crews had reached the shore. One of the sailing boats had grounded, but the life-boat took the other in tow and reached her station at 4.45. Rewards to the crew, £7 5s.; rewards to the helpers on shore, £8 6s.

TOW FOR YACHT WITH BROKEN RUDDER

Newhaven, Sussex. At 4.40 on the afternoon of the 21st of September, 1958, the coastguard reported that the police had seen a small sailing yacht in distress one mile off Peacehaven with clothing tied to the masthead. At five o'clock the life-boat *Cecil and Lilian Philpott* was launched, with the second coxswain in command, in a rough sea. There was a strong south-westerly wind and a flood tide. The life-boat found the yacht *Topaz*, which had a crew of three, with a broken rudder off Newhaven breakwater. She took her in tow, reaching Newhaven at 5.45. Rewards to the crew, £8; rewards to the helpers on shore, £3 12s.

RESCUED MAN TRANSFERRED FROM STEAMER

Bembridge, Isle of Wight. At 7.41 on the evening of the 21st of September, 1958, the coastguard at Forelands reported that the s.s. *Ardingly* had reported that a small boat had overturned

and that a man was clinging to her. Two minutes later the steamer reported that she had lowered a boat to pick the man up, but as she was outward bound, a request was made for a boat to land the man. No other boat being available, the life-boat *Jesse Lumb* was launched at 8.15 in a moderate sea, with a fresh south-westerly wind blowing and an ebb tide. The coxswain found the *Ardingly* anchored between the South and West Ryde middle buoys. The man was transferred to the life-boat, and his dinghy was taken in tow to Cowes, where he was landed. The life-boat reached her station at 11.35. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £3 5s.

YACHT FOUND WITH PARACHUTE FLARES

Walmer, Kent. At 8.56 on the evening of the 21st of September, 1958, the Deal coastguard told the honorary secretary that two red flares had been seen four to five miles south-east of the look-out. At 9.5 the life-boat *Charles Dibdin* (*Civil Service No. 2*) was launched in a rough sea. A south-westerly gale was blowing and there was an ebb tide. The life-boat set off parachute flares and found the yacht *Widgeon II*, with a crew of two, between the south-west and south Goodwin buoys. She took her in tow to Walmer, arriving at 11.59. Property salvage case.

TOW FOR FISHING VESSEL WITH FOULED PROPELLER

Walton and Frinton, Essex. At 1.5 on the afternoon of the 22nd of September, 1958, the coastguard informed the honorary secretary that a fishing vessel was in distress three to four miles south-east of the coastguard look-out. At 1.28 the life-boat *Edian Courtauld* put out, with the bowman in command, in a moderate sea, with a moderate west-south-westerly wind blowing and a flood tide. A helicopter also took off. The life-boat found the fishing vessel *Dawn* with a trawl foul of her propeller. Her crew of four had tried unsuccessfully for four hours to free it, and the life-boat took the *Dawn* in tow to Harwich, finally reaching her station at 5.20.

Rewards to the crew, £12 16s. ; rewards to the helpers on shore, £5.

DINGHY TOWED AFTER CREW TAKEN ABOARD

Porthdinllaen, Caernarvonshire. At 7.30 on the evening of the 23rd of September, 1958, a message was received from the coastguard that a small dinghy was in difficulties north-east of Porthdinllaen Point. The life-boat *Charles Henry Ashley* was launched at 7.48 in a rough sea, with a strong south-westerly gale blowing and an ebb tide. She found the dinghy and took her crew of two on board. With the dinghy in tow, she reached her station at nine o'clock. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £7 18s.

FOUR MEN TAKEN FROM FISHING VESSEL

Seaham, Co. Durham, At 5.50 on the evening of the 24th of September, 1958, the coastguard informed the coxswain that a small fishing vessel was drifting four miles east-north-east of Seaham. At 6.15 the life-boat *George Elmy* was launched in a heavy swell. A strong westerly wind was blowing and the tide was ebbing. The coxswain saw a motor vessel near the position indicated. This was the *Brendonia* of Goole, which had picked up the fishing vessel's crew of four. The four men were transferred to the life-boat, and the fishing vessel, which had engine trouble, was towed to Seaham, arriving at 8.15. Rewards to the crew, £6 ; rewards to the helpers on shore, £1 16s.

BOAT ESCORTED TO ST. HELIER

St. Helier, Jersey. At 6.55 on the evening of the 24th of September, 1958, the honorary secretary received a message that a small boat appeared to be in difficulties half a mile south of Icho tower. The life-boat *Elizabeth Rippon* put out at 7.12 in a moderate swell, with a strong south-south-westerly wind blowing and an ebb tide. She reached the position and found the motor boat *Avec Dieu* of Granville on passage from Chansey to St. Helier with a priest in charge and five other people on board. The priest told the

coxswain that he had lost his bearings, and the life-boat escorted the motor boat to St. Helier, arriving at 8.25. Rewards to the crew, £7 ; reward to the helper on shore, 12s.

MEDAL FOR BARROW COXSWAIN

On the night of the 24th of September, 1958, the Barrow, Lancashire, life-boat took a sick man off the Morecambe Bay lightvessel in very heavy seas. For this service, a full account of which appears on page 131, Coxswain Roland Moore was awarded the bronze medal for gallantry.

YACHT FOUND NEAR REEFS AFTER LONG SEARCH

Campbeltown, Argyllshire. At 7.35 on the evening of the 24th of September, 1958, the coastguard reported that a message had been received from the wife of a salmon fisherman at Machrihanish that a yacht was dragging her anchor in Machrihanish Bay. At 8.7 the life-boat *City of Glasgow II* put out in a very heavy sea. A strong north-westerly gale was blowing and the tide was flooding. The life-boat reached the area indicated at 12.30 early on the 25th of September and began an extensive search, with the help of parachute flares, but the yacht was not found. At 1.10 lights were reported to have been seen at the south end of Machrihanish Bay, and the life-boat made for this position. People on the beach and the life-saving apparatus team, who were standing by, could see the yacht very close to the Skerryvore reefs. The life-boat sighted the yacht *Einnan* and stood by while the yacht was navigated clear of the reefs by her crew into the open sea. She then escorted her until she was clear of the Mull of Kintyre, by which time it was found that the yacht's steering was defective. The life-boat therefore towed her to Campbeltown, arriving at 11.20. During this service communications were very difficult because of atmospheric conditions and valuable help was given to the coxswain by the radio operators on board the steamers *Royal Scotsman* and *Lairds Loch*. The salmon fisherman and his wife, who first reported the casualty, also gave valuable help ashore by passing information through-

out the night. Rewards to the crew, £32 9s. ; rewards to the helpers on shore, £2 14s.

TOW ROPE PARTS IN GALE

Dover, Kent. At 7.10 on the morning of the 25th of September, 1958, the coastguard at Sandgate informed the honorary secretary that the yacht *Grey Lady* needed help four miles south of Folkestone. The life-boat *Southern Africa* put out at 7.20 in a very rough sea. A west-south-westerly gale was blowing and the tide was flooding. The coaster *Ronsan*, which was standing by the yacht, made a lee for the life-boat while a tow rope was connected. Because of the sea conditions very slow progress was made towards Dover. The tow rope parted once and was reconnected with great difficulty, and Dover was finally reached at eleven o'clock. Rewards to the crew, etc., £8 13s.

BOAT TOWED TO LLANDUDNO

Llandudno, Caernarvonshire. At 4.5 on the afternoon of the 27th of September, 1958, the coastguard at Rhyl informed the coxswain that two men in a rowing boat were in difficulties one mile north of the pier. At 4.50 the life-boat *Tillie Morrison, Sheffield* was launched in a choppy sea, with a moderate south-south-easterly wind blowing and an ebb tide. She found that the two men had lost their anchor and had broken a rowlock. They were taken on board, and the life-boat towed the rowing boat to the shore, arriving at six o'clock. Rewards to the crew, £5 ; rewards to the helpers on shore, £6 10s.

YACHT TOWED TO WANFLEET

Skegness, Lincolnshire. At 5.30 on the evening of the 27th of September, 1958, the motor mechanic told the coxswain that the cabin cruiser *Olivier* needed help off Skegness. At 5.50 the life-boat *The Cuttle* was launched in a heavy ground swell. There was a moderate south-easterly wind and a flood tide. The yacht, which had her American owner aboard, had engine trouble and was towed to Wanfleet haven. The life-boat reached her station at 8.30. Rewards to the crew, £9 16s. rewards to the helpers on shore, £4 10s.

TWO YACHTS TOWED TO SAFETY

Poole, Dorset. At 7.42 on the evening of the 27th of September, 1958, the coastguard informed the coxswain that the yacht *Yarinya* was aground on a bank in South Deep in Poole harbour and was making water. At eight o'clock the life-boat *Thomas Kirk Wright* was launched in a rough sea. There was a strong south-easterly wind and a flood tide. While the life-boat was making for the *Yarinya* the auxiliary cutter *Cossar* was also seen to be aground. Her crew were taken on board and the vessel was left at anchor. The life-boat then made for the *Yarinya* and found her with six people on board. She towed her off the bank to a safe anchorage at Goathorn pier. She then returned to the *Cossar* and towed her to Parkstone Lake, where she was anchored. The life-boat finally returned to her station at 10.45, when the *Cossar's* crew were landed. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £1 16s.

DRIFTING YACHT TAKEN IN TOW

Bembridge, Isle of Wight. At 9.5 on the evening of the 27th of September, 1958, the coastguard at Foreland informed the honorary secretary that a vessel was in distress two miles south of the look-out. At 9.14 the life-boat *Jesse Lumb* was launched in a rough sea. There was a strong south-easterly wind and a flood tide. The life-boat found the yacht *Ratafia*, with two people on board, drifting towards Culver. As there was too much sea on the slipway at Bembridge, the yacht was taken in tow to Cowes, which was reached at two o'clock early on the 28th of September. The life-boat returned to her station later that day. A gift was made by the owner of the yacht to the life-boat crew. Rewards to the crew, £9 12s.; rewards to the helpers on shore, £3 5s.

FISHERMEN TAKEN FROM BOAT IN GALE

St. Mary's, Scilly Isles. At 9.55 on the evening of the 27th of September, 1958, the coxswain told the honorary secretary he had received a message that

the fishing boat *Pamela* of Grimsby had left Tresco at 7.30 for St. Martin's but had not arrived. At 10.12 the life-boat *Guy and Clare Hunter* was launched in a very rough sea. There was a south-westerly gale with heavy rain squalls, and the tide was ebbing. The coxswain had to take the life-boat over the shallow flats between Tresco and St. Martin's and found the *Pamela* at moorings in Tean Sound. As the sea was too rough for the fishing boat's owner to land on the nearby beach, the life-boat took him and a punt, by which he had been trying to land, to a more sheltered landing on St. Martin's and then returned to her station, arriving at 12.12 early on the 28th of September. The life-boat was rehoused later that day. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £3 8s.

ESCORT FOR VESSEL WITH ENGINE TROUBLE

Holyhead, Anglesey. At 12.43 on the afternoon of the 28th of September, 1958, the coastguard informed the honorary secretary that the motor vessel *Fleurita* of Chester had engine trouble and was drifting off Rocky Coast. At 12.52 the life-boat *St. Cybi* (*Civil Service No. 9*) was launched in a choppy sea. There was a strong south-south-easterly wind and an ebb tide. After searching the life-boat found the *Fleurita*, which had a crew of six, under way and escorted her to harbour. Rewards to the crew, £7; rewards to the helpers on shore, £3 12s.

MOTOR BOAT TOWED TO RAMSGATE

Ramsgate, Kent. At 12.50 on the afternoon of the 27th of September, 1958, the watchman at the east pier informed the honorary secretary that a motor boat had broken down a mile and a half off Ramsgate. At 1.4 the life-boat *Michael and Lily Davis* put out in a slight sea, with a moderate south-easterly wind blowing and an ebb tide. She found the motor boat *Belinda* with three men on board and took her in tow to Ramsgate harbour, arriving at 1.36. Rewards to the crew, £7; rewards to the helpers on shore, 10s.

YACHT FOUND DRIVING ON ROCKS

Exmouth, Devon. At 9.48 on the morning of the 29th of September, 1958, the coastguard told the honorary secretary that a yacht was burning flares one mile south of Otterton Head. The life-boat *Maria Noble* was launched at 10.1 in a very rough sea. There was a south-south-westerly wind of gale force, with rain squalls, and the tide was ebbing. The life-boat found the yawl *Dawn* of Dartmouth, with a crew of three, being driven on to the rocks. She took her in tow to Brixham, which was reached at 2.10, and then returned to her station, arriving at 6.35. Property salvage case.

LIFE-BOAT PUTS OUT TWICE TO YACHT

Swanage, Dorset. At 11.59 on the night of the 29th of September, 1958, the coastguard informed the honorary secretary that Niton radio station had received a signal from the Dutch tanker *Capricornus* that she was standing by the yacht *Farida* of Poole. The yacht had run short of petrol on return passage from Cherbourg to Hamble, and her position was seven and a half miles south-south-east of Durlleston Head. The life-boat *R.L.P.* was launched at 12.14 in a south-south-westerly gale. The sea was very rough, and the tide was ebbing. The life-boat found the yacht, which had a crew of two, and took her in tow to Swanage, arriving at 4.15. The yacht was anchored and the life-boat was rehoused at seven o'clock.

At 8.53 the honorary secretary was informed that the yacht was dragging her anchor, for the tide was now flooding, and the gale had backed to the south-east. The yacht's crew fired a distress signal, and the life-boat was launched at 9.8. By this time the *Farida* was in a dangerous position two hundred yards from the north shore of Swanage Bay. Her fairleads were damaged, and as it was not possible to moor her safely, she was towed to Poole harbour. Weather conditions had deteriorated considerably by this time. The life-boat could not be rehoused and she had to remain at Poole until the morning of the 1st of October.

First service : rewards to the crew, £14 5s. ; rewards to the helpers on shore, £3 2s. Second service : rewards to the crew, £25 15s. ; rewards to the helpers on shore, £3 3s.

COBLE ESCORTED TO HARBOUR

Flamborough, Yorkshire. At 2.45 on the afternoon of the 30th of September, 1958, the coxswain told the honorary secretary that two local fishing cobles were at sea. As the weather was deteriorating, the life-boat *Friendly Forester* was launched at three o'clock in a rough sea. There was a strong south-easterly wind and a flood tide. The life-boat found the fishing coble *Boy's Own* a mile and a half east-north-east of Flamborough and escorted her to harbour. By then the second coble had also reached the harbour, and the life-boat returned to her station, arriving at 4.15. Rewards to the crew, £6 ; rewards to the helpers on shore, £13 4s.

PATIENT WITH APPENDICITIS TAKEN TO MAINLAND

Galway Bay. At 6.15 on the evening of the 30th of September, 1958, the local doctor asked the honorary secretary for the use of the life-boat to convey him to Inishere to attend a patient believed to have appendicitis. At 6.30 the life-boat *Mabel Marion Thompson* was launched in a heavy swell. There was a strong south-westerly wind and it was high water. The life-boat brought the doctor to Inishere. He found the appendicitis was acute, and the patient was embarked and taken to Rossaveal. The life-boat then returned to her station, arriving at 1.15. Rewards to the crew, £14 5s. ; reward to the helper on shore, 18s.

YACHT ESCORTED TO BLYTH

Blyth, Northumberland. At 8.40 on the evening of the 30th of September, 1958, the coastguard informed the honorary secretary that a yacht was dragging her anchor one mile south of the Sow and Pig buoy. At 8.54 the life-boat *City of Bradford II*, on temporary duty at the station, was launched in a heavy swell. There was a strong

south-easterly wind and an ebb tide. The life-boat found the yacht *Mollithawke IV* of London, with a crew of two, and escorted her to harbour, arriving at 10.54. The owner expressed his thanks. Rewards to the crew, £9 12s.; rewards to the helpers on shore, £2 8s.

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

North Sunderland, Northumberland.—September 1st.—Rewards, £12 1s.

Margate, Kent.—September 2nd.—Rewards, £32 9s.

Girvan, Ayrshire.—September 2nd.—Rewards, £5.

Lowestoft, Suffolk.—September 2nd.—Rewards, £9 4s.

Penlee, Cornwall.—September 3rd.—Rewards, £18 16s.

Salcombe, Devon.—September 3rd.—Rewards, £12 8s.

Dungeness, Kent.—September 4th.—Rewards, £17 2s.

Plymouth, Devon.—September 4th.—Rewards, £8 8s.

Newhaven, Sussex.—September 5th.—Rewards, £10 13s.

Kirkcudbright.—September 6th.—Rewards, £19 12s.

Shoreham Harbour, Sussex.—September 7th.—Rewards, £11 11s.

Poole, Dorset.—September 8th.—Rewards, £10 4s.

Dunmore East, Co. Waterford.—September 9th.—Rewards, £6 12s.

Arranmore, Co. Donegal.—September 9th.—Rewards, £9 8s.

Tenby, Pembrokeshire.—September 10th.—Rewards, £11 15s.

Barry Dock, Glamorganshire.—September 10th.—Rewards, £10 13s.

Arbroath, Angus.—September 11th.—Rewards, £11 12s.

Exmouth, Devon.—September 12th.—Rewards, £18 12s.

Fowey, Cornwall.—September 12th.—Rewards, £8 10s. 6d.

Clacton-on-Sea, Essex.—September 12th.—Rewards, £32 19s.

Wicklow.—September 12th.—Reward, £10 10s.

Portpatrick, Wigtownshire.—September, 13th.—Rewards, £8 8s.

Humber, Yorkshire.—September, 14th. Paid permanent crew.

Bembridge, Isle of Wight.—September 15th.—Rewards, £11 13s.

Howth, Co. Dublin.—September 15th.—Rewards, £8 4s.

The Lizard, Cornwall.—September 16th.—Reward, £21 2s.

The Lizard, Cornwall.—September 16th.—Reward, £25 13s.

Penlee, Cornwall.—September 17th.—Rewards, £17 4s. 6d.

Weston-super-Mare, Somerset.—September 21st.—Rewards, £11 11s.

Sheringham, Norfolk.—September 22nd.—Rewards, £31 9s.

Swanage, Dorset.—September 22nd.—Rewards, £10 16s.

Clovelly, Devon.—September 25th.—Rewards, £22 16s.

Appledore, Devon.—September 25th.—Rewards, £15 1s.

Appledore, Devon.—September 26th.—Reward, £19 17s.

Walmer, Kent.—September 26th.—Rewards, £28 16s.

New Brighton, Cheshire.—September 27th.—Rewards, £8 6s.

Newhaven, Sussex.—September 27th.—Rewards, £10 13s.

Margate, Kent.—September 28th.—Rewards, £15 8s.

Portpatrick, Wigtownshire.—September 28th.—Rewards, £9 12s.

Newhaven, Sussex.—September 29th.—Rewards, £13 6s.

THE LIFE-BOAT FLEET

155 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 30th September, 1958 - - 81,767

Awards to Coxswains and Members of Life-boat Crews

To HAROLD J. BRADFORD, on his retirement, after serving for $6\frac{1}{4}$ years as coxswain, $7\frac{1}{2}$ years as second coxswain and $4\frac{1}{2}$ years as bowman of the Exmouth life-boat, a coxswain's certificate of service and an ex-gratia grant.

To ROBERT CAMPBELL, on his retirement, after serving for $10\frac{1}{4}$ years as coxswain, 8 years as second coxswain and 1 year as a member of the crew of the Boulmer life-boat, a coxswain's certificate of service and an annuity.

To WILLIAM H. BENNISON, C.G.M., on his retirement, after serving for $18\frac{1}{2}$ years as coxswain, $4\frac{1}{2}$ years as second coxswain and 4 years as bowman of the Hartlepool life-boat, a coxswain's certificate of service and an annuity.

To THOMAS J. MAINPRIZE, on his retirement, after serving for 3 years as coxswain, 9 years as assistant motor mechanic and 10 years as a member of the crew of the Scarborough life-boat, a coxswain's certificate of service.

To EDWIN F. MADRON, on his retirement, after serving for $10\frac{1}{2}$ years as coxswain and $12\frac{1}{2}$ years as second coxswain of the Penlee life-boat, a coxswain's certificate of service and an annuity.

To T. B. RICHARDS, on his retirement, after serving for $11\frac{1}{2}$ years as coxswain and 20 years as a member of the crew of the Tenby life-boat, a coxswain's certificate of service and an annuity.

To EDWARD VERRILL, on his retirement, after serving for $5\frac{1}{2}$ years as coxswain, 6 years as second coxswain and 9 months as a member of the crew of the Whitby no. 2 life-boat, a coxswain's certificate of service and an annuity.

To ARTHUR PEARCE, on his retirement after serving for 16 years as coxswain, $10\frac{3}{4}$ years as second coxswain and 10 years as a member of the crew of the Troon life-boat, a coxswain's certificate and an annuity.

To THOMAS M. DENT, on his retirement, after serving for $10\frac{3}{4}$ years as coxswain, $2\frac{3}{4}$ years as second coxswain, 6 years as bowman and 18 years as a member of the crew of the Newbiggin life-boat, a coxswain's certificate of service and an annuity.

To HUGH CAMPBELL, on his retirement, after serving for $5\frac{1}{2}$ years as coxswain, $12\frac{1}{2}$ years as second coxswain, 9 months as bowman, 8 years as assistant motor mechanic and 5 years as a member of the crew of the Portpatrick life-boat, a coxswain's certificate of service and an annuity.

To BARTHOLOMEW LOUGH, on his retirement, after serving for $6\frac{1}{2}$ years as coxswain, $6\frac{1}{2}$ years as second coxswain and $5\frac{1}{2}$ years as bowman of the Berwick-upon-Tweed life-boat, a coxswain's certificate of service and an annuity.

To PAUL O. WILLIMENT, on his retirement, after serving for $4\frac{1}{2}$ years as coxswain, $4\frac{1}{2}$ years as second coxswain and $2\frac{1}{2}$ years as a member of the crew of the Great Yarmouth and Gorleston life-boat, a coxswain's certificate of service.

To JACK PHILLIPS, on his retirement, after serving for $6\frac{1}{4}$ years as second coxswain and 17 years as a member of the crew of the Exmouth life-boat, a certificate of service and an ex-gratia grant.

To A. G. LEWIS, on his retirement, after serving for $11\frac{3}{4}$ years as second coxswain and 15 years as a member of the crew of the Tenby life-boat, a certificate of service and an annuity.

To WILLIAM J. SLADE, on his retirement, after serving for $11\frac{1}{4}$ years as second coxswain and 30 years as a member of the crew of the Minehead life-boat, a certificate of service and an annuity.

To D. NORMAN EVANS, on his retirement, after serving for 11 years as second coxswain, $5\frac{1}{4}$ years as bowman and 10 years as a member of the crew of the New Quay life-boat, a certificate of service and an annuity.

To WILLIAM NOBLE, on his retirement, after serving for $3\frac{1}{4}$ years as second coxswain, $2\frac{1}{4}$ years as bowman and 12 years as a member of the crew of the Whitby no. 2 life-boat, a certificate of service.

To GEORGE M. DENT, on his retirement, after serving for $1\frac{1}{2}$ years as second coxswain and 22 years as a member of the crew of the Newbiggin life-boat, a certificate of service.

To WILLIAM J. DAVIES, on his retirement, after serving for $4\frac{1}{2}$ years as second coxswain and 26 years as a member of the crew of the Mumbles life-boat, a certificate of service.

To ALEXANDER STRACHAN, on his retirement, after serving for $3\frac{3}{4}$ years as second coxswain, $7\frac{3}{4}$ years as bowman and 6 years as a member of the crew of the Peterhead life-boat, a certificate of service and an annuity.

To WILLIAM V. BURRELL, on his retirement, after serving $3\frac{1}{4}$ years as second coxswain, $\frac{3}{4}$ year as a bowman and 9 years as a member of the crew of the Aldeburgh life-boats, a certificate of service.

To N. J. BARKER, on his retirement, after serving for $5\frac{1}{4}$ years as bowman and 19 years as a member of the crew of the Coverack life-boat, a certificate of service and a gratuity.

To NORMAN J. W. READ, on his retirement, after serving for 5 years as bowman and 7 years as a member of the crew of the Ramsgate life-boat, a certificate of service and a gratuity.

TO OLIVER F. L. W. SLIVKO, on his retirement, after serving for 6 years as bowman and 12 years as a member of the crew of the Sheringham life-boat, a certificate of service and a gratuity.

TO JAMES MACINTOSH MILLER, on his retirement, after serving for 10½ years as bowman of the Dun Laoghaire life-boat, a certificate of service.

TO JAMES WHELTON, on his retirement, after serving for 10½ years as bowman and 19½ years as a member of the crew of the Courtmacherry life-boat, a certificate of service and a gratuity.

TO GEORGE HALL, on his retirement, after serving for 1 year as bowman and 35 years as a member of the crew of the Redcar life-boat, a certificate of service.

TO THOMAS DAVIES, on his retirement, after serving for 4½ years as bowman and 27 years as a member of the crew of the Llandudno life-boat, a certificate of service and a gratuity.

TO WILLIAM MCKENZIE, on his retirement, after serving for 3½ years as bowman and 15 years as a member of the crew of the Peterhead life-boat, a certificate of service.

TO J. W. BRAY, on his retirement, after serving for 16½ years as motor mechanic of the New Brighton life-boat and 3½ years as assistant motor mechanic of the Lizard life-boat, a certificate of service, a gratuity and a retirement allowance.

TO WILLIAM McDONALD, on his retirement, after serving for 7½ years as motor mechanic of the Fowey life-boat, 5½ years as motor mechanic of the New Brighton life-boat and 7½ years as reserve mechanic, a certificate of service, a gratuity and a retirement allowance.

TO C. R. IRWIN, on his retirement, after serving for 21½ years as motor mechanic of the Ilfracombe life-boat, a certificate of service, a gratuity and a retirement allowance.

TO CHARLES H. WILLIAMS, on his retirement, after serving for 27½ years as motor mechanic of the Falmouth life-boat, and 5½ years as motor mechanic of the Dun Laoghaire life-boat, a certificate of service, a gratuity and a retirement allowance.

TO CECIL HOCKINGS, on his retirement, after serving for 23½ years as assistant mechanic of the Exmouth life-boat, a certificate of service and an *ex-gratia* grant.

TO JACK DYBALL, on his retirement, after serving for 2½ years as second assistant mechanic and 11 years as a member of the crew of the Sheringham life-boat, a certificate of service.

TO R. F. MORRIS, on his retirement, after serving for 10 years as assistant mechanic and having been associated for 35 years with the Barmouth life-boat, a certificate of service and an annuity.

TO ROBERT TAYLOR, on his retirement, after serving for 18½ years as assistant mechanic and 17 years as a member of the crew of the Tynemouth and Cullercoats life-boats, a certificate of service.

TO WILLIAM VEART, on his retirement, after serving for 1¼ years as assistant motor mechanic and 18 years as a member of the crew of the Hartlepool life-boat, a certificate of service.

TO THOMAS A. SOULT, on his retirement, after serving for 21 years as a member of the crew and 9 years as shore signalmen of the Falmouth life-boat, a certificate of service.

TO HARRY THOMAS, on his retirement, after serving for 23 years as a member of the crew of the Angle life-boat, a certificate of service.

TO WALTER BATE, on his retirement, after serving for 50 years as a member of the crew of the Padstow no. 2 life-boat, a certificate of service.

TO GEORGE INGRAM, on his retirement, after serving for 50 years as a member of the crew of the Girvan life-boat, a certificate of service.

Notice

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

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

The next number of the LIFE-BOAT will be published in March, 1959.