

THE LIFE-BOAT

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Notes of the Quarter

THE months of May and June were exceptionally exacting ones for the life-boat service. In May there were as many as 78 service launches, ten more than the previous record figure for the month of May. The number of service launches in June was as high as 83, the previous record for June having been 67. These continual demands on the services of life-boats were made in spite of the fact that the weather in both months was exceptionally good. In some places it was the driest May for nearly a hundred years, but around the coasts the dry weather was frequently accompanied by high winds. The figures for life-boat launches serve as a reminder of the fact that while those inland may be enjoying pleasant, sunny weather, conditions at sea can still give rise to constant dangers.

As usually happens in the summer months, yachtsmen have benefited considerably by the services of the life-boats, and in the three months under review in this number of the *Life-boat* no fewer than twenty-five yachts were saved. Yet the saving of these yachts gave rise to only four claims for property salvage.

NINTH INTERNATIONAL LIFE-BOAT CONFERENCE

The ninth International Life-boat Conference will be held in Great Britain in 1963. At the conference held in Bremen in June, which is reported on page 281, the seventeen nations which were represented expressed the wish that the Royal National Life-boat Institution should act as host at the next conference. The Committee of Management of the Institution has now confirmed its willingness to do so. The last occasion on which an international life-boat conference was held in Britain

was in 1924. Since then conferences have been held in France, the Netherlands, Sweden, Norway, Belgium, Portugal and Germany.

NEW CORNISH LIFE-BOAT STATION

Work has now begun on the new life-boat station at Kilcobben Cove in Cornwall. This project was described in the December 1958 number of the *Life-boat*, when it was pointed out that because of the difficulties of launching and re-housing at the Lizard and Cadgwith, and because of the need felt for a life-boat of the largest class at this extremely important part of the coast, a new life-boat station had become necessary. The undertaking will inevitably be an extremely costly one, and a contract for constructional work to the value of some £70,000 has already been placed.

INSTITUTION'S TIES

The Committee of Management has decided to meet the growing demand for a tie to be worn by those who serve in life-boats or who hold office within the life-boat service. The tie shows in miniature the Institution's flag on a blue background. All-silk ties can be supplied at 25/- each, and there are second quality ties which can be supplied for 17/- each. Those entitled to wear the ties must be regular members of life-boat crews and helpers, as certified by honorary secretaries of station branches; officers and committee members of all branches; and members of the Committee of Management and of the Institution's staff. Because of customs regulations ties are not at present available in the Irish Republic at the prices quoted above.

Silver Medal Awarded to Hampshire Cafe Proprietor

SHORTLY before one o'clock on the afternoon of the 30th of March, 1959, which was Easter Monday, a 30-foot motor fishing boat with three people on board, who were returning from a pleasure trip, capsized at the entrance to Christchurch harbour, Hampshire. It was one hour before the second high water. There was a heavy breaking ground sea and the weather was showery, although the southerly wind was not blowing strongly at the time.

At 1.5 Mr. Norman Cockburn, who works at the Avon Café, which is at the northern side of the harbour entrance, saw the occupants of the boat in the water. They were then about 250 yards from the shore. Mr. Cockburn immediately told the proprietor of the café, Mr. Kenneth Derham, who informed the coastguard at Southbourne what had happened and said that he was going to investigate himself and would give any help he could.

Mr. Derham had himself undergone a serious operation only six months before, but this did not deter him. He had more than once rescued bathers and others who were in trouble off the beach and all his life had spent much time in small boats.

Difficulty in Launching

With the assistance of Mr. H. Scragg of Mudeford the coastguard at Southbourne made contact with Mr. G. E. Hall, a boat owner, who put out from Mudeford quay in his 35-foot fishing boat.

Mr. Derham's boat was an 11-foot rowing boat, and although helped by Mr. Cockburn and his son he had considerable difficulty in launching it because of the heavy surf on the beach, which was aggravated by the backwash from the sea wall.

In order to be able to watch the oncoming seas Mr. Derham had to stand up and push-row the dinghy, but he succeeded in getting through the surf at his first attempt. Once he was clear of the beach the sea conditions were better.

After a time he saw two people clinging to wreckage ahead of him, and

on reaching them he found that one was the owner of the capsized boat, a young man of nineteen. Mr. Derham told him to stay in the water and to hold on to the transom of the dinghy.

Girl Clinging to Wreckage

The other person who was clinging to the wreckage was a fifteen-year-old girl, who was so exhausted that she was unable to help herself and had to be dragged on board Mr. Derham's dinghy. To haul her over the side of his boat Mr. Derham had to lay down his oars and could only hope that the dinghy would not broach to in the heavy breaking ground sea. There was a mean depth of seven feet and the height of the swell was some six to seven feet. There must have been a lull at the moment the girl was dragged on board, for otherwise the dinghy would certainly have capsized.

When he had dragged the girl on board Mr. Derham learnt that the third occupant of the fishing boat had been the girl's father, who had drowned. He therefore decided to return to the shore with the young man holding on to the stern of the dinghy. He approached the beach stern first, keeping his boat head to sea and manoeuvring her between the groynes. The boat was safely beached one hundred and fifty yards to the east of the point from which it had been launched.

Never out in Worse Seas

Mr. Hall had not succeeded in locating the two young people and finally returned to harbour, his boat being half-filled with water as she crossed the bar. He stated later that he had never been out in worse seas on Christchurch bar.

There is no doubt that Mr. Derham fully realised when he put out that his chances of returning safely were not high.

For this service the silver medal for gallantry was awarded to Mr. Kenneth Derham. A letter of appreciation was sent to Mr. G. E. Hall, and a letter of thanks to Mr. H. Scragg.

The last service for which so high an

award as the Institution's silver medal was conferred on anyone other than a member of a life-boat crew took place on the 27th of November, 1954, when a

United States helicopter, piloted by Captain Curtis E. Parkins, rescued the sole survivor from the South Goodwin lightvessel.

International Life-boat Conference

THE eighth International Life-boat Conference took place in Bremen from the 23rd to the 25th of June, 1959. The hosts were the German life-boat society, Deutsche Gesellschaft zur Rettung Schiffbrüchiger.

Delegates from seventeen nations took part in the conference. In addition to representatives from the German life-boat society and from the Royal National Life-boat Institution and the Ministry of Transport and Civil Aviation, there were delegates from Belgium, Canada, Denmark, Finland, France, Iceland, Japan, the Netherlands, Norway, Poland, Portugal, Spain, Sweden, Turkey and the U.S.S.R. The United States Coast Guard submitted a number of papers for discussion, but was not represented at the conference.

The new life-boat built for Ballycotton *Ethel Mary*, under the command of Commander E. W. Middleton, Superintendent of the Depot, and manned by a crew consisting mainly of the Institution's staff, made the passage to Bremen, as did rescue vessels from Norway, Poland and Sweden.

Welcome by President

The opening ceremony took place in the Bremen City Hall, where the delegates and their ladies were welcomed by the President of the German Federal Republic, Professor Theodor Heuss. A symphony orchestra played Haydn's *Oxford Symphony*. Earl Howe replied in a speech on behalf of the guests.

At the various sessions of the conference thirty-two papers which had been submitted were discussed, the language in which the discussions were held being English. Among matters discussed on the first morning were the problem of distributing information about life-boats and life-saving to countries not represented at the conference, and a Norwegian proposal for closer co-ordination in the reporting of the position of ships in the North Sea.

It was generally felt that the papers submitted to the conference and the report of the discussions held should be distributed to other nations interested in the work of life-saving, but there were differing views on the problem of the reporting of ships' positions.

A discussion on helicopters followed, and while it was generally agreed that rescue by helicopter lay outside the direct responsibility of life-boat societies there was some discussion of a Dutch proposal that the super-structure of life-boats should be painted yellow or, alternatively, that life-boats should fly yellow flags to make them more easily seen from the air. A number of questions were asked about the Oakley life-boat, on which Commander S. W. F. Bennetts, Chief Inspector, had submitted a paper, and on a Finnish vessel, which could serve both as a rescue cruiser and for fire-fighting.

German Life-boat Demonstrated

On the afternoon of the first day, delegates visited the depot of the German life-boat society and were shown over the new German life-boat *Theodor Heuss*. Demonstrations of different types of life-jackets were held, which served to show how few of the types exhibited could be relied upon to prevent an unconscious man from drowning, and a radio-controlled model of the *Theodor Heuss* was demonstrated. Delegates then saw an extremely impressive film showing a remarkable rescue carried out from the shore by the Icelandic life-saving society.

Discussions on the second day were mainly concerned with technical matters. A paper had been submitted by the United States Coast Guard on plastic life-boats, but it was generally agreed that none of the countries whose delegates were present had had satisfactory experiences in the use of plastics in life-boats. The general feeling was summed up by one of the Norwegian

delegates, Captain Holter, in the statement: "Before you go in for plastics touch wood." The shortcomings of foam plastic in life-jackets, which has been used experimentally in some countries, were also discussed at some length, and it was agreed that delegations should send their proposals on the best types of life-jackets for use by those engaged in rescue work to the Royal National Life-boat Institution.

Need for More Information

A Swedish proposal on the need for further information about life-saving facilities, including air-sea rescue services, all over the world was generally approved; but proposals for the provision of a weather ship in the North Sea met with divided opinions. There was a lengthy discussion on certain Swedish proposals for trying to persuade the owners of more and more small craft to make use of the direction-finding instrument generally known as SARAH to enable them to be more easily located when in distress. Another subject which gave rise to some discussion was the problem of the legal protection of rescue craft in time of war, and it was agreed that the Governments concerned should be recommended to consider certain proposals related to the application of the Geneva Convention.

On the evening of the second day delegates and their ladies visited Vegesack, the birthplace of the German life-boat society, the trip being made

down river by two German life-boats, a Polish rescue vessel and the Ballycotton life-boat. The method of launching the small, so-called "daughter boats" from the German life-boats was demonstrated.

Paper from Soviet Union

On the third day the paper submitted by the Soviet Union on the nature of the Soviet rescue service was discussed at some length, and plans were considered for the holding of the next life-boat conference. Later in the day delegates visited the Norwegian, Polish and Swedish rescue vessels. At a dinner that evening the chairman, who had presided throughout the conference, Consul H. Helms, formally proposed that the ninth International Life-boat Conference should be held in Great Britain. In reply Earl Howe stated that he must first consult the Committee of Management of the Royal National Life-boat Institution, but that he himself believed the Committee would heartily welcome the proposal.

The organisation of the conference by the German life-boat society was flawless throughout, and the skill with which the chairman conducted the discussions aroused the admiration of all present. The delegates were also most fortunate in the hospitality which they received, among those who entertained them being the German life-boat society, the Senate of Bremen, the Bremen Chamber of Commerce and the Bremen Association of Shipowners.

Portrait on the Cover

THE portrait on the cover is of Coxswain Thomas Dawson of North Sunderland, who has been coxswain since September 1955. Before that he served as bowman for twelve years and second coxswain for more than four years. He first became a regular member of the North

Sunderland crew in 1927. Since his appointment as bowman North Sunderland life-boats have been launched on service 68 times and have rescued 38 lives. The photograph is reproduced by courtesy of Kenneth Graham of Alnwick.

Duke of Northumberland, K.G.

IN April 1959 H.M. the Queen appointed the Duke of Northumberland, who is the

Treasurer of the Institution, Knight of the Most Noble Order of the Garter.

New Scarborough Life-boat Named

THE first life-boat of the Oakley class was named *J. G. Graves of Sheffield* at a ceremony at the Scarborough life-boat house on the 11th of June, 1959.

The life-boat was a gift of the J. G. Graves Charitable Trust, and Mrs. R. J. Drummond-Jackson, daughter of the founder of the trust and herself one of the trustees, presented the boat to the Institution. Admiral Sir William Slayter, a member of the Committee of Management, accepted the life-boat and handed her over to the branch, Mr. D. B. Atkinson, honorary secretary of the branch, accepting her.

The Mayor of Scarborough, Councillor J. A. Kennedy, opened the pro-

ceedings, and the Vicar of Scarborough, the Rev. Canon D. Oxby Parker, assisted by the President of the Scarborough Free Church Council, the Rev. R. B. Hyde, dedicated the life-boat. Commander L. F. Hill, the Central District Inspector, described the boat, and after a vote of thanks had been proposed by Captain J. E. Cooper, chairman of the branch and seconded by Mrs. E. C. Nicholson, chairman of the Scarborough ladies' life-boat guild, Lady Georgiana Starkey named the boat. The singing was led by the Falsgrave County Modern School choir conducted by Miss Miriam Dowson.

Book Reviews

Trinity House by J. GROSVENOR (Staples Press, 15/-) is a factual and ably written account of the work of the great organisation which received its charter in 1514 and which today is responsible for so many essential services, including the maintenance of lighthouses and lightvessels, pilotage, the provision and care of beacons and buoys and the surveying of wrecks.

The history and origins of the organisation are sketched somewhat lightly, although Mr. Grosvenor does refer to the fraternity founded in the early thirteenth century under the name of the "Masters and Fellows of Trinity Guild" who pledged themselves to "succour from the dangers of the sea all who are beset upon the coasts of England, to feed them when ahungred and athirst, to bind up their wounds and to build and light proper beacons for the guidance of mariners". A more vivid picture of the lives of those who serve in lighthouses and lightvessels might also have added to the interest of the book, but as a guide to the manner in which Trinity House is organised and the tasks which it undertakes and so successfully performs, Mr. Grosvenor's book will serve as a valuable work of reference.

Earl Howe, Chairman of the Committee of Management of the Institution, has written a foreword in which he

states: "One can only humbly and sincerely admire the great and wonderful work and record of the Elder Brethren".

P.H.

As one would expect from volumes in the Penguin Handbook series, *Sailing* and *Cruising*, both by PETER HEATON, (Penguin Handbooks, 4/- each) are competent and comprehensive.

Sailing starts the beginner in the right way and at the right place and takes him carefully to the point where he should be capable of looking after himself afloat. If he has absorbed all the information offered he will be knowledgeable as well.

Cruising goes a step or, more accurately, a number of steps further and initiates the eager sailing man into the minor mysteries of cruising vessels and deep-sea navigation.

Both books will find a useful place in bookshelves ashore and afloat. Possibly the Royal National Life-boat Institution might not be in full agreement with Mr. Heaton's exhortation to harden one's heart and go to sea with an adverse forecast in order to avoid spending a holiday weather-bound, but it would be churlish to criticize on that point alone, with so much on the credit side.

E.W.M.

Royal Humane Society Award

POLICE Constable Robert Rutherford, who is a regular member of the Tynemouth life-boat crew, has been awarded the Royal Humane Society's testimonial on parchment for his part in the rescue of a 73-year-old man in January, 1959. P.C. Rutherford was on his beat when

he learnt that a man was in the water near the jetty's edge. Although the water was extremely cold he immediately went into it, and for twenty-seven minutes he waited submerged up to his neck until a boat rescued the elderly man.

Birthday Honours

HONOURS bestowed on those associated with the life-boat service in the Birthday Honours for 1959 included :

K.C.M.G. COMMANDER THE RIGHT HONOURABLE A. H. P. NOBLE, D.S.O., D.S.C., R.N. (Retd.), a former member of the Committee of Management.

K.B.E. VICE-ADMIRAL GEOFFREY THISTLETON-SMITH, C.B.E., G.M., M.B.E., also a former member of the Committee of Management.

O.B.E. MR. B. R. DOUGLASS, honorary secretary of Londonderry branch.

M.B.E. MRS. W. L. ELSE, J.P., chairman of the St. Helens ladies' life-boat guild.

M.B.E. MR. R. A. B. OAKLEY, Surveyor of Life-boats.

MR. RICHARD DIMBLEBY, O.B.E., who made the last appeal on behalf of the Institution broadcast by the B.B.C., was promoted C.B.E.

New Member of Committee of Management

LORD KILLANIN has been co-opted as a member of the Committee of Management of the Institution. He had extensive journalistic experience before the last war, and during the war he served as an officer of the Queen's Westminsters. He is a director of a

number of companies and has produced films.

Lord Killanin, who has homes both in Dublin and in County Galway, is a member of the Galway Chamber of Commerce. He is on the Council of the Irish Red Cross Society and is a member of the Royal Irish Yacht Club.

THE LIFE-BOAT FLEET

154 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 30th June, 1959 - - 82,117

Christmas Cards and Calendars

THE Institution will again have a Christmas card and a pocket calendar for sale. The card will be a reproduction in colour of the picture on this page. It is a photograph of the 41-foot Newhaven life-boat *Cecil and Lillian Philpott* at sea. The photograph is reproduced by courtesy of Messrs. Kodak, Ltd.

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

page two. The price of the card, with the envelope, will be 9d. Name and address can be printed in, if not fewer than twenty-five are ordered, at an added cost of 16s. for 25 and under 50, 19s. 6d. for 50 and under 100, and 25s. for 100 up to 200.

Supporters of the Institution living in the Irish Republic are asked to order Christmas cards from the Dublin office, 32 South Frederick Street, Dublin, C.2.



By courtesy of]

[Kodak Ltd.

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

There will also be a hanging calendar, with a picture in colour, a reproduction of a photograph of the Whitby life-boat escorting a fishing boat in heavy seas. This calendar is not for sale and is produced primarily for distribution to solicitors' offices.

Outward Bound Medal Award

MR. KENNETH SMITH, a member of the Tynemouth life-boat crew, has been awarded the Morley Medal of the Outward Bound Trust. This medal is given not more than once annually to someone who has taken a course at one of the Outward Bound schools and

whose subsequent actions showed the best example of the value of Outward Bound training. The award was made to Mr. Smith for his services in the life-boat and for the presence of mind he showed when a ship parted her moorings in the Tyne in December 1958.

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

145 Lives Rescued

APRIL

DURING April life-boats were launched on service 57 times and rescued 50 lives.

FOUR SURVIVORS LANDED FROM FRENCH CRABBER

Penlee, Cornwall. At 6.12 on the morning of the 1st of April, 1959, the coastguard informed the honorary secretary that a vessel was ashore in St. Loy Bay. At 6.34 the life-boat *W and S* was launched in a slight sea, with a gentle west-south-westerly wind blowing and a flood tide. The life-boat was within half a mile of the casualty, the French crabber *Pluie de Rose*, when the coxswain sighted a small boat with four survivors on board. They were transferred to the life-boat and their boat was taken in tow. The coxswain learnt that they were survivors from the French crabber and that there were still two men on board her. The life-boat went alongside the crabber, but the two men had been taken off by the life-saving apparatus team by breeches buoy. The life-boat made for Newlyn to land the four men, arriving at 7.45. She was rehoused at nine o'clock. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £5 8s.

AMERICAN PILOT BALES OUT OVER SEA

Aldeburgh, Suffolk. At 1.20 on the afternoon of the 1st of April, 1959, the coastguard informed the honorary secretary that a United States aircraft was in difficulties off Orfordness and that her pilot might have to bale out. The life-boat crew were alerted, and at 2.5 the coastguard reported that the pilot was baling out. The life-boat *The Alfred and Patience Gottwald* was launched at 2.15 in a slight sea. There was a light south-westerly wind and a flood tide. The weather was overcast. The pilot was first sighted by a helicopter, whose attempt to rescue him was unsuccessful, and he was eventually picked up by a Royal Air Force air-sea

rescue launch. The life-boat reached the position, and two of her crew were asked to give artificial respiration to the pilot on board the rescue launch. This was done, but the pilot did not respond to treatment and his body was taken to Felixstowe. The life-boat returned to her station, arriving at 4.30. Rewards to the crew, £8 8s. 11d.; rewards to the helpers on shore, £13 8s. 6d.

ESCORT FOR FINNISH STEAMER AFTER COLLISION

Southend-on-Sea, Essex. At 7.45 on the morning of the 3rd of April, 1959, a message was received that a vessel, which had been in a collision, was sinking near Little Nore Sands. The life-boat *Greater London II (Civil Service No. 30)* was launched at 8.10. The sea was calm, with a light easterly breeze blowing, but there was thick fog. It was high water. The life-boat found the s.s. *Ramso* of Mariehamn, Finland, in Sheerness anchorage being towed by two tugs. Her bow had been badly damaged and her fore-hold was flooded. The life-boat escorted her until she was safely beached and then returned to her station, arriving at noon. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £4 10s.

ROWING BOAT AND DINGHY TAKEN IN TOW

Barmouth, Merionethshire. At 7.15 on the evening of the 3rd of April, 1959, the life-boat *The Chieftain* was returning to her station after a routine exercise when a message was received from the coastguard that a small dinghy was in difficulties off Barmouth Pavilion. It was cloudy with light easterly airs, and there was a heavy ground swell. The life-boat found a rowing boat, with three people on board, trying to tow the dinghy, whose engine had failed. The rowing boat was making no headway against the heavy swell and strong ebb tide. The man aboard the dinghy and the three people in the rowing boat were transferred to the

life-boat. The life-boat then took the two boats in tow, reaching the harbour at eight o'clock. Rewards to the crew, £6; rewards to the helpers on shore, £1 16s.

TWO PEDIGREE COWS RESCUED FROM SEA

Tenby, Pembrokeshire. At 8.30 on the evening of the 3rd of April, 1959, the honorary secretary received a message that three pedigree cows had fallen over a cliff at Manorbier. Two of the cows were in a position which was inaccessible from the shore, and the other one had been killed. A request for the assistance of the life-boat was received by the honorary secretary, and at 8.40 the life-boat *Henry Comber Brown* was launched. She took a dinghy in tow. The weather was fine with a calm sea and a gentle off-shore breeze; the tide was ebbing. The life-boat made for Swanlake Bay, and when she reached the position given two members of her crew manned the punt. In the very heavy surf the punt capsized twice, and it was decided to postpone any attempt to rescue the animals until first light, when it would be nearly high water. The life-boat returned to harbour at 1.40 and reached the position near the cliff once more at 5.30. The two cows were taken in tow to the beach, and the life-boat returned to her station at 10.52. The farmer expressed his thanks. Rewards to the crew, £26 5s.; rewards to the helpers on shore, £5 12s. The R.S.P.C.A. awarded a framed certificate of merit to the coxswain and crew "for their courage and humanity".

TOW FOR YACHT IN NEAR GALE

Eastbourne, Sussex. At 9.17 on the morning of the 6th of April, 1959, the coastguard informed the honorary secretary that a yacht was in difficulties off Beachy Head. At 9.36 the life-boat *Beryl Tollemache* was launched in a very rough sea. A south-westerly wind of nearly gale force was blowing, and the tide was flooding. The life-boat found the motor yacht *Winifred*, which had a crew of five, with her engines broken down. She took her in tow to New-

haven harbour and returned to her station at 2.45. Rewards to the crew, £10 17s.; rewards to the helpers on shore, £15 14s.

TOW OF YACHT TAKEN OVER FROM TANKER

Walton and Frinton, Essex. At 11.40 on the morning of the 7th of April, 1959, the coastguard informed the honorary secretary that a wireless message had been received from the Norwegian tanker *Sigurdrinde* that a yacht had been taken in tow five miles off the Galloper lightvessel. The yacht, which had a crew of two, had lost her sails. A later message was received from the tanker that she was towing the yacht very slowly towards the Sunk lightvessel. The life-boat *Cunard*, on temporary duty at the station, left her moorings at noon in a rough sea. There was a strong north-westerly wind with rain squalls, and it was high water. The life-boat found the tanker and yacht and after great difficulty took the yacht *Sea Knight* in tow to Harwich. Her crew were landed at Walton by the life-boat at 8.7. Rewards to the crew, £19 17s.; rewards to the helpers on shore, £5 4s.

LIFE-BOAT HELPS TO REFLOAT STEAMER

Port St. Mary, Isle of Man. At five o'clock on the afternoon of the 7th of April, 1959, the coxswain told the honorary secretary that a coaster was ashore in Calf Sound. The coxswain had received a telephone message informing him of this and had gone by car to a point from which he could confirm the report. The life-boat *R. A. Colby Cubbin No. 2* left her moorings at 5.15 in a moderate swell. There was a strong westerly wind with rain showers, and it was low water. The life-boat found the s.s. *Ben Maye* of Douglas and helped to refloat her. She then returned to her station, arriving at 7.15. The owners of the steamer expressed their appreciation and made a donation to the Institution's funds. Rewards to the crew, £8 8s.; reward to the helper on shore, 14s.

VESSEL REFLOATED AT SECOND ATTEMPT

Campbeltown, Argyllshire. At 10.30 on the night of the 7th of April, 1959, the honorary secretary received a message that a motor vessel was ashore on French Point at the entrance to Campbeltown Loch and that her crew had asked for help to tow the vessel off. At 10.43 the life-boat *City of Glasgow*, on temporary duty at the station, left her moorings in a moderate north-westerly wind and sea. The tide was flooding. The life-boat reached the position and found that the casualty was the motor vessel *Ben Challenger* of Greenock, which had a crew of four. The first attempt to tow the vessel was unsuccessful, but she refloated at the second attempt and was escorted to Campbeltown, which was reached at 12.7. Property salvage case.

CREW MEMBERS TRY TO REVIVE BOY IN LIFE-BOAT

Fleetwood, Lancashire. At 10.55 on the morning of the 9th of April, 1959, the coastguard informed the honorary secretary of a report received from the police that a small boy was in the sea off Rossall Point. At 11.5 the life-boat *Ann Letitia Russell* was launched in a smooth sea, with a light north-westerly breeze blowing and a flood tide. She reached the boy, who was taken on board. He was given artificial respiration by the bowman and motor mechanic until he was landed. An ambulance was waiting at the pierhead to take him to hospital, and efforts to resuscitate the boy were continued in the ambulance, but they were unsuccessful. The life-boat finally reached her station at 11.50. Rewards to the crew, £5; rewards to the helpers on shore, £2 8s.

DINGHY TOWED IN AFTER SEARCH FOR CREW

Margate, Kent. At 12.41 on the afternoon of the 10th of April, 1959, the coastguard informed the honorary secretary that a small sailing dinghy had capsized about half a mile off shore at Minnis Bay, Birchington. At 12.55 the life-boat *North Foreland* (*Civil Service*

No. 11) was launched. There was a fresh west-south-westerly wind with heavy rain showers. The sea was choppy and the tide was flooding. The life-boat found the sailing dinghy, but there was no sign of her crew. The search for the crew continued until it was learnt by radio-telephone that the two occupants of the dinghy had been rescued by a small boat, which had put out from Birchington. The sailing dinghy was taken in tow and handed over to the local sailing club, and the life-boat reached her station at 3.15. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £4 4s.

THREE OF YACHT'S CREW TAKEN FROM LIGHTVESSEL

Walton and Frinton, Essex. At 3.45 on the afternoon of the 11th of April, 1959, the coastguard passed on to the assistant honorary secretary and coxswain a message received from the Galloper lightvessel that an auxiliary cutter was "going round in circles" off the lightvessel. As the yacht had made no attempt to make contact with the lightvessel and was not showing any distress signals, the assistant honorary secretary told the coastguard he would wait for further information before launching the life-boat. The whaler *Nortreff* made contact with the yacht and was informed that her owner had been lost overboard and that her crew were searching for him. At 5.35 the *Nortreff* sent a radio message that she was towing the yacht *Rose* to the lightvessel and asked for some other vessel to take over the tow as she wanted to continue on her passage.

It was decided to launch the life-boat *Cunard*, which was on temporary duty at the station, for the wind and sea were increasing. A message had also been received from the lightvessel that the *Rose* had been brought alongside her under extremely difficult conditions, and that her three remaining crew, consisting of two men and a woman, were on board the lightvessel, the woman having suffered severe injuries to both shoulders in climbing on board. The life-boat left her moorings at 5.39 in a strong south-easterly wind with

heavy rain squalls. The sea was very rough, and the tide was ebbing. The life-boat took the crew of the *Rose* off the lightvessel and landed them at 1.30 on the morning of the 12th of April at Harwich, where they were taken to hospital. It was learnt from the three survivors that during a heavy squall the yacht's mainsail had been torn and her owner had been attempting to repair it by leaning over the gaff when the gaff swung overboard and carried him away. Two unsuccessful attempts had been made by the cutter's crew to pull him aboard. After refuelling the life-boat left Harwich at two o'clock and returned to the lightvessel. She towed the *Rose* to Harwich, where the yacht was moored at 12.30 and then returned to her station, arriving at 3.55. First service : rewards to the crew, £18 1s. ; rewards to the helpers on shore, £5 3s. Second service : property salvage case.

EXHAUSTED YACHT'S CREW TAKEN ON BOARD

Ramsgate, Kent. At 6.53 on the evening of the 11th of April, 1959, the coastguard informed the honorary secretary of a radio-telephone message received from the tanker *Helix* that a sailing yacht was in difficulties one mile east of Tongue lightvessel. At 7.5 the life-boat *North Foreland (Civil Service No. 11)* was launched in a very rough sea, with a fresh south-south-westerly wind blowing and an ebb tide. The weather was overcast with rain squalls. While making for the position the coxswain was informed that the yacht *Minette* of London was secured to the lightvessel and that her crew of four were very seasick and exhausted. The wind had now backed to the south-south-east and was blowing more strongly. The life-boat reached the lightvessel at 8.10 and found the yacht secured astern. Her crew were too exhausted and sick to handle her and were unable to board the lightvessel. The coxswain manoeuvred the life-boat alongside and the four men were taken on board the life-boat. The second coxswain then boarded the yacht and connected a tow rope. Throughout the

return passage there was a danger that the yacht might founder in the heavy confused sea, but the life-boat towed her back successfully. The life-boat was off Margate at 8.45, but the coxswain had to wait for the tide to enter the harbour. It was 11.59 before the life-boat was moored alongside the quay, and she was rehoused early next morning. Property salvage case.

TOW OF YACHT TAKEN OVER FROM GERMAN STEAMER

Ramsgate, Kent. At 2.37 on the morning of the 12th of April, 1959, the coastguard informed the honorary secretary that a yacht in tow of the German steamer *Helios*, which was twenty-four miles east of Ramsgate, needed the help of a life-boat. At 3.21 the life-boat *Michael and Lily Davis* put out in a moderate to rough sea. There was a moderate south-westerly wind, and the tide was ebbing. The life-boat met the German steamer twelve miles north-east of Sandettie lightvessel and took over the tow of the yacht *Sea Clipper* of London. The yacht's crew of three were taken on board the life-boat, which reached the harbour at 2.41. Property salvage case. Rewards to the helpers on shore, 10s.

FISHING BOAT TOWED TO HARBOUR

Ramsgate, Kent. At 5.3 on the afternoon of the 12th of April, 1959, the coastguard told the honorary secretary that the fishing vessel *Garland* had broken down with engine trouble off Dumpton Gap. Further information was asked for as the life-boat had passed this vessel when she had gone out on service earlier that day and the *Garland* had not asked for help. At 5.38 a message was received that a distress signal was being flown, and the life-boat *Michael and Lily Davis* left her moorings in a slight sea. There was a moderate west-south-westerly wind and an ebb tide. The life-boat took the fishing vessel, which had a crew of two, in tow and reached her station at 6.25. Rewards to the crew, £7 ; rewards to the helpers on shore, 10s.

MAN FALLS OVERBOARD FROM YACHT

Margate, Kent. At 11.25 on the morning of the 15th of April, 1959, the coastguard informed the honorary secretary that a yacht was ashore near the South Margate buoy and needed help. At 11.38 the life-boat *North Foreland (Civil Service No. 11)* was launched in a rough sea. A strong south-south-westerly wind was blowing, and the tide was flooding. The life-boat found the yacht *Straight Flush* of Ramsgate with one man on board on the Hook Sands. She was bumping very heavily with seas breaking over her. The life-boat came within fifty yards of the yacht and a line was fired across to her. The yacht was then towed clear. When deep water was reached, it was decided to transfer the man to the life-boat, but in attempting to board her he slipped and fell overboard, but he was quickly recovered. The yacht, whose steering was damaged, was again taken in tow after the bowman had been put aboard her, and Margate was reached at 2.15. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £4 4s.

TWO BOYS RESCUED FROM CANOE

Margate, Kent. At 3.24 on the afternoon of the 15th of April, 1959, the coastguard informed the honorary secretary that two boys in a canoe were being blown out to sea by a strong south-south-westerly wind off the Neyland Rocks. There was a choppy sea, and it was high water. The life-boat *North Foreland (Civil Service No. 11)* was launched for the second time on service that day at 3.26. She reached the canoe, and the two boys, who were aged ten and eleven, and the canoe were taken on board the life-boat. One of the boys had lost a leg in a road accident during the winter and could not swim. The two boys, who were very distressed, and their canoe were landed at Margate at 3.46. The life-boat was rehoused at six o'clock. Rewards to the crew, £7; rewards to the helpers on shore, £4 4s.

FISHING BOAT FOUND DRIFTING ON TO ROCKS

St. Peter Port, Guernsey. At 7.30 on the evening of the 16th of April, 1959, the signal station reported that red and white flares had been seen about one mile south of the pier heads. The life-boat *Euphrosyne Kendal* left her moorings at 7.50 in a slight sea, with a moderate north-easterly wind blowing and a flood tide. She found the local fishing boat *Victory* with one man on board. The fishing boat had fouled her propeller and although anchored was drifting on to the rocks. The life-boat took her in tow to the harbour, arriving at 8.20. Rewards to the crew, £7; reward to the helper on shore, 12s.

CREW OF NORWEGIAN FISHING VESSEL RESCUED

Lerwick, Shetlands. At 9.42 on the evening of the 16th of April, 1959, the coastguard informed the honorary secretary that a man living in Lerwick had heard on his radio a Norwegian motor fishing vessel asking for help as she was ashore on the rocks near Lerwick. The life-boat *Claude Cecil Staniforth* left her moorings at 10.6 in a heavy swell, a Norwegian, who now lives in Lerwick, volunteering to go out in her. There was a gentle breeze and an ebb tide. Visibility was reduced to thirty to fifty yards because of fog. The life-boat began to search the southern entrance to Lerwick on the Bressay shore as far as the Kirkabister Ness lighthouse.

At 10.26 another Norwegian fishing vessel lying at the quay side intercepted a message that the casualty was ashore at the Isle of Mousa. The life-boat was informed and made at full speed for this position, the coxswain having set a course with the assistance of the life-boat's direction-finding equipment. The casualty, which was the motor fishing vessel *Dyrhaug*, was found north of Mousa light. The life-boat went alongside, and the skipper of the fishing vessel asked for a tow. Several attempts were made to refloat the *Dyrhaug*, but they were unsuccessful and it was decided to await the flood tide.

By 2.30 in the morning the position had deteriorated. The vessel was leaking badly where she had been holed, and her crew dismantled the radio transmitter and receiver and all the fishing equipment and transferred them to the life-boat together with other stores. A request was made to the fishing vessel *Froystern*, which was in direct contact with the life-boat by radio-telephone, to bring a pump out, and the *Froystern* left harbour at 3.49. The *Dyrhaug's* crew of eight eventually abandoned their vessel at 4.42 and were taken on board the life-boat, which returned to Lerwick, arriving at 6.30. The Norwegian who had gone out in the life-boat was of great assistance in speaking to the casualty's crew and passing messages on the radio-telephone. Rewards to the crew, £17 9s. ; rewards to the helpers on shore, £2 8s.

ESCORT FOR THREE FISHING BOATS

Sheringham, Norfolk. At 7.15 on the morning of the 17th of April, 1959, the coxswain informed the honorary secretary that three local fishing boats were at sea in deteriorating weather. The life-boat *Foresters Centenary* was launched at 7.47 in a rough sea, with a moderate easterly wind blowing and an ebb tide. The life-boat made at once for the fishing boat *Boy Billy*, which had been fishing off Weybourne and escorted her safely ashore. She then went to the help of the fishing boats *Our Boys* and *June Rose*, which had been fishing off Cromer, and escorted them both to Sheringham, which was reached at 8.58. Rewards to the crew, £8 ; rewards to the helpers on shore, £17 13s.

YACHT FOUND IN TOW OF DUTCH COASTER

Torbay, Devon. At 7.27 on the morning of the 17th of April, 1959, the coastguard told the honorary secretary that the Dutch coaster *Vliestroom* had asked for the help of a life-boat as she was standing by the yacht *Canores*. The yacht had lost her sails in a storm during the night and her auxiliary engine was defective. Her position was eleven to twelve miles south-east of Start Point

and she had a crew of four. The life-boat *Lloyd's*, on temporary duty at the station, left her moorings at 7.45. There was a heavy swell and a moderate north-westerly wind. The tide was flooding. The life-boat made for the position but in the meantime another Dutch coaster *Raket* had taken the yacht in tow and was making for Brixham. The life-boat came up with the *Raket* and took over the tow of the yacht to Brixham. She then returned to her station, arriving at 10.15. The owner of the yacht made a gift to the life-boat crew. Rewards to the crew, £9 12s. ; rewards to the helpers on shore, £1 4s.

TOW FOR YACHT WITH U.S. OFFICERS ABOARD

Walton and Frinton, Essex. At 7.29 on the evening of the 17th of April, 1959, the coastguard informed the honorary secretary that a small vessel was burning red flares half a mile south-east of the pier. The life-boat *Cunard*, on temporary duty at the station, left her moorings at 7.49 in a heavy swell. A moderate northerly wind was blowing and the tide was ebbing. The life-boat found the yacht *Rigel*, with three United States Air Force officers on board, bound for Woolverstone. They had lost a leeboard and the outboard motor had broken down. The yacht was towed to Felixstowe dock, and the life-boat reached her station at 11.30. The American officers expressed their thanks and made a donation to the Institution's funds. Rewards to the crew, £12 16s. ; rewards to the helpers on shore, £5.

LINE PASSED TO DUTCH MOTOR VESSEL

St. Ives, Cornwall. At 12.20 early on the morning of the 18th of April, 1959, the coastguard informed the honorary secretary that a vessel needed help eight and a half miles west-north-west of St. Ives Head. Five minutes later the life-boat *Frank and William Oates*, on temporary duty at the station, was launched in a strong north-westerly wind. There was a heavy ground swell, with an ebb tide. The life-boat reached the position and found H.M.S. *Leopard*

passing a line to the motor vessel *Marjan* of Waalwijk, Netherlands, and preparing to take her in tow. She helped the warship to connect the tow rope and then stood by until 5.54, when the tow was taken over by the tug-boat *Englishman*. As the services of the life-boat were no longer needed she returned to her station, arriving at nine o'clock. Rewards to the crew, £13 19s. ; rewards to the helpers on shore, £11 10s.

EX-COXSWAIN TAKES COMMAND OF LIFE-BOAT

Whitby, Yorkshire. At nine o'clock on the morning of the 18th of April, 1959, an ex-coxswain of the life-boat, who is today a boathouse attendant, told the honorary secretary that while attending his boats in the upper harbour he had been informed by a passing motorist that a vessel was sending up distress flares four miles north of Whitby. The life-boat *Mary Ann Hepworth* was launched at 9.15 with the ex-coxswain in command in a moderate sea. A north-north-easterly wind of nearly gale force was blowing, and the tide was flooding. The life-boat found the motor fishing vessel *Progress* in tow of the motor fishing vessel *Prosperity*, whose skipper was the coxswain of the life-boat. She stood by until both vessels were safely in harbour. As the rest of the fishing fleet were at sea, the life-boat stood by the harbour bar until the fishing boats *Pilot Me*, *Lead Us*, *Easter Morn*, *Whitby Rose* and *Stakesly Rose* had crossed the bar. The life-boat returned to her station at noon. Rewards to the crew, £8 8s. ; rewards to the helpers on shore £1 16s.

ESCORT FOR FIVE COBLES IN GALE

Filey, Yorkshire. On the morning of the 18th of April, 1959, five local fishing cobles were at sea in very heavy weather, and at 9.55 it was decided to launch the life-boat *The Isa and Penryn Milsted*. There was a rough sea with a flood tide, and a north-westerly gale was blowing. The five cobles were escorted safely ashore, and the life-boat reached her station at 12.15. Rewards

to the crew, £7 4s. ; rewards to the helpers on shore, £8 13s.

BELGIAN YACHT TOWED TO HARBOUR

Ramsgate, Kent. At 10.32 on the night of the 20th of April, 1959, a message was received from the east pier watchman that a yacht was anchored three miles north-east of Ramsgate. She had engine trouble and needed help. At 10.44 the life-boat *Michael and Lily Davis* put out in a slight sea, with a light easterly wind blowing and an ebb tide. The life-boat found the yacht *Jan Bart* of Antwerp, with a crew of five, took her in tow, and reached her station at 10.22. Property salvage case. Rewards to the helpers on shore, 10s.

DINGHY'S CREW OF FOUR RESCUED

Dover, Kent. At 1.15 on the afternoon of the 22nd of April, 1959, the eastern arm signal station informed the honorary secretary that a small dinghy with an outboard motor was drifting half a mile south of the signal station. At 1.39 the life-boat, *John R. Webb*, on temporary duty at the station, put out in a calm sea. There was a light easterly breeze and an ebb tide. The life-boat found the dinghy with her engine broken down. Her crew of four were taken on board, and with the dinghy in tow the life-boat returned to her station, arriving at 2.25. One of the dinghy's crew made a donation to the Institution's funds. Rewards to the crew, £4 5s.

TOW FOR CONVERTED SHIP'S BOAT

New Brighton, Cheshire. At 10.20 on the night of the 23rd of April, 1959, a stageman told the honorary secretary that a converted ship's boat was adrift off New Brighton with two young men and two girls on board. At 10.32 the life-boat *Lady Jane and Martha Ryland*, on temporary duty at the station, put out in a smooth sea, with a light southerly breeze blowing and a flood tide. The ship's boat *Volga* was found drifting up river about a mile south of the New Brighton stage. The two girls were

transferred to the life-boat, and after a line had been connected to the life-boat by a member of her crew, the *Volga* was towed to the stage. This was reached at 11.40, and the two girls and the two young men were landed. Rewards to the crew, £6 ; rewards to the helpers on shore, £1 6s.

LIFE-BOAT AND HELICOPTER MAKE FOR CAPSIZED YACHT

Bembridge, Isle of Wight. At 3.17 on the afternoon of the 25th of April, 1959, the coastguard informed the honorary secretary that a yacht had capsized off Priory Bay. At 3.26 the life-boat *Jesse Lumb* was launched in a rough sea. A southerly gale was blowing, with an ebb tide. A helicopter also took off. At 3.41 the coastguard reported that the secretary of the Bembridge sailing club had informed him that both the occupants of the yacht had been picked up by two boats. The life-boat escorted these two boats until they were safely in harbour and reached her station at 4.10. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, £3 5s.

CREW OF CATAMARAN RESCUED

Walmer, Kent. At 3.15 on the afternoon of the 25th of April, 1959, the coxswain was informed that a catamaran with three people on board had capsized. He saw the casualty about four hundred yards off the life-boat house, and at 3.30 the life-boat *Charles Dibdin* (Civil Service No. 32) was launched. There was a moderate sea, with a fresh south-westerly wind blowing and a flood tide. The weather was overcast with occasional rain showers. The life-boat made for the casualty and picked up three men from the water. She then took the sailing catamaran *Santa Maria* in tow and reached her station at 4.15. The crew of the catamaran expressed their thanks and made a donation to the Institution's funds. Rewards to the crew, £4 ; rewards to the helpers on shore, £5 4s.

ESCORT FOR BOAT IN TOW OF PILOT CUTTER

Sunderland, Co. Durham. At 3.31 on the afternoon of the 25th of April, 1959,

the coastguard informed the honorary secretary that the fishing boat *Blossom* had broken down between Sunderland and Seaham. At 3.40 the life-boat *Edward and Isabella Irwin* was launched in a slight sea. A gentle south-south-easterly wind was blowing, and the tide was flooding. The life-boat made for the position and found the fishing boat in tow of the local pilot cutter. She escorted both vessels to harbour and reached her station at 5.30. Rewards to the crew, £7 ; rewards to the helpers on shore, £1 16s.

DRIFTING TUG TOWED TO HARBOUR

St. Mary's, Scilly Islands. At 5.25 on the afternoon of the 26th of April, 1959, the coastguard informed the honorary secretary that a small motor tug was burning flares between Annet Head and St. Mary's. The life-boat *Guy and Clare Hunter* was launched at 5.40 in a rough sea. There was a westerly wind of nearly gale force and a flood tide. The life-boat found the tug *Helen N. MacAlister* fifteen minutes later. She had a crew of nine and had been drifting since the previous afternoon, when her engines had broken down fifty miles west of Bishop Rock lighthouse. The coxswain asked by radiotelephone for one of the local launches to make for the position as her services might be needed. The tug had lost an anchor and chain, and the coxswain then asked for a coil of rope to be fetched by the launch from St. Mary's. After a hawser had been connected to the tug she was taken in tow, arriving at St. Mary's at 8.20 in the morning. Property salvage case.

TOW FOR BARGE IN NEAR GALE

Southend-on-Sea, Essex. At 11.15 on the morning of the 26th of April, 1959, the coastguard told the honorary secretary that a motor barge needed help one mile north-east of the North Knob buoy. At 11.36 the life-boat *Greater London II* (Civil Service No. 30) was launched. The sea was rough, a south-westerly wind of nearly gale force was blowing, and the tide was flooding. The weather was cloudy with squally showers. A helicopter also took

off, and her crew gave the coxswain a new position of the casualty by very high frequency radio-telephone. This placed the barge three miles nearer to the life-boat. The barge *Glenwood* of Rochester was found with two men on board. At their request the life-boat towed the barge to the Southend jetty, arriving at 3.30. Property salvage case.

TOW FOR YACHT IN GALE

Dover, Kent. At 3.7 on the morning of the 30th of April, 1959, the coast-guard informed the honorary secretary that a yacht needed help four miles east-south-east of Folkestone pier. The coaster *Clarity* was standing by the yacht, and at 3.30 the life-boat *John R. Webb*, on temporary duty at the station, left her moorings in a very rough sea. There was a strong north-north-easterly gale with heavy rain, and the tide was flooding. The life-boat found the yacht *Satyr* with one man on board and took her in tow to Wellington dock. Her main halyard had blown away, and she had run short of fuel. The life-boat reached her moorings at 5.26. Rewards to the crew, £8 13s.

TOW FOR DRIFTING FISHING VESSEL

Kirkcudbright. At 12.40 on the afternoon of the 30th of April, 1959, the coxswain was told that the motor fishing vessel *Liberty* of Ballantrae needed help six miles south-by-east of Little Ross. The life-boat *J. B. Couper of Glasgow* was launched at 12.59 in a slight sea. There was a gentle west-by-northerly wind and it was low water. The life-boat found the *Liberty*, with one man aboard, drifting with her engine broken down. She took her in tow to Kirkcudbright harbour and reached her station at 6.15. The owner of the fishing vessel made a donation to the Institution's funds. Rewards to the crew, £9 1s.; rewards to the helpers on shore, £3 19s.

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

Mumbles, Glamorganshire.—April 2nd.—Rewards, £17 12s.

Tenby, Pembrokeshire.—April 2nd.—Rewards, £13 17s.

Angle, Pembrokeshire.—April 2nd.—Rewards, £11 4s.

Fleetwood, Lancashire.—April 3rd.—Rewards, £16 14s.

St. Peter Port, Guernsey.—April 5th.—Rewards, £7 18s.

Hartlepool, Co. Durham.—April 5th.—Rewards, £7 16s.

Salcombe, Devon.—April 7th.—Rewards, £8 4s.

Girvan, Ayrshire.—April 9th.—Rewards, £11 16s.

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

Caister, Norfolk.—April 12th.—Rewards, £17 12s.

Anstruther, Fifeshire.—April 14th.—Rewards, £12 1s.

Lerwick, Shetlands.—April 15th.—Rewards, £9 16s.

Weymouth, Dorset.—April 16th.—Rewards, £7.

Dun Laoghaire, Co. Dublin.—April 19th.—Rewards, £8 16s.

Baumaris, Anglesey.—April 20th.—Rewards, £10 10s.

Caister, Norfolk.—April 23rd.—Rewards, £14 5s.

Great Yarmouth and Gorleston, Norfolk.—April 23rd.—Rewards, £13.

Troon, Ayrshire.—April 26th.—Rewards, £9 1s.

Stronsay, Orkneys.—April 26th.—Rewards, £9.

Southend-on-Sea, Essex.—April 26th.—Rewards, £18 8s.

Plymouth, Devon.—April 27th.—Rewards, £7.

MAY

DURING May life-boats were launched on service 78 times and rescued 45 lives.

TWO LIFE-BOATS IN TURN ESCORT NORWEGIAN VESSEL

Barra Island, and Islay, Hebrides. At 12.45 early on the morning of the 2nd of May, 1959, the coastguard informed the honorary secretary of the Barra Island life-boat station that the motor vessel *Rusken* of Oslo, on passage from Liverpool to Norway, was aground on

Oigh Sgeir rock six miles south-east of Canna Island. She was leaking and needed help. At 1.20 the life-boat *R. A. Colby Cubbin No. 3* put out in a slight sea. There was a gentle south-westerly wind and a flood tide. When the life-boat reached the position the *Rusken* had refloated, and her master informed the coxswain that he was returning to Greenock and asked for an escort. The life-boat escorted the motor vessel as far as the Sound of Mull.

At 11.50 the coastguard informed the honorary secretary of the Islay life-boat station of the position of the *Rusken* and asked if the Islay life-boat could escort her through the Sound of Islay. Arrangements were made for a rendezvous off the Dubh-Artach lighthouse, and at 12.40 the Islay life-boat *Charlotte Elizabeth* left her moorings. By this time the sea was rough, and a northerly wind of near gale force was blowing. In the meantime the Barra Island life-boat had returned to her station, which she reached at eight o'clock in the evening. The Islay life-boat met the *Rusken* north of the Dubh-Artach lighthouse at 7.10, and the coxswain decided to escort her to the north end of the Sound of Islay rather than make the passage around the Orsay lighthouse. The life-boat and the motor vessel arrived off Rudha Mhail at 12.40 early on the 3rd of May, and the coxswain boarded the *Rusken* and piloted her through the Sound of Islay. The life-boat was refuelled at her station on the passage south, and off McArthur's Head the master of the *Rusken* told the coxswain that he could continue the passage to Greenock unaccompanied. The coxswain therefore reboarded the life-boat, which returned to her station, arriving at 4.10. Rewards to the crew: Barra Island, £31 17s. ; Islay, £25 3s. Rewards to the helpers on shore: Barra Island, 12s. ; Islay, £2 14s.

CABIN CRUISER TOWED OFF SANDS

Mumbles, Glamorganshire. At noon on the 3rd of May, 1959, the coastguard informed the coxswain that the cabin cruiser *Elizabeth Victoria* of Swansea was in difficulties half a mile south of

the coastguard look-out. The life-boat *William Gammon—Manchester and District XXX* was launched at 12.4 in a choppy sea, with a fresh south-westerly wind blowing and a flood tide. She found the cabin cruiser with a crew of five in broken seas on the Mixen Sands. After several attempts a tow line was made fast and the cabin cruiser was brought to a safe anchorage in the bay. The life-boat reached her station at one o'clock. Rewards to the crew, £3 ; rewards to the helpers on shore, £4 16s.

CABIN CRUISER TOWED AND YACHT ESCORTED

Margate, Kent. At 5.19 on the afternoon of the 3rd of May, 1959, the coastguard informed the honorary secretary that a motor boat appeared to be in difficulties two miles east of Tongue Sand Fort. The life-boat *North Foreland (Civil Service No. 11)* was about to be launched when the coxswain saw a sailing yacht which was also in difficulties three miles north of Margate. The life-boat was launched at 5.26. The sea was rough, a strong south-westerly wind was blowing, and the tide was flooding. The weather was overcast with heavy rain squalls. When the life-boat reached the yacht *Wings of the Morning*, which had four people on board, it was learnt that the yacht had run short of petrol and that her halyards had jammed. The second coxswain was put aboard to help the yacht's crew to bring her into the shelter of land, and the life-boat made for the boat which had first been reported in distress. A radio-telephone message was received from the Tongue lightvessel that the cabin cruiser *Jonarra* of Ramsgate was secured alongside her, and the life-boat reached the lightvessel at 6.30. She took the *Jonarra*, which had three people on board, in tow to Margate, arriving at 8.30. The cabin cruiser was moored in the harbour, and the life-boat then returned to the position of the yacht *Wings of the Morning*, which was then anchored half a mile off shore. The wind had veered to the north-west, causing a very rough sea at the harbour entrance, and as the yacht's crew

intended to make for the harbour, the second coxswain remained on board, and the life-boat escorted the yacht safely in. The life-boat finally reached her station at 9.5. Rewards to the crew, £14 8s. ; rewards to the helpers on shore, £4 4s.

SAILING BOAT TOWED TO HARBOUR

Dun Laoghaire, Co. Dublin. At 11.59 on the night of the 9th of May, 1959, the honorary secretary was informed that a sailing boat with one man on board, which had last been seen off the west pier earlier that day, had not returned to harbour. No further information could be obtained, and it was decided that the life-boat *Dunleary II* should carry out a search. She left her moorings at 12.50 in calm weather, with the tide ebbing. As she was leaving the harbour the coxswain saw the missing boat secured in a position which might later become dangerous behind the west pier. The life-boat took her in tow and reached her moorings at 1.53. Rewards to the crew, £7; rewards to the helpers on shore, £2 9s.

DOCTORS PUT ABOARD GERMAN FISHING BOAT

Great Yarmouth and Gorleston, Norfolk. At 11.8 on the morning of the 10th of May, 1959, the coastguard informed the honorary secretary that the German fishing boat *Angela* had an injured man on board, who needed a doctor. The boat was due in the Yarmouth Roads at 12.30, and at 12.7 the life-boat *Louise Stephens* was launched with two doctors on board. There was a fresh south-easterly wind. Because of a swell the *Angela* failed to make the rendezvous on time, but after a search she was found and the life-boat went alongside. The doctors were put on board and attended the man, who had severed an artery in his arm and was bleeding profusely. Because of the heavy swell the coxswain decided it would be unwise to transfer the fisherman to the life-boat, and the life-boat escorted the *Angela* to harbour, where the injured man was landed at 2.58. He

was then taken to hospital. Rewards to the crew, £13 1s. ; rewards to the helpers on shore, £4 5s.

FOUR BOATS ESCORTED TO HARBOUR

Bridlington, Yorkshire. At two o'clock on the afternoon of the 10th of May, 1959, the assistant harbour master told the honorary secretary that a small boat fitted with an outboard motor had capsized outside the harbour. At 2.40 the life-boat *Lucy Lavers*, on temporary duty at the station, was launched in a heavy swell. There was a strong easterly wind and it was low water. Before the life-boat reached the casualty two young men aboard the dinghy swam safely ashore and their boat was beached. The life-boat then escorted four small boats to the harbour and reached her station at 3.50. Rewards to the crew, £7 ; rewards to the helpers on shore, £7.

RESCUE OF TWO MEN AND A DOG

Montrose, Angus. At 3.9 on the afternoon of the 10th of May, 1959, the coastguard informed the honorary secretary that a small motor launch had broken down three quarters of a mile off Usan. At 3.25 the life-boat *The Good Hope* was launched in a moderate swell, with a moderate easterly wind blowing and a flood tide. She found the former ship's boat *Helen* with two men and a dog aboard. The boat was leaking and her crew were baling. The two men and the dog were taken on board the life-boat. Their boat was taken in tow but sank before the life-boat reached her station at 4.35. Rewards to the crew, £7 ; rewards to the helpers on shore, £3 5s.

FISHING BOAT ESCORTED TO HARBOUR

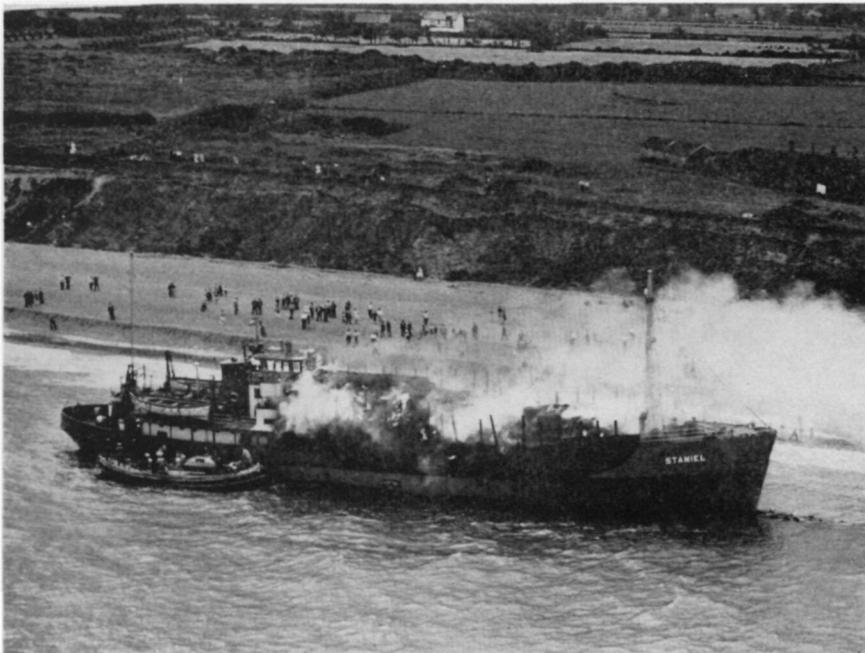
Holy Island, Northumberland. At five o'clock on the morning of the 11th of May, 1959, the skiff *Sarah Ann* left harbour to fish for crabs and lobsters. By 10.30 all the local fishing boats with the exception of the *Sarah Ann* had been back in harbour for over two



By courtesy of]

[Doran Bros.

WHITBY LIFE-BOAT PUTS OUT TO FISHING BOATS
(see page 300)



By courtesy of]

[Planet News

LOWESTOFT LIFE-BOAT ALONGSIDE BURNING MOTOR VESSEL
(see page 319)



By courtesy of]

[Deutsche Gesellschaft zur Rettung Schiffbrüchiger

GERMAN LIFE-BOAT THEODOR HEUSS

(see_page 281)



By courtesy of]

[A. W. Neal

**BALLYCOTTON LIFE-BOAT AND NORWEGIAN RESCUE CRUISER
AT BREMEN**



By courtesy of]

[Hull Daily Mail

THE NEW 52-FEET BARNETT LIFE-BOAT FOR BALLYCOTTON
(see page 281)



By courtesy of]

[Hull Daily Mail

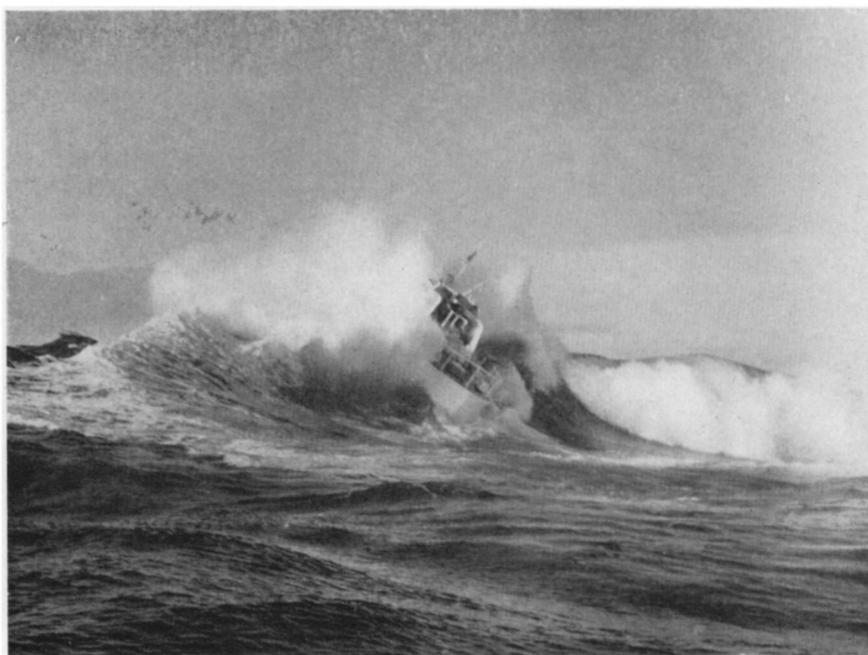
SCARBOROUGH LIFE-BOAT LAUNCHING AFTER NAMING CEREMONY
(see page 283)



By courtesy of]

[Cees van der Meulen

HOOK OF HOLLAND LIFE-BOAT AT SEA



By courtesy of]

[U.S. Coast Guard

U.S. COAST GUARD 52-FEET STEEL LIFE-BOAT



By courtesy of]

[Planet News

WINNER OF THE SILVER MEDAL : MR. K. DERHAM IN HIS DINGHY
(see page 280)



SCULPTRESS WITH HEAD OF COXSWAIN

Mrs. Lorna Sharpe had this bust of Coxswain Christie O'Connor of Howth exhibited in Dublin and has presented it to the Institution



By courtesy of]

{Associated Press

**LIFE-BOAT UNDER CONSTRUCTION AT MESSRS.
WILLIAM OSBORNE'S YARDS, LITTLEHAMPTON**



By courtesy of]

[Associated Press

BUILDING YARD AT LITTLEHAMPTON

The men at work are applying moulds to ensure that the shape of the boat conforms accurately to the design.



By courtesy of]

[George R. Knight

THE NEW DUNBAR LIFE-BOAT REACHES HER STATION



By courtesy of]

[Planet News

PENLEE LIFE-BOAT APPROACHES FRENCH CRABBER

(see page 286)



By courtesy of]

[David Hughes

CREW OF FRENCH CRABBER REACH PENLEE LIFE-BOAT

hours, and as there was a thick fog and a heavy swell it was decided to launch the life-boat *Gertrude*. She left at 10.44 in a light easterly wind and found the skiff, which was skippered by the life-boat's second coxswain, east-north-east of Emmanuel Head. The life-boat escorted the boat into harbour, arriving at 11.25. Rewards to the crew, £7; rewards to the helpers on shore, £3.

TOW FOR YACHT AFTER DAMAGING LIFE-BOAT

Exmouth, Devon. At 12.55 early on the morning of the 13th of May, 1959, the coastguard informed the honorary secretary that orange-coloured lights resembling flames had been seen three to four miles south-east of Orcombe Point. The life-boat *Maria Noble* was launched at 1.19 in a slight sea with a moderate north-north-westerly wind blowing and an ebb tide. She made for the position given, but visibility was bad and she did not find the casualty immediately. The casualty was in fact the yacht *Dona* of Exmouth, whose engines had broken down, and her crew on seeing the life-boat's lights managed to restart her engine and headed straight for the life-boat. She hit the life-boat amidships and damaged her slightly. The yacht had a crew of three, who had been adrift for over nine hours, and they asked for a tow as they had lost their anchor and their engine was continually breaking down. The life-boat towed the yacht into Exmouth dock and reached her station at 3.10. Rewards to the crew, £6; rewards to the helpers on shore, £7 18s.

TWO PEOPLE FOUND CUT OFF BY TIDE

Dover, Kent. At 4.41 on the afternoon of the 16th of May, 1959, the coastguard at Sandgate informed the honorary secretary that two people were cut off by the tide at Big Fall, St. Margaret's Bay. After talking with the coastguard at Deal the honorary secretary decided to launch the life-boat *Southern Africa*, which took a dinghy with her. She left her moorings at 5.1 in a gentle north-easterly wind. There was a slight swell and a flood tide. The

dinghy picked up the two people and transferred them to the life-boat, which landed them at Dover at 6.10. Rewards to the crew, £5.

FIVE CANOEISTS TAKEN ON BOARD

Swanage, Dorset. At 10.7 on the morning of the 17th of May, 1959, the coastguard informed the assistant honorary secretary that four canoes on passage from Swanage to Poole appeared to be having difficulty in rounding the Old Harry Rock. As there was a choppy sea the life-boat *Edmund and Mary Robinson*, which was on temporary duty as the station, was launched at 10.22. There was a gentle north-easterly wind and an ebb tide. The life-boat found the canoes on a lee shore to the north of the Old Harry Rock. She took on board five canoeists and their four canoes and returned to Swanage, arriving at 11.33. Rewards to the crew, £7; rewards to the helpers on shore, £2 12s.

TWO LIFE-BOATS REACH CAPSIZED SAILING BOAT

Newhaven, and Selsey, Sussex. At 12.5 on the afternoon of the 17th of May, 1959, the coastguard informed the honorary secretary that a small sailing boat had capsized a quarter of a mile off Cuckmere and that her crew of two could be seen clinging to her. Five minutes later the life-boat *Cecil and Lilian Philpott* was launched in a slight sea. There was a light north-easterly breeze and it was low water. A radio message was sent to the coxswain of the Selsey life-boat, who at the time was bringing the reserve life-boat *John R. Webb* from Dover to Selsey for relief duty, advising him of the incident and asking him to investigate if he was in the area. The reserve life-boat found the sailing boat, and five minutes later the Newhaven life-boat reached her. A canoe had also arrived at the position and her occupant was holding a man up in the water but could do nothing more to help him. The man was taken on board the reserve life-boat and wrapped in blankets. The second coxswain and the motor mechanic of the Newhaven

life-boat were transferred to the reserve life-boat, which, being on passage, had a reduced crew. The rescued man was landed at Newhaven at one o'clock, and after refuelling the reserve life-boat continued her passage to Selsey. The Newhaven life-boat reached her station at 1.40. The second man in the water had been rescued by some other canoeists and landed at Cuckmere. A donation was made to the Institution's funds. Rewards to the crew: Newhaven, £8; Selsey, £2. Rewards to the helpers on shore: Newhaven, £2 9s.

LIFE-BOAT ESCORTS YACHT, BARGE AND DINGHIES

Margate, Kent. At 1.52 on the afternoon of the 17th of May, 1959, the coastguard informed the honorary secretary that a yacht was ashore on Hook Sands. On reaching the life-boathouse the coxswain saw three other boats which also appeared to be in difficulties. At 2.2 the life-boat *North Foreland (Civil Service No. 11)* was launched in a strong north-easterly wind and a rough sea. It was low water. The life-boat went first to the motor barge *Persevere*, which had engine trouble and was lying broadside on to the sea off Westgate. She had a small sail rigged and did not require immediate help. The life-boat then made for a yacht ashore on Hook Sands, escorting on the way two small sailing dinghies clear of Margate sands. The yacht *Eloise*, with a crew of two, was found on Hook Sands, and the coxswain manoeuvred the life-boat to within fifty feet of her. He used his loud hailer to give advice to her crew while the yacht was being refloated. After escorting the yacht clear of the sands the life-boat returned to the barge *Persevere*, which was then off Birchington. Her master informed the coxswain that his engine was working only intermittently, and the life-boat escorted the barge to Herne Bay. She reached her station at six o'clock, but because of the severe weather conditions she could not be rehoused at once and was moored alongside the quay. Rewards to the crew, £12 12s.; rewards to the helpers on shore, £4 4s.

SHARK CARRIES AWAY BOAT'S RUDDER

Falmouth, Cornwall. On the afternoon of the 17th of May, 1959, the police at Falmouth informed the honorary secretary that a motor boat had lost her rudder and had struck a rock near Rosemullion Point. The life-boat *Crawford and Constance Conybeare* put out at five o'clock in a calm sea. There was a light easterly breeze, and the tide was ebbing. The life-boat reached the motor boat half way across Falmouth Bay and found her in tow of a pleasure boat. She escorted the two boats to Falmouth, which was reached at 6.30. The motor boat belonged to the Royal Naval Air Station at Culdrose and had been on a recreational trip when she hit a large shark, which carried away her rudder. A letter of appreciation was received from the Royal Naval Air Station. Rewards to the crew, £7.

SECOND SERVICE TO YACHT ON SAME DAY

Margate, Kent. At 6.56 on the evening of the 17th of May, 1959, the coastguard informed the honorary secretary that a yacht was in difficulties on Margate Sands. At 7.4 the life-boat *North Foreland (Civil Service No. 11)* was launched on service for the second time that day in a very rough sea, with a strong north-easterly wind blowing and a flood tide. The life-boat made for the position given, but on reaching it the coxswain could see no sign of the yacht. A message was then received by radio-telephone that two yachts were close to the shore in St. Mildred's Bay at Westgate, and the coxswain was making for this second position when a further message was received. This stated that one of the yachts had reached harbour safely, but that the other, the yacht *Eloise*, which had been helped by the life-boat earlier in the day, was being blown on to the Nayland Rocks. Darkness had now fallen, but the coxswain could see the outline of the yacht's sails against the background of the shore lights. She was in broken water thirty yards from the shore, and after the coxswain had told her crew to lower their sails the life-boat took the

yacht with difficulty in tow and brought her into harbour. The life-boat reached her station at 10.15 and was again moored alongside the quay. Rewards to the crew, £12 12s.; rewards to the helpers on shore, £32 4s.

LIFE-BOAT STANDS BY FISHING BOAT

Caister, Norfolk. Because of deteriorating weather conditions on the night of the 17th of May, 1959, anxiety was felt for two fishing boats which had not returned to harbour, and the life-boat *Jose Neville* was launched at 11.55. It was low water, and there was a heavy swell with a fresh north-easterly breeze. At two o'clock the life-boat passed the larger of the two boats, which was proceeding on a southerly course to Yarmouth, her home port. Later she found the second boat, the *Eileen Summer* of Caister, half a mile off Horsea Beach. The fishing boat's crew were trying to haul in their nets, but this could not be done before daylight, and the life-boat stood by until daylight came. She then escorted the fishing boat to Caister, arriving at 5.30. The Yarmouth boat reached harbour safely. Rewards to the crew, £14 8s.; rewards to the helpers on shore, £6 10s.

SMALL COBLE ESCORTED TO HARBOUR

Whitby, Yorkshire. At 9.5 on the morning of the 18th of May, 1959, the coxswain, who had just returned from fishing in his motor boat, learnt that the local coble *Remembrance* was still at sea. As the sea on the bar might be dangerous for such a small boat, it was decided to launch the life-boat *Mary Ann Hepworth*, which put out at 9.10. There was a fresh north-north-easterly wind and a flood tide. The life-boat met the coble two miles north of Whitby, and the coxswain advised her crew of three to wear life-belts. The life-boat escorted the coble to harbour, oil being used on the breaking seas at the approach to the harbour entrance. The life-boat reached her station at 10.25. Rewards to the crew, £7; rewards to the helpers on shore, £1 16s.

FOUR COBLES ESCORTED ASHORE

Filey, Yorkshire. At 10.40 on the morning of the 18th of May, 1959, the honorary secretary received a message from the second coxswain that five local fishing cobles were out in bad weather. The honorary secretary went to the landing stage and spoke to one of the skippers of the returning cobles, who told him that conditions were very bad. He therefore decided that the life-boat *The Isa and Penryn Milsted* should be launched. With the second coxswain in command the life-boat put out at 11.4 in a rough sea, with a strong north-north-westerly wind blowing and an ebb tide. She escorted four cobles safely ashore and reached her station at two o'clock. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £8 13s.

MAN AND BOY RESCUED FROM DINGHY

Torbay, Devon. At 1.48 on the afternoon of the 18th of May, 1959, the police at Torquay told the honorary secretary that a dinghy was in difficulties off Maidencombe beach. Her occupants were waving for help, and at 1.55 the life-boat *Princess Alexandra of Kent* put out in a moderate sea. There was a gentle north-easterly breeze, and the tide was flooding. The life-boat made for the position and found a man pulling at the oars of a small motor dinghy to keep her off the rocks. He had been rowing since eleven o'clock, when his engine had broken down. His eleven-year-old son was also on board. A rope was thrown across from the life-boat, which towed the dinghy clear of the rocks, and the man and the boy were taken on board. The man collapsed when he came aboard, and a radio-telephone message was sent asking for medical help to be available at Brixham. When the life-boat reached harbour at 3.45, the man had recovered slightly, and he was taken by ambulance to hospital. He later made a gift to the life-boat crew. Rewards to the crew, £6; rewards to the helpers on shore, £1 4s.

FISHING VESSEL REFLOATED

Eyemouth, Berwickshire. At 2.30 on the afternoon of the 18th of May, 1959,

the honorary secretary noticed that the motor fishing vessel *Douglas* had run aground near the harbour entrance. There was a heavy sea running, and as there was a danger that the vessel might be carried broadside on to the sea, he decided that the life-boat *Clara and Emily Barwell* should be launched. The life-boat put out five minutes later. There was a gentle north-easterly wind and an ebb tide. The life-boat reached the vessel, which had a crew of six, and an anchor was laid and secured to the vessel to keep her head out to sea. A rope was also secured from the vessel to the east pier of the harbour entrance. When these precautions had been taken the *Douglas* was no longer in immediate danger and the life-boat returned to harbour. At eight o'clock she put out again and helped to refloat the *Douglas*. This was done successfully, and the life-boat finally returned to her station at ten o'clock. Rewards to the crew, £11 2s.; rewards to the helpers on shore, £7.

TWO PEOPLE SAVED FROM DRIFTING DINGHY

Mumbles, Glamorganshire. At 6.16 on the evening of the 18th of May, 1959, the coastguard informed the coxswain that two people were drifting out to sea in a canoe. The life-boat *William Gammon—Manchester and District XXX* was launched at 6.34 in a choppy sea. A fresh north-east-by-northerly wind was blowing and the tide was ebbing. The life-boat made for the position given and found a dinghy with two men on board. The outboard engine had broken down and there were no oars aboard. The life-boat took the dinghy in tow and reached her station at eight o'clock. Rewards to the crew, £6; rewards to the helpers on shore, £5 4s.

MAN RESCUED AFTER FALL FROM CLIFF

Portpatrick, Wigtownshire. At 8.4 on the evening of the 18th of May, 1959, the coastguard informed the honorary secretary that a man had fallen over a cliff near Portpatrick. At 8.14 the life-boat *Jeanie Speirs* put out in a slight sea,

with a light north-by-easterly breeze blowing and a flood tide. She took the boarding boat in tow. The life-boat found the man, who was seriously injured. He was taken on board and brought to Portpatrick, where he was conveyed to hospital by ambulance. Rewards to the crew, £7.

ESCORT FOR R.A.S.C. VESSEL

St. Peter Port, Guernsey. At 5.16 on the morning of the 20th of May, 1959, the honorary secretary received a message from the s.s. *Roebuck* that *M.F.V. 160* of the Royal Army Service Corps was anchored six miles south-south-west of Casquets lighthouse with her engine broken down. The life-boat *Euphrosyne Kendal* left her moorings at 5.44 in a light sea. There was a moderate north-westerly wind and it was high water. The life-boat found *M.F.V. 160*, whose engine had by then been repaired, and escorted her to St. Peter Port, arriving at 8.25. The officers and crew of the *M.F.V. 160* made a donation to the Institution's funds. Rewards to the crew, £7 4s.; reward to the helper on shore, 14s.

FISHERMEN LANDED AFTER LONG SEARCH

St. Peter Port, Guernsey. At 8.55 on the morning of the 23rd of May, 1959, a message was received from the signal station that the local fishing boat *Happy Return* with a crew of two had left harbour at noon on the previous day and had not returned. As the boat had been expected to return on the evening of the 22nd an extensive search was organised. Vessels in the area were asked by radio-telephone to keep a look-out for the boat and aircraft were alerted. The life-boat *Euphrosyne Kendal* left her moorings at 9.44 and in conjunction with a Shackleton aircraft carried out a search south and west of Guernsey, for the *Happy Return* had last been seen two miles south-east of Sark. H.M.S. *Redpole* searched the northern area. The life-boat found nothing and was recalled at dusk, reaching her station at 11.15. At one o'clock on the following afternoon a message was received from Jersey radio

station that the tanker *Regent Royal*, on passage to Trinidad, had picked up the two fishermen from the *Happy Return*, which had been found adrift approximately 40 miles south-west of Guernsey. The help of the life-boat was asked to land the two men, and the life-boat put out at 1.43. She met the tanker twelve miles west of Hanois lighthouse and the two fishermen were transferred to the life-boat, which landed them at St. Peter Port at 7.45. First service : rewards to the crew, £27 13s. ; reward to the helper on shore, £1 5s. Second service : rewards to the crew, £14 5s. ; reward to the helper on shore, 18s.

CREW OF TWO TAKEN OFF MOTOR BOAT

Shoreham Harbour, Sussex. At 2.46 on the afternoon of the 23rd of May, 1959, the coastguard told the motor mechanic that a message had been received from a resident at Hove that the crew of a small boat about two miles off the King Alfred swimming-baths at Hove were waving a pair of trousers to attract attention. At 2.48 the life-boat *Rosa Woodd and Phyllis Lunn* was launched in a moderate sea, with a fresh north-easterly wind blowing and an ebb tide. She found the outboard motor boat *Binty* of Brighton drifting out to sea. The *Binty's* crew of two were transferred to the life-boat, which then took her in tow to Shoreham, arriving at 5.10. Rewards to the crew, £6 ; rewards to helpers on shore, £2 8s.

CREWS TAKEN OFF TWO YACHTS

Southend-on-Sea, Essex. At 3.20 on the afternoon of the 23rd of May, 1959, the coastguard informed the honorary secretary that a small yacht had capsized west of the pier. At 3.35 the life-boat *Greater London II (Civil Service No. 30)* was launched in a rough sea, with a strong east-north-easterly wind blowing and an ebb tide. The local motor boat *British Angler*, which had also gone to give help, took the yacht in tow. The coxswain then saw two other yachts in difficulties farther west of the pier. The crew of two from each yacht were transferred to the life-boat, and the boats were taken in tow to Westcliffe. The life-boat re-

turned to her station at 4.45. Rewards to the crew, £6 ; rewards to the helpers on shore, £3 5s.

SAILING BOAT TOWED AFTER RESCUE BY HELICOPTER

Selsey, Sussex. At 3.47 on the afternoon of the 23rd of May, 1959, the coastguard informed the honorary secretary that a small sailing boat had capsized off Bognor Regis. At 3.55 the life-boat *John R. Webb*, on temporary duty at the station, was launched in a choppy sea. A fresh north-easterly wind was blowing and the tide was ebbing. While the life-boat was on her way a message was received that a helicopter had rescued the sailing boat's crew of two. The life-boat took the capsized boat in tow to Selsey, arriving at 8.20. The mother of one of the rescued men sent a donation to the Institution's funds. Rewards to the crew, £11 4s. ; rewards to the helpers on shore, £5.

SECOND CALL FOR LIFE-BOAT IN ONE DAY

Shoreham Harbour, Sussex. At 5.25 on the 23rd of May, 1959, the coastguard told the motor mechanic that the police at Brighton had reported a dinghy in difficulties one mile east of the King Alfred swimming baths at Hove. One minute later the life-boat *Rosa Woodd and Phyllis Lunn*, which had just returned from a service call, put out in a moderate sea, with a fresh north-easterly wind blowing and an ebb tide. She found the boat *Lorna* of Brighton, which was fitted with an outboard motor. Her crew of two were waving a jacket on an oar to attract attention. They were transferred to the life-boat, which took the *Lorna* in tow to Shoreham, arriving at 7.50. The two men made a gift to the life-boat crew and a donation to the Institution's funds. Rewards to the crew, £7 13s. ; rewards to the helpers, £1 16s.

YACHT WITH CREW OF FOUR TOWED TO HARBOUR

Swanage, Dorset. At 6.20 on the evening of the 23rd of May, 1959, the coastguard told the assistant secretary, who was at the boathouse with the

coxswain and the motor mechanic, that a yacht was burning red flares three to four miles north-north-east of Peveril Point. The life-boat *Edmund and Mary Robinson*, on temporary duty at the station, was launched at 6.31 in a moderate east-north-easterly wind. The sea was rough and the tide flooding. The life-boat found the yacht *Frolic* of Falmouth, with a crew of four, one mile north-by-east of Peveril Point. She had dragged her anchor, which had eventually fouled the rocks of the north ledge, and the cable had fouled her propeller. The *Frolic* was taken in tow to Poole quay and secured, and the life-boat reached her station at 10.32. Rewards to the crew, £11 4s.; rewards to the helpers on shore, £3 10s. 6d.

FISHING VESSEL TOWED TO HARBOUR

Mallaig, Inverness-shire. At 10.17 on the night of the 24th of May, 1959, the coastguard informed the honorary secretary that a motor boat had broken down off Ardnamurchan lighthouse. The life-boat *City of Glasgow*, on temporary duty at the station, put out at 10.45 in calm weather. She found the small motor fishing vessel *Melinka* four miles south-west of Ardnamurchan Point. The *Melinka*, which had a crew of two, was taken in tow to Tobermory harbour, arriving at three o'clock in the morning. The life-boat reached her station at 7.10. Rewards to the crew, £17 9s.

ESCORT FOR LEAKING SPANISH TRAWLER

St. Mary's, Scilly Islands. At 9.15 on the evening of the 29th of May, 1959, the coastguard informed the honorary secretary that a message had been received from Seven Stones lightvessel that the trawler *José Ramón* of San Sebastian was alongside the lightvessel. The trawler was leaking and needed help. The life-boat *C.D.E.C.*, on temporary duty at the station, was launched at 9.30 in calm weather and a flood tide. Arrangements were made by the local steamship company for two pumps to be obtained from the fire service, and these were transported in

the company's launch *Tean*, which had a crew of two and firemen on board. When the life-boat reached her the trawler was leaking badly and her crew of thirteen were baling with buckets. The coxswain put a member of his crew, who was a local Trinity House pilot, aboard, and escorted by the life-boat the *José Ramón* proceeded to St. Mary's under her own power. Soon after she had left the lightvessel she was met by the *Tean*. Pumping began, and the trawler reached St. Mary's at two o'clock in the morning. Her skipper expressed his thanks for the assistance given. Rewards to the crew, £11 4s.; rewards to the helpers on shore, £2 8s.

CREW LANDED FROM LIBERIAN VESSEL

Falmouth, Cornwall. At 11.45 on the night of the 29th of May, 1959, the coastguard informed the assistant honorary secretary that the motor vessel *Mitera Marigo* of Monrovia was sinking near no. 5 buoy in Falmouth harbour and needed help. The life-boat *Crawford and Constance Conybeare* left her moorings at 12.15 early on the 30th of May in calm weather. When she reached the motor vessel it was found that the tug *Englishman* had taken off the crew of thirty-one. They were transferred to the life-boat, which took two ship's boats containing the crew's personal belongings in tow to Falmouth, where the men were landed at one o'clock. Rewards to the crew, £7; reward to the helper on shore, 12s.

LIFE-BOAT ON PASSAGE TOWS IN DINGHY

Tynemouth, Northumberland. On the 30th of May, 1959, the life-boat *Tynesider* was on passage to her station from Sunderland after a routine survey when the signalman saw a sailing dinghy which appeared to be in difficulties one mile east of Tyne pierheads. There was a moderate westerly wind with a moderate sea. The tide was ebbing. The second coxswain, who was in command of the life-boat during this passage, altered course to make for the casualty and found her to be the local dinghy *Sarus* with three people on

board. At the request of her owner the life-boat took the sailing dinghy in tow to Tynemouth Haven, after which the life-boat continued on her passage to her station, which she reached at five o'clock. The three people aboard the sailing dinghy expressed their thanks. The life-boat crew and helpers would not accept any additional reward from the Institution for their services.

TWO MEN TAKEN OFF CATAMARAN

Mumbles, Glamorganshire. At 7.56 on the evening of the 30th of May, 1959, the coastguard informed the honorary secretary that a catamaran was in difficulties half a mile south-east of Crab Island, Rotherslade, and that her crew of two had been trying for two hours to make the shore under sail. Shortly afterwards the occupants of a canoe which had returned ashore reported that the two men on board the catamaran were exhausted and cold, and the life-boat *William Gammon—Manchester and District XXX* was launched. There was a smooth sea, with a gentle west-south-westerly breeze blowing and a flood tide. The life-boat took the two men on board and with the catamaran in tow returned to her station, arriving at ten o'clock. Rewards to the crew, £6; rewards to the helpers on shore, £5 4s.

TOW FOR DRIFTING FISHING BOAT

Anstruther, Fifeshire. At 1.40 on the afternoon of the 31st of May, 1959, the coastguard informed the honorary secretary that a boat was flying a distress signal near the North Carr beacon. At 1.50 the life-boat *James and Ruby Jackson* was launched in a moderate sea. There was a moderate south-westerly breeze, visibility was poor, and the tide was ebbing. The life-boat found the fishing boat *Thalassa* with her engine broken down drifting seawards. She had a crew of three. The life-boat towed her to Crail and reached her station at 4.30. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £9 18s.

TOW FOR DRIFTING SAILING DINGHY

Beaumaris, Anglesey. At 5.5 on the afternoon of the 31st of May, 1959, the honorary secretary was informed that a sailing dinghy was adrift in Beaumaris Bay and needed help. At 5.25 the life-boat *Field Marshal and Mrs. Smuts* was launched in a choppy sea, with a light south-westerly wind blowing and a flood tide. She found the sailing dinghy a mile and a half south of the life-boat slipway half filled with water. Two young men who were on board were transferred to the life-boat, which then took the dinghy in tow to Beaumaris, arriving at 6.10. Rewards to the crew, £7; rewards to the helpers on shore, £1 16s.

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

Clacton-on-Sea, Essex.—May 2nd.—Rewards, £11 18s.

Dunbar, East Lothian.—May 2nd.—Rewards, £15 17s.

Cullercoats, Northumberland.—May 2nd.—Rewards, £13 17s.

Swanage, Dorset.—May 3rd.—Rewards, £8 19s.

Stornoway, Hebrides. May 3rd.—Rewards, £6.

Newhaven, Sussex.—May 5th.—Rewards, £9 8s.

Bembridge, Isle of Wight.—May 10th.—Rewards, £9 5s.

New Brighton, Cheshire.—May 10th.—Rewards, £8 4s.

Redcar, Yorkshire.—May 10th.—Rewards, £15 8s.

Llandudno, Caernarvonshire.—May 11th.—Rewards, £17 6s.

Yarmouth, Isle of Wight.—May 11th.—Rewards, £7.

Cullercoats, Northumberland.—May 14th.—Rewards, £13 16s.

Stronsay, Orkneys.—May 14th.—Rewards, £7 12s.

Hoylake, Cheshire.—May 14th.—Rewards, £22 4s.

Stornoway, Hebrides.—May 15th.—Rewards, £9 12s.

Southend-on-Sea, Essex.—May 17th.—Rewards, £9 6s.

Selsey, Sussex.—May 17th.—
Rewards, £11 4s.

Galway Bay.—May 18th.—Rewards,
£10 11s.

Flamborough, Yorkshire.—May 18th.
—Rewards, £21 12s.

Clacton-on-Sea, Essex.—May 18th.
—Rewards, £28 9s. 6d.

Southend-on-Sea, Essex.—May 18th.
—Rewards, £10.

Padstow, Cornwall.—May 18th.—
Rewards, £10.

Valentia, Co. Kerry.—May 20th.—
Rewards, £15 1s.

Falmouth, Cornwall.—May 20th.—
Rewards, £10 8s.

Poolbeg, Co. Dublin.—May 20th.—
Rewards, £4 13s.

St. Peter Port, Guernsey.—May 21st.
—Rewards, £14 18s.

Fleetwood, Lancashire.—May 22nd.
—Rewards, £11 4s.

Shoreham Harbour, Sussex.—May
23rd.—Rewards, £6 16s.

Margate, Kent.—May 23rd.—
Rewards, £13 4s.

Bembridge, Isle of Wight.—May 23rd.
—Rewards, £20 17s.

Fowey, Cornwall.—May 23rd.—
Rewards, £6 2s. 6d.

Selsey, Sussex.—May 24th.—
Rewards, £15 11s.

Salcombe, Devon.—May 25th.—
Rewards, £9 4s.

Porthdillan, Caernarvonshire.—
May 25th.—Rewards, £19 16s.

**Berwick-upon-Tweed, Northumber-
land.**—May 27th.—Rewards, £9 16s.

Redcar, Yorkshire.—May 27th.—
Rewards, £14 19s.

Southend-on-Sea, Essex.—May 28th.
—Rewards, £11 8s.

Holy Island, Northumberland.—May
30th.—Rewards, £13.

Tenby, Pembrokeshire.—May 31st.—
Rewards, £18 15s.

JUNE

DURING June life-boats were launched
on service 83 times and rescued 50 lives.

LAUNCH FOUND DRIFTING NEAR ROCKS

Peterhead, Aberdeenshire. At 7.34
on the evening of the 3rd of June, 1959,
the coastguard informed the honorary
secretary that the launch *Scottish Maid*,

with one man on board, appeared to be
in difficulties. A later message con-
firmed that the boat's engine had
developed a defect and that the man
was waving to attract attention. At
8.25 the life-boat *Julia Park Barry of
Glasgow* was launched in a light north-
north-westerly breeze with a smooth
sea and a flood tide. She found the
Scottish Maid in danger of drifting on
to the rocks at Rattray Head and took
her in tow. The life-boat reached her
station at 10.45. Rewards to the crew,
£7 4s.; rewards to the helpers on
shore, etc., £4 18s.

RESCUE OF TWO FROM DINGHY

Selsey, Sussex. At eight o'clock on
the evening of the 4th of June, 1959,
the coastguard informed the honorary
secretary that a small sailing dinghy had
been reported submerged off Selsey
east beach, with two people on board.
At 8.15 the life-boat *John R. Webb*, on
temporary duty at the station, was
launched in a calm sea, with a light
easterly breeze blowing and a flood tide.
She rescued the dinghy's crew and
landed them at Selsey. She continued
for some time to search for a third
member of the dinghy's crew, who had
tried to swim ashore for help before
the life-boat reached the dinghy. A
helicopter joined in the search, but the
man was not found, and after the life-
boat had towed the dinghy ashore, she
returned to her station, arriving at
10.35. Rewards to the crew, £10 3s.;
rewards to the helpers on shore, £6 18s.

MAN RESCUED FROM DRIFTING SAILING BOAT

Clovelly, Devon. At 9.20 on the
morning of the 6th of June, 1959,
the honorary secretary was informed that
a small sailing boat, which had been
under observation since 6.30 but had
made no distress signals, was drifting
off Clovelly. The coastguard were
asked for further news, and at 10.4 they
reported that the man in the boat was
baling and that the boat was drifting
away from Clovelly. The life-boat
William Cantrell Ashley was launched
at 10.15 in a rough sea. There was a
south-south-westerly wind of nearly

gale force and an ebb tide. The life-boat found the boat, which was a 15-foot sailing boat. She took the man who had been baling aboard and returned to her station with the sailing boat in tow, arriving at 11.45. The man made a donation to the Institution's funds. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £9 12s.

YACHT ON SANDS REFLOATED

Margate, Kent. At 5.30 on the afternoon of the 6th of June, 1959, the coastguard told the honorary secretary that a yacht had been drifting eastwards towards the North Spit buoy and was dangerously near Margate sands. The life-boat *North Foreland (Civil Service No. 11)* was launched in a rough sea, with a fresh south-westerly wind blowing and an ebb tide. She found the yacht *Charmaine* of Burnham aground on the sands. Her engine had broken down and her crew, who were making for Ramsgate, had lost their bearings. The coxswain, using the loud hailer, gave advice to the yacht's crew on refloating the *Charmaine*. The engine was repaired, and when the yacht refloated, her crew needed no further help. The coxswain had given them a course for Ramsgate, and the life-boat returned to her station, arriving at 7.30. Rewards to the crew, £7; rewards to the helpers on shore, £4 4s.

WATERLOGGED YACHT TOWED TO HARBOUR

Shoreham Harbour, Sussex. At 4.34 on the afternoon of the 7th of June, 1959, the coastguard told the honorary secretary that the police at Worthing had reported that a yacht had capsized west of the pier off Goring beach. The life-boat *Rosa Woodd and Phyllis Lunn* was launched at 4.41 in a gentle south-westerly breeze. There was a slight sea, and the tide was ebbing. While the life-boat was making for the position a message was received by radio-telephone that the yacht had been towed ashore and her crew were safe. The life-boat was recalled and was making for Shoreham when a further message was received that a small yacht appeared in difficulties close inshore near the east

beach at Southwick. The life-boat found the sailing yacht *Frambee* of Shoreham, whose crew of four were waving clothing to attract attention. The yacht was waterlogged, and the life-boat took her in tow, reaching her station at 6.30. Rewards to the crew, £11 5s.; rewards to the helpers on shore, £2 11s.

CAPSIZED DORY RECOVERED FOR BOY SCOUTS

Walmer, Kent. At 5.14 on the afternoon of the 7th of June, 1959, the coastguard informed the honorary secretary that a small blue yacht had capsized off the Royal Marines' rifle range. The life-boat *Charles Dibdin (Civil Service No. 32)* was launched at 5.19 in a moderate south-easterly breeze with a choppy sea and an ebb tide. On her way to the position given she passed a local motor boat, which had picked up the yacht's crew of three. The life-boat continued on her course and recovered the capsized dory *Shetlander I*, which belonged to the Kingsdown Boy Scouts Association. She then returned to her station, arriving at 6.15. Rewards to the crew, £7; rewards to the helpers on shore, £11 6s.

NINETEEN PEOPLE STRANDED ON ISLAND

Barry Dock, Glamorganshire. At 9.40 on the evening of the 7th of June, 1959, the coastguard informed the honorary secretary that two children were stranded on Sully Island by the rising tide. At 10.10 the life-boat *Rachel and Mary Evans* was launched in a calm sea with a moderate north-westerly breeze blowing. She took a punt in tow and on reaching the island found that as many as nineteen people had been stranded. They were taken aboard the life-boat, which landed them at Barry at 12.10. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £2 2s.

TOW FOR MOTOR BOAT WITH ENGINE BREAKDOWN

Exmouth, Devon. At 9.57 on the evening of the 7th of June, 1959, the

coastguard passed on to the honorary secretary a report from the police at Dawlish that a motor boat was making distress signals two miles off Dawlish. At 10.9 the life-boat *Frank and William Oates*, on temporary duty at the station, was launched in a moderate sea. There was a moderate south-westerly wind and the tide was ebbing. The life-boat found the 18-foot motor boat *Donald* of Teignmouth with her engine broken down. She had four people on board. The life-boat took her in tow to Exmouth and reached her station at 12.15. Rewards to the crew, £6; rewards to the helpers on shore, £10 8s.

FISHING BOAT ESCORTED TO HARBOUR

Dunmore East, Co. Waterford. At 6.25 on the evening of the 9th of June, 1959, the coastguard informed the honorary secretary that a small fishing boat needed help off Brownstown Head. At 6.30 the life-boat *Annie Blanche Smith* put out in calm weather and found the fishing boat. Her crew of three were trying to recover their lobster pots, but there was a rough sea at the head and they had found themselves in difficulties. The life-boat escorted the boat to Tramore harbour and reached her station at 8.45. Rewards to the crew, £6; reward to the helper on shore, 14s.

WOMEN RESCUED FROM FORMER SHIP'S BOAT

Anstruther, Fifeshire. At 1.55 early on the morning of the 12th of June, 1959, the coxswain told the honorary secretary that he had received a message from a woman living at Elie that an outboard motor boat on passage from St. Andrews to Crail with three people on board was overdue. At 2.20 the life-boat *James and Ruby Jackson* was launched in a fresh south-westerly wind. There was a moderate sea and the tide was flooding. After passing Crail the coxswain saw a small boat close in-shore and on investigating found it to be the boat for which he was searching. She was the former ship's boat *Tangle* with a man and his wife and another woman on board. They had left St. Andrews at 8.30 the previous evening,

and all three were exhausted. The *Tangle* was fitted with an engine which was defective, and she had been equipped temporarily with an outboard motor which had broken down. After the two women had been transferred to the life-boat the *Tangle* was taken in tow, and the life-boat reached her station at 4.15. Rewards to the crew, £7 10s; rewards to the helpers on shore, £8 6s.

TOW FOR ADMIRALTY VESSEL

Donaghadee, Co. Down. At 7.26 on the morning of the 12th of June, 1959, the coastguard informed the honorary secretary that an Admiralty vessel *D.G.V. 400* was aground in Donaghadee Sound. The life-boat *Sarah Ward and William David Crossweller*, on temporary duty at the station, left her moorings at 7.46. There was a light northerly breeze with a calm sea and an ebb tide. The life-boat found the vessel, which had a damaged rudder, hard aground on a rock. She refloated on the flood tide, and the life-boat towed her to *H.M.S. Barrage*, which was standing by. After handing over her tow the life-boat returned to her station, arriving at 3.25. Rewards to the crew, £11 18s.

TWO LIFE-BOATS IN SEARCH FOR AIRCRAFT

Barry Dock, and The Mumbles, Glamorganshire. At 1.5 on the afternoon of the 12th of June, 1959, the coastguard informed the honorary secretaries at Barry Dock and The Mumbles that a request had been received from the Sea Rescue Co-ordination Centre for the help of both life-boats in searching for a Vampire aircraft which had crashed into the sea in the eastern Bristol Channel. The life-boats *Rachel and Mary Evans* and *William Gammon—Manchester and District XXX* were launched at 1.25 in a slight sea. There was a light to moderate westerly wind and the tide was ebbing. A helicopter from the R.A.F. station at Chivenor and a Shackleton from St. Mawgan also joined in the search which was hampered by fog, visibility being reduced to two hundred yards. Wreckage was sighted off the Scarborough buoy two miles from

Porthcawl, and both life-boats altered course for this position. The sand dredger *Glen Spray* was alongside the wreckage when the life-boats arrived at the scene, and some of the wreckage was recovered by the Barry Dock life-boat. Other reports of wreckage were investigated, but without success, and both life-boats returned to their stations, Barry Dock life-boat arriving at 9.40 and The Mumbles life-boat at eight o'clock. A letter of thanks was received from the officer commanding the R.A.F. station at Benson in Oxfordshire. Rewards to the crew: Barry Dock, £15 1s.; The Mumbles, £12 10s. Rewards to the helpers on shore: Barry Dock, £3; The Mumbles, £7 4s.

MOTOR CRUISER ESCORTED TO HARBOUR

Cloughy, Co. Down. At 12.6 early on the morning of the 15th of June, 1959, the coastguard told the honorary secretary that a boat needed help three quarters of a mile off shore near North Rock. At 12.50 the life-boat *Constance Calverley* was launched in a smooth sea. There was a gentle north-north-westerly breeze and it was nearly low water. The life-boat found the motor cruiser *Pathfinder* of Whitehead, which was making for Portavogie harbour, and the coxswain was told that the boat had developed engine trouble on passage from Porthferry to Donaghadee. The life-boat escorted her to harbour and reached her station at 3.15. Rewards to the crew, £7 4s.; rewards to the helpers on shore, £10 9s.

LIFE-BOAT ESCORTS BOAT ON PLEASURE CRUISE

Margate, Kent. At 12.50 on the afternoon of the 16th of June, 1959, the coastguard informed the coxswain that the motor boat *New Golden Spray* of Margate had developed engine trouble a mile and a half south-east of Whiteness. She was on a pleasure trip to the Goodwin Sands and had seventy-five passengers on board and a crew of three. The life-boat *North Foreland (Civil Service No. 11)* was launched at 12.57 in a fresh south-westerly wind, with a

choppy sea and an ebb tide. She found the motor boat proceeding slowly on one engine, and her master informed the coxswain that he had an air lock in his engine fuel supply. He had decided to return to Margate. The life-boat escorted the boat to the pier and reached her station at 2.15. Rewards to the crew, £7; rewards to the helpers on shore, £4 4s.

HELICOPTER RESCUES TWO FROM DINGHY

Yarmouth, Isle of Wight. At 1.15 on the afternoon of the 16th of June, 1959, the coastguard informed the honorary secretary that a small sailing dinghy had capsized one mile south of Milford-on-Sea. Two of her crew had swum ashore and two more were clinging to the dinghy. At 1.28 the life-boat *S.G.E.* put out in a slight sea with a gentle south-south-westerly breeze blowing and a flood tide. While the life-boat was making for the casualty a message was received by radio-telephone at 1.42 that a helicopter had rescued the two people in the water. The life-boat continued on her course, took the sailing dinghy in tow and reached her moorings at 3.30. Rewards to the crew, £4.

ESCORT FOR FISHING BOAT WITH ENGINE TROUBLE

Barra Island, Hebrides. At 10.10 on the night of the 16th of June, 1959, the honorary secretary received a message from the parents of the crew of the fishing boat *Dunottar Castle* that the men were five hours overdue from fishing lobsters off Mingulay Island. The life-boat *R. A. Colby Culbin No. 3* put out at 10.35 in a slight sea. A fresh westerly breeze was blowing and the tide was flooding. The life-boat found the fishing boat, which had engine trouble, at Sandray Island. The boat was able to continue under her own power, and the life-boat escorted her to Vatersay Island, reaching her station at 12.25. Rewards to the crew, £7.

MOTOR BOAT TOWED TO HARBOUR

Padstow, Cornwall. At 4.32 on the afternoon of the 17th of June, 1959, the

coastguard told the honorary secretary that a small boat was in difficulties half a mile east-north-east of Trevoise Head. The no. 1 life-boat *Joseph Hiram Chadwick* left her moorings at the pool in a gentle west-north-westerly breeze. The sea was smooth and the tide was ebbing. The life-boat found the motor boat *Susan Ann* of Padstow broken down with three people on board. She took her in tow to harbour, arriving at 6.30. Rewards to the crew, £6; reward to the helper on shore, 12s.

SECOND COXSWAIN OF LIFE-BOAT RESCUED

Tenby, Pembrokeshire. At 5.40 on the evening of the 17th of June, 1959, the coastguard informed the honorary secretary that a motor boat was in distress half a mile east of St. Govan's Head. Five minutes later the life-boat *Henry Comber Brown* was launched in a choppy sea, with a moderate westerly wind blowing and an ebb tide. The life-boat found the motor boat *Himeros* with the second coxswain and a woman on board on passage from Saundersfoot to Pembroke Dock. A fuel pipe had broken, and after the woman had been transferred to the life-boat the motor boat was taken in tow to Tenby. The life-boat reached her station at nine o'clock. Rewards to the crew, £9 16s.; rewards to the helpers on shore, £4 1s.

EMPTY BOAT FOUND AFTER LONG SEARCH

Porthdinllaen, Caernarvonshire. At five o'clock on the afternoon of the 19th of June, 1959, the coastguard told the honorary secretary that the fishing boat *Lone Star*, with one man on board, was twenty-four hours overdue from fishing off Aberdaron. At 5.55 the life-boat *White Star*, on temporary duty at the station, was launched in a slight sea. A gentle northerly breeze was blowing and the tide was flooding. The life-boat searched over a wide area but found nothing and returned to her station at one o'clock on the morning of the 20th to refuel. She left again at three o'clock and searched the coast around and into Hell's Mouth and then proceeded to search around Bardsey. At 10.10 the

coxswain asked for the help of aircraft, and an Anson aircraft was overhead at 11.49. At one o'clock the life-boat crew picked up a yellow painted oar, which it was thought belonged to the missing boat, six miles south-east of Bardsey Island. The life-boat was refuelled for the second time at Aberdaron at 1.59 and resumed the search at 3.50. She eventually found the *Lone Star* in Bardsey Island Sound half submerged but without trace of her owner. The boat was taken in tow to Aberdaron, and the life-boat finally reached her station at 12.30 early on the 21st of June. Rewards to the crew, £50 18s.; rewards to the helpers on shore, £12 12s.

SAILING BOAT TAKEN IN TOW

Bembridge, Isle of Wight. At 2.36 on the afternoon of the 20th of June, 1959, the coastguard informed the honorary secretary that a small sailing boat had had her mast carried away one mile east of the look-out. At three o'clock there was a further report from the coastguard that the crew appeared to be using an outboard motor, but forty minutes later off Whitecliff they were seen using oars. As they were not making headway and were near rocks off Culver, the life-boat *Jesse Lumb* was launched at 4.18. There was a fresh south-easterly wind with a choppy sea and an ebb tide. The life-boat found the sailing boat *Sweetie Pie*, with a crew of two, and took her in tow to Bembridge, reaching her station at 5.44. Rewards to the crew, £6; rewards to the helpers on shore, £3 5s.

BOAT TAKEN IN TOW NEAR ROCKS

Newbiggin, Northumberland. At 12.37 on the afternoon of the 20th of June, 1959, the coastguard told the honorary secretary that a small boat was in distress off Spital Point. At 12.50 the life-boat *Richard Ashley* was launched in a slight sea, with a fresh easterly wind blowing and a flood tide. The life-boat made for the position given and found the motor boat *Joyce* anchored near the Spital rocks with two men on board. The engine's starting handle had broken. The two men were taken on board the life-boat and their

boat was taken in tow. The life-boat then returned to her station, arriving at 1.40. Rewards to the crew, £6; rewards to the helpers on shore, £6 12s.

YACHT TOWED TO CLUB MOORINGS

Broughty Ferry, Angus. At 5.40 on the evening of the 20th of June, 1959, the police informed the honorary secretary that a small yacht had been seen drifting on the ebb tide past Broughty Ferry. Her crew of three were waving a white towel or shirt. At 5.54 the life-boat *Mona* was launched in a choppy sea. There was a gentle south-easterly breeze. The life-boat found the yacht *Volare* off Monifieth Bay, and two of the yacht's crew were transferred to the life-boat. The third man remained on board the yacht while she was towed to the River Tay yacht club moorings off West Ferry. The life-boat then returned to her station, arriving at seven o'clock. Rewards to the crew, £9 16s.; rewards to the helpers on shore, £3 19s.

TWO MEN TAKEN OFF LAUNCH

Troon, Ayrshire. At 2.42 on the morning of the 22nd of June, 1959, the coastguard informed the honorary secretary that the 30-foot motor launch *Serpae* had left Portencross for Saltcoats at ten o'clock the night before, but had not arrived. There were two men aboard the launch, and at 3.5 the life-boat *James and Barbara Aitken* left her moorings in a moderate sea. There was a moderate north-easterly wind and an ebb tide. The life-boat found the launch off West Kilbride with engine trouble. The two men were transferred to the life-boat, which then took the *Serpae* in tow to Saltcoats. The life-boat reached her station at 6.55. Rewards to the crew, £9 16s.

BULLOCK IN TOW OF LIFE-BOAT

Angle, Pembrokeshire. At 1.15 on the afternoon of the 22nd of June, 1959, a local farmer told the honorary secretary that a bullock had fallen over a cliff east of Sheep Island and asked for assistance. The life-boat *Richard Vernon and Mary Garforth of Leeds*, which was

due to launch for a routine exercise that afternoon, left at 1.40 with the district engineer on board. She took a boarding boat in tow. There was a light south-westerly breeze with a slight swell, and it was low water. On reaching the position given, three members of the life-boat's crew were put ashore in the boarding boat, and with the help of the farmer they led the bullock into the sea. The life-boat then towed it to West Angle Bay, where it was safely driven ashore. The life-boat reached her station at 4.55. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £6.

LIFE-BOAT STANDS BY WHILE VESSEL IS REFLOATED

Girvan, Ayrshire. At six o'clock on the evening of the 23rd of June, 1959, while the life-boat *Robert Lindsay* was returning to her station after her overhaul at Gourrock the coxswain saw a motor vessel stranded on the Brest Rocks south of Tumberry Point. There was a light easterly breeze and a smooth sea. The tide was ebbing. Thick fog had reduced visibility almost to nil. The stranded vessel was the motor fishing vessel *Harvest Hope*, whose skipper informed the coxswain that he was awaiting the arrival of another boat which was coming to help him. The life-boat stood by until this boat helped to refloat the *Harvest Hope*. She then continued on her passage to Girvan, arriving at 2.15 on the morning of the 24th. No additional rewards to the crew. Reward to the helper on shore, 12s.

YACHT TAKEN IN TOW TWICE IN ONE DAY

Margate, Kent. At 9.21 on the evening of the 25th of June, 1959, the coastguard informed the coxswain that red flares had been seen in the direction of Margate Sands five miles north-west of Margate. The coxswain had also seen these flares, and at 9.30 the life-boat *North Foreland (Civil Service No. 11)* was launched. There was a choppy sea with a light south-westerly wind blowing and an ebb tide. The life-boat found the motor yacht *Lalage* of Bristol

aground on the sands with a heavy list to starboard. Her owner came alongside in his small boat and asked the coxswain to help him refloat the yacht. He had his wife on board with four children and three friends. The coxswain sent the second coxswain and one member of the crew back to the yacht with the owner and then stood off to await the flood tide. At 1.45 the life-boat closed the yacht, a tow rope was passed, and shortly afterwards the yacht was pulled clear of the bank. As one of the yacht's engines had broken down and the other was unreliable, the life-boat towed her to Margate, where the yacht was safely berthed and which was reached at 4.20 in the morning. At 3.46 in the afternoon the coastguard reported that the same yacht, which had left Margate for Ramsgate, was now in difficulties near the rocks at Foreness. The local pilot boat had gone out to her, but she was too near the shore for the pilot boat to be of assistance. The life-boat was launched a second time at four o'clock. By then the wind was light, but there were heavy thundery showers. Once again the second coxswain was put aboard and the yacht was taken in tow, this time to Ramsgate. The owner told the coxswain that while he was trying to reach Ramsgate to have repairs carried out the second engine had developed a defect. The life-boat returned to her station at 7.45. 1st Service, property salvage case. 2nd Service, property salvage case.

HUMAN CHAIN BRINGS YACHT'S CREW ASHORE

Sheringham, Norfolk. At 11.50 on the night of the 25th of June, 1959, the coastguard told the honorary secretary that a man living in Marston had reported that a yacht appeared to be in a very dangerous position off Blakeney Point. The coastguard kept a careful watch on the yacht and at 12.15 early on the 26th suggested that the life-boat should put out. The life-boat *Foresters Centenary* was launched at 12.35 in a light north-easterly wind with a slight sea and an ebb tide. With the aid of her searchlight she found the yacht *Pleasant Mirth* aground with her engine broken

down and seas breaking over her. The coxswain dropped anchor and veered down to the yacht, coming alongside her stern first. The yacht's crew of a man and two girls could be seen clinging to the side. The searchlight was directed on to the yacht, and a human chain organised from the beach by the man who had reported the yacht in distress and whose name was Eales was able to reach her. The man and the two girls were brought safely ashore, and the life-boat returned to her station, arriving at 5.45. The owner of the yacht made a donation to the Institution's funds. Rewards to the crew, £16 14s. ; rewards to the helpers on shore, £15 19s.

MAN AND SON TAKEN OFF YACHT

Newbiggin, Northumberland. At 12.8 early on the morning of the 26th of June, 1959, the coastguard informed the honorary secretary that a sailing boat was in distress off Druridge Bay. At 12.30 the life-boat *Richard Ashley* was launched in a calm sea. There was a light easterly breeze and it was low water. The life-boat found the yacht *Hazel* with a man and his son aboard. The *Hazel* had developed engine trouble, and after the man and his son had been taken on board, the life-boat towed the yacht to Newbiggin, reaching her station at 4.30. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £7 8s.

BOY AND GIRL TAKEN OFF DINGHY

Margate, Kent. At 12.10 on the afternoon of the 27th of June, 1959, the coastguard told the coxswain that a small sailing dinghy was in difficulties about three and a half miles north-north-west of Margate pier. At 12.16 the life-boat *North Foreland (Civil Service No. II)* was launched in a fresh south-westerly wind and a rough sea. It was low water. The life-boat found the sailing dinghy *Dagon* with a boy and a girl aboard. Her outboard engine had broken down and her crew were flying a shirt at the masthead as a distress signal. They were taken on board the life-boat, which then took the dinghy in

tow to Margate, arriving at 12.56. Rewards to the crew, £8; rewards to the helpers on shore, £4 4s.

CREW TAKEN OFF BURNING MOTOR VESSEL

Aldeburgh, and Lowestoft, Suffolk. At 12.30 on the afternoon of the 27th of June, 1959, the coastguard informed the Lowestoft honorary secretary that the motor vessel *Staniel* of Cardiff, which was making for Lowestoft, had a cargo of straw which was on fire. This message was passed also to the Aldeburgh life-boat station, and the Aldeburgh life-boat *The Alfred and Patience Gottwald* was launched at 1.13. The Lowestoft life-boat *Michael Stephens* left her moorings seven minutes later. There was a moderate sea with a fresh southerly breeze. The tide was flooding. The Lowestoft life-boat found the *Staniel* a mile and a half east of Sizewell Bank. Six of the life-boat's crew went aboard to help fight the fire, and the life-boat escorted the vessel on a course across Newcombe Sands, which would enable her to reach Lowestoft with the minimum delay. The fire was rapidly spreading and was fanned by the wind. When the flames reached the wheelhouse it was decided that the *Staniel* would have to be beached off Pakefield. Seven of her crew of nine were taken on board the life-boat, which was slightly damaged during the operation, and were landed at Lowestoft. The Aldeburgh life-boat, which had also reached the position, stood by until the two remaining members of the *Staniel's* crew had been taken ashore by pilot cutter. The Lowestoft life-boat reached her station at 4.15, and the Aldeburgh life-boat reached hers at seven o'clock. Rewards to the crew: Lowestoft, £12; Aldeburgh, £14 9s. Rewards to the helpers on shore: Lowestoft, 12s.; Aldeburgh, £13 11s. 6d.

DUTCH VESSEL TOWED TO HARBOUR

Aberdeen. At 2.35 on the afternoon of the 27th of June, 1959, the coastguard reported that a message had been received from the Dutch vessel *De Hoop* that another Dutch vessel *Huiberdina*

Gijsbertha of Katwijk a/Kee was aground on the north side of the entrance to Aberdeen harbour. At three o'clock the life-boat *James Macfee*, on temporary duty at the station, left her moorings in a light variable breeze with a smooth sea and a flood tide. The weather was dull and overcast. Visibility was practically nil because of thick fog. The life-boat reached the casualty and found that she had refloated on the rising tide. Her rudder was damaged, and the life-boat took her in tow to harbour. The life-boat reached her station at 5.5. Rewards to the crew, £7 4s.; reward to the helper on shore, 12s.

LIFE-BOAT STANDS BY YACHT THROUGH NIGHT

Margate, Kent. At 10.50 on the night of the 27th of June, 1959, the coastguard told the coxswain that a yacht was ashore on the Margate sands. At eleven o'clock the life-boat *North Foreland (Civil Service No. 11)* was launched in a rough sea, with a fresh south-westerly wind blowing and an ebb tide. She found the yacht *Panda* of London with six people on board aground on the north spit of the sands. The yacht was almost on her port beam ends and her decks were awash. Her crew decided to remain on board if possible and asked if the life-boat would stand by. The coxswain agreed to do so, and although the yacht was pounded by the very heavy seas, she refloated on the flood tide and continued her passage to Dover. The life-boat returned to her station at four o'clock on the morning of the 28th. Rewards to the crew, £16 13s.; rewards to the helpers on shore, £5 19s.

CATAMARAN TOWED THROUGH ROUGH SEA

Dover, Kent. At nine o'clock on the morning of the 28th of June, 1959, the coastguard informed the honorary secretary that a catamaran with a broken mast was trying to reach shore under a temporary sail in Wear Bay two miles east of Folkestone. Two fishing boats near by had offered help, which the catamaran's crew of three had

refused. At 1.5 the coastguard reported that the catamaran had anchored about forty to fifty yards off Warrow Apron with little chance of reaching shore. As the wind and sea were increasing, the life-boat *Southern Africa* left her moorings at low water at 1.33 in a strong west-south-westerly wind and a rough sea. She took the catamaran in tow to Folkestone and returned to her station, arriving at 3.40. Rewards to the crew, £7 9s.

ESCORT FOR FISHING BOAT TOWING DINGHY

Eastbourne, Sussex. At 2.50 on the afternoon of the 28th of June, 1959, the coastguard informed the honorary secretary that a dinghy had capsized in Pevensey Bay. At 3.6 the life-boat *Beryl Tollemache* was launched in a rough sea, with a strong south-westerly wind blowing and a flood tide. The life-boat reached the position and found that two young men, who had been aboard the dinghy, had been transferred to the fishing boat *Lady Admiral* and the dinghy had been taken in tow. The life-boat escorted the fishing boat until the men and dinghy had been put safely ashore and then returned to her station, arriving at 4.10. Rewards to the crew, £6; rewards to the helpers on shore, £12 6s.

MOTOR BOAT ESCORTED TO HARBOUR

Dover, Kent. At five o'clock on the afternoon of the 28th of June, 1959, a local boatman reported that a motor boat was in difficulties off St. Margaret's Bay. At 5.20 the life-boat *Southern Africa* left her moorings with the second coxswain in command in a rough sea. There was a fresh westerly wind, and it was nearly high water. The life-boat found the motor boat *Fiveie* making towards Dover with four people on board. Her engine had broken down three times. The life-boat escorted her into harbour, reaching her station at 6.10. Rewards to the crew, £20 5s.

SEARCH FOR CHILD IN RUBBER DINGHY

Dungeness, Kent. At 5.20 on the afternoon of the 29th of June, 1959, the

coastguard informed the honorary secretary that a small rubber dinghy was being blown out to sea one mile off St. Mary's Bay and that a child was thought to be in it. At 5.35 the life-boat *Mabel E. Holland* was launched in a choppy sea. There was a moderate westerly wind, and it was high water. The life-boat found the rubber dinghy empty. She continued to search but found nothing, and after taking the dinghy aboard finally returned to her station, which she reached at 8.30. Aircraft from Lydd also took part in the search. Rewards to the crew, £9 12s.; rewards to the helpers on shore, £18 4s.

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

Fowey, Cornwall.—June 1st.—
Rewards, £7 2s. 6d.

Howth, Co. Dublin.—June 1st.—
Rewards, £12 1s.

Tenby, Pembrokeshire.—June 1st.—
Rewards, £20 10s.

Plymouth, Devon.—June 2nd.—
Rewards, £7.

Flamborough, Yorkshire.—June 3rd.—
Rewards, £22 16s.

Anstruther, Fifeshire.—June 6th.—
Rewards, £15 17s.

Salcombe, Devon.—June 6th.—
Rewards, £8 4s.

Broughty Ferry, Angus.—June 6th.—
Rewards, £14 6s. 6d.

Donaghadee, Co. Down.—June 8th.—
Rewards, £8 8s.

Shoreham Harbour, Sussex.—June 8th.—
Rewards, £12 12s.

Portrush, Co. Antrim.—June 8th.—
Rewards, £9 16s.

Southend-on-Sea, Essex.—June 9th.—
Rewards, £10 5s.

Padstow, Cornwall.—June 10th.—
Rewards, £6 12s.

Broughty Ferry, Angus.—June 12th.—
Rewards, £15 15s. 6d.

Wells, Norfolk.—June 12th.—
Rewards, £30 9s.

Barry Dock, Glamorganshire.—June 13th.—
Rewards, £6 19s.

Bembridge, Isle of Wight.—June 14th.—
Rewards, £9 5s.

Buckie, Banffshire.—June 14th.—
Rewards, £5 12s.

Weston-super-Mare, Somerset.—June 14th.—Rewards, £10 11s.

Donaghadee, Co. Down.—June 15th.—Rewards, £6.

Portrush, Co. Antrim.—June 18th.—Rewards, £1 16s.

Lytham-St.-Anne's, Lancashire.—June 19th.—Rewards, £10 11s.

Barry Dock, Glamorganshire.—June 20th.—Rewards, £12 1s.

Barry Dock, Glamorganshire.—June 20th.—Rewards, £16 19s.

Penlee, Cornwall.—June 20th.—Rewards, £22 12s.

Cloughy, Co. Down.—June 20th.—Rewards, £27 12s.

Flamborough, Yorkshire.—June 21st.—Rewards, £21.

Poole, Dorset.—June 21st.—Rewards, £10 4s.

Caister, Norfolk.—June 21st.—Rewards, £14 6s.

Eastbourne, Sussex.—June 22nd.—Rewards, £15 9s.

**MEMBERS OF LIFE-BOAT CREW
SWIM ASHORE**

Caister, Norfolk. At 3.20 on the afternoon of the 23rd of June, 1959, the coastguard told the honorary secretary that a bather was in difficulties off Winterton beach. At 3.50 the life-boat *Jose Neville* was launched in a slight swell, with a light easterly breeze blowing and an ebb tide. She searched the area in co-operation with a helicopter. After a time the coxswain brought the life-boat close to the beach to ask for further information, and at 5.15 he was told that the bather had been rescued but that there was no one ashore who could give artificial respiration.

The coxswain dropped anchor, and two of his crew swam ashore. They gave artificial respiration to the bather until a doctor arrived, who was in no doubt that the man was already dead. Dry clothing was brought by car to the two members of the life-boat crew, and the life-boat returned to her station, arriving at 7.15. Rewards to the crew, £9 12s.; rewards to the helpers on shore, £6 7s.

Filey, Yorkshire.—June 23rd.—Rewards, £18 10s.

Porthdinllaen, Caernarvonshire.—June 24th.—Rewards, £9 18s.

Torbay, Devon.—June 26th.—Rewards, £8 4s.

Hastings, Sussex.—June 26th.—Rewards, £33 4s.

Dungeness, Kent.—June 26th.—Rewards, £27 2s.

Arbroath, Angus.—June 26th.—Rewards, £81 6s.

Caister, Norfolk.—June 27th.—Rewards, £15 19s.

Weymouth, Dorset.—June 27th.—Rewards, £9 12s.

New Brighton, Cheshire.—June 28th.—Rewards, £8 4s.

Barry Dock, Glamorganshire.—June 28th.—Rewards, £7 16s.

Clacton-on-Sea, Essex.—June 28th.—Rewards, £11 17s.

Buckie, Banffshire.—June 30th.—Rewards, £5.

On the 12th. of March, 1959, the Mallaig life-boat was launched but was not needed to give help. The report of this launch was received too late for inclusion in the June 1959 number of *Life-boat*. Rewards £10 10s.

Award of Ministry of Transport Shield

THE Minister of Transport and Civil Aviation, Mr. Harold Watkinson, has awarded the shield for the best wreck service during the past year to the Blyth Coast Life-Saving Company. As a result of their efforts nine members of the crew of the s.s. *Holderness* were rescued on the 11th of March, 1959. The other four members of the crew were rescued by the Blyth life-boat in a service for which the thanks of the Institution inscribed on vellum were

accorded to Coxswain Thomas Fawcus. An account of this service appeared in the June 1959 number of the *Life-boat* on page 224.

The *Holderness* was lying broadside to wind and sea, hard aground and pounding badly. The life-saving company had to work from an exposed position in cramped surroundings among projecting beams of the pier, with insecure footholds on wet planking.

The Unbeliever

THE following letter, written by Mrs. Eileen I. McCormick of 5 Craighillgrove, Clarkston, Glasgow, was published by the *Scottish Sunday Express* on the 31st of May, 1959, and is reproduced by kind permission of the editor:

"While buying a flag to support the wonderful work of the life-boats and their crews I overheard a woman who refused to buy, saying: 'I don't believe in life-boats.' I hope she never finds herself in a shipwreck."

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Notice

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

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

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