

# THE LIFE-BOAT

## The Journal of the Royal National Life-boat Institution

VOL. XXXV

DECEMBER, 1959

No. 390

### Notes of the Quarter

THE summer of 1959 has been officially described by the Meteorological Office as the driest since accurate records of rainfall began to be kept more than two hundred years ago, yet it was also the busiest summer the life-boat service has known in peace or in war since the Institution was founded in 1824. Between the 1st of April and the 30th of September life-boats were launched on service no fewer than 547 times. The previous record figure for these months was established in 1956, when life-boats were launched on service 495 times during the summer. Even in 1940, the year of the Battle of Britain, life-boats were called out on service between 1st of April and 30th of September only 419 times.

These remarkable figures confirm a trend which has been increasingly evident in recent years of a tremendous growth in the work which life-boat crews are called upon to do during the summer months. Yet it is when the summer ends that the most exacting tests of seamanship and endurance are liable to come. Not surprisingly the fine dry summer was followed by severe autumn gales, and before October ended life-boat crews from many stations carried out rescues in exceptionally severe conditions. Detailed accounts of these will appear in the next number of the *Life-boat*.

In somewhat unhappy contrast with the impressive record of life-boat activity in 1959 is the regrettable fact that figures so far available make it clear that the Institution's financial receipts in 1959 will be appreciably less than in 1958.

#### NEW OAKLEY LIFE-BOATS

The Committee of Management has decided to build more life-boats of the 37-foot Oakley self-righting type. The first life-boat of this type came into the

service of the Institution in the summer of 1958. She is now stationed at Scarborough and has fulfilled the demands made upon her up to now to the satisfaction of all. Details of this boat were given in the September 1958 number of the *Life-boat* on page 91.

One of the new Oakley life-boats is being built at Cowes and the other at Littlehampton. Both are expected to be completed in the summer of 1961, but neither has yet been allocated to any particular station. A munificent gift of £25,000 from the Gulbenkian Foundation will be applied towards the cost of one of the boats.

#### GOLD MEDAL ANNUITY

The annuity paid to holders of the Institution's gold medal has been increased from £10 a year to £100 a year. A similar decision was taken not long ago by the Government when fixing the annuity paid to holders of the Victoria Cross.

There are today only five coxswains alive who have received the Institution's highest award for gallantry. Ex-Coxswain Robert Cross of the Humber has the remarkable distinction of having been awarded the gold medal and bar. Other holders of the gold medal are ex-Coxswains William Bennison of Hartlepool, Thomas King of St. Helier, Patrick Murphy of Newcastle, County Down, and Patrick Sliney of Ballycotton. Ex-Coxswain King is the only man to have received a gold medal since the end of the last war. Mrs. Robert Patton, widow of the former Runswick coxswain, holds the gold medal which was awarded to her husband posthumously.

#### MODIFICATION OF LIFE-BELTS

In 1958 extensive tests of the Institution's standard life-belts were carried out after reports had been received

from the Danish Ministry of Commerce of the adverse effect of oil on kapok in life-belts.

The results of these tests, which vindicated the Institution's policy in its choice of life-belts, were published in the March 1958 number of the *Life-boat* on page 5. Since then further tests have been carried out by Professor E. A. Pask, a member of the Committee of Management. These tests have confirmed that when the canvas of the Institution's standard life-belt is wet the effects of oil on the kapok are not such as to affect adversely the efficiency of the life-belt. On the other hand, by placing a life-belt directly in fuel oil before the canvas has been allowed to become wet the buoyancy of the life-belt can be appreciably decreased.

To ensure the absolute reliability of its life-belts the Institution has decided to issue new ones to all stations; the kapok in each pocket of these belts is now encased in a sealed envelope of polyvinylchloride sheeting. New regulations on this particular subject were

recently issued by the Ministry of Transport, and this method of protecting kapok from the effects of oil does, of course, conform with the regulations fully. These new life-belts are now being issued, and as an interim measure before new life-belts have been sent to all stations instructions have been issued that the canvas of unmodified life-belts should be soaked with water before they are put on.

#### ANNUAL GENERAL MEETING

The annual general meeting of the governors of the Institution, when the Institution's annual report and accounts are submitted, will take place in 1960 at the Central Hall, Westminster, on Wednesday, the 30th of March, beginning at 3 p.m. Those members of life-boat crews and others to whom medals for gallantry have been awarded since the holding of the last annual meeting will be invited to attend to receive their medals, and other awards will also be made to honorary workers for the Institution.

### Coxswain Goes Overboard to Man on Cliff

At 3.20 on the afternoon of the 12th of July, 1959, the honorary secretary of the North Sunderland, Northumberland, life-boat station, Mr. T. W. A. Swallow, learnt from the coastguard that a canoe with one man in it had been seen close under the western shore of the inner Farne Island. Although the weather was fine there was a strong west-south-westerly wind. There was a moderate sea, but near the island there was a heavy ground sea. It was one hour after low water.

#### Hanging on to Ledge

At 3.30 the North Sunderland life-boat *Grace Darling*, which is one of the 35-foot 6-inches Liverpool type, was launched and made for the position given, which was two miles from the life-boat station.

The life-boat approached the south-west corner of the island, where a man could be seen hanging on to a ledge on the rocky face, which was some seventy feet high. He was about twelve feet up and the sea was breaking at his feet. He

had scrambled into this position after his canoe had capsized a few feet from the cliff.

Hanging on as he was, the man clearly could not have grasped hold of a line if it had been fired to him, and Coxswain Thomas Dawson realised that somehow the man had to be brought to the life-boat without the help of a line. There was not a single member of the crew who could swim. This is not uncommon among fishermen or indeed among those who have carried out acts of gallantry in life-boats at all times. Even the founder of the Life-boat Institution, Sir William Hillary, who himself helped to rescue more than three hundred lives, never learnt to swim. Yet every member of the North Sunderland crew volunteered to go overboard and take a line ashore.

#### Seaman of Experience

The second coxswain, J. G. Walker, was a seaman of considerable experience, and Coxswain Dawson had no doubt that he was capable of assuming

full command of the life-boat. He therefore decided that he himself would go to the help of the man on the cliffs. He anchored the life-boat in seven fathoms of water on a sandy bottom as close to the shore as the considerable backwash, the height of the ground sea, which sometimes reached twelve feet, and the strong on-shore wind would safely allow.

The cable was veered until the stern of the life-boat was within sixty feet of the shore. Coxswain Dawson then went over the side with a line attached to his life-jacket and made his way as best he could through the deep and broken water to the base of the cliff. Second Coxswain Walker held the life-boat in position with the engines so that there was always enough slack in the rope which was secured to the coxswain.

#### Bronze Medal Awarded

When he reached the man on the cliff Coxswain Dawson found that he too was unable to swim. He therefore hauled a life-jacket from the life-boat and put it on the man before attempting

to move him down the cliff, which sloped inwards about 15 degrees from the vertical. With difficulty he lowered the man to a ledge, and from there the man was hauled off to the life-boat with a bight of the rope which Coxswain Dawson had brought out.

The man was brought safely aboard, and then Coxswain Dawson was himself hauled back by the same rope. Though they were dragged through broken water, being under water more often than above it, neither suffered serious injury, although both were bruised.

The life-boat lay at anchor under the cliff for nearly half an hour, and she then returned to her station, arriving at 4.55.

For this service the bronze medal for gallantry has been awarded to Coxswain Thomas Dawson. Medal service certificates were accorded to Second Coxswain J. Walker, Bowman R. Rutter, Mechanic M. Robson, Assistant Mechanic W. Fawcus, and members of the crew O. Giloney and W. Giloney.

Rewards to the crew, £6 ; rewards to the helpers on shore, £6 1s.

## Life-boats and Property Salvage

THE occasional claims for property salvage made by members of life-boat crews sometimes lead to misunderstanding of both the law and practice in this matter, and mis-statements of fact are not infrequently made both publicly and privately. In order to obviate some of these misunderstandings Earl Howe, Chairman of the Committee of Management of the Institution, recently wrote a letter to a number of yachting papers, of which the following is the text :

“ There seems to be a fairly widespread belief, even among yachtsmen, that the Royal National Life-boat Institution sometimes makes claims for property salvage. I can state emphatically that this is not so, and I should be grateful if you would afford me the hospitality of your columns to point this fact out.

#### No Claims by Institution

“ The Royal National Life-boat Institution exists for the sole purpose of

saving life at sea. If at the same time, without interfering with this object, its life-boats can also help to save property, that is clearly to the advantage of owners. But the Institution never makes salvage claims of any kind.

#### Not Paid Servants

“ Salvage claims are made as a legal right by the crews, but in practice such claims are seldom made. In 1958, 120 vessels were saved by life-boats, but only in 24 cases were salvage claims made by the crews. That is to say in only one-fifth of the cases in which property salvage might reasonably have been claimed was any claim made. During the two main holiday months of 1958, the months in which a very high proportion of the services of life-boats are to the help of yachts and yachtsmen, claims for salvage of yachts were put forward from only one life-boat station in the whole of July and from only two stations in the whole of August.

“ The majority of the crewmen make

their living on the foreshore. The Institution rewards them whenever they go out in the life-boat, but they are not its paid servants. To make it a condition of their service that they are not to undertake in the life-boats any work of salvage, which they are free to undertake in their own boats, would be unfair to the men. It would interfere with their rights in law and could also lead to property being lost which might have been saved.

"The Institution would like to make this clear to all yachtsmen :—

- " 1. That it is not the duty of a life-boat to save property.
- " 2. That in the case of any help which yachtsmen may ask of a life-boat to save their yacht or of any help which a life-boat's crew may offer towards the

salvage of a yacht, the yachtsmen are dealing with the crew as individual seamen.

- " 3. That if such help is asked for, or accepted, the members of the life-boat crew are entitled by law to make the same claims for salvage as if they were in their own boat. Such claims are often settled out of court.
- " 4. That if the above facts are taken into account and the yachtsmen whose boat has been saved are grateful to their rescuers, it has been found in practice, although there is no written rule on this subject, that the life-boat crews are unlikely to make salvage claims where these would cause hardship to the owners themselves."

### Doctors in Life-boats\*

by JAMES S. HALL, O.B.E., M.B.Lond., F.R.C.S.E.

CATASTROPHE comes quickly at sea. On any dark stormy night a doctor's bedside telephone may ring and the urgent voice of a coastguard may ask for immediate medical assistance to a ship several miles from shore. If he agrees, and the honorary secretary of the station has authorized a launch, a life-boat will be standing by to take him out. What should he take with him and what will he find when he gets there? Placing a doctor on board a ship in a heavy sea subjects a life-boat crew to considerable danger; and the doctor must try to make this a risk worth taking.

Doyen once remarked that the successful surgeon arose from a mountain of corpses. One might claim, less dramatically, that a successfully packed emergency bag can arise from some mountainous seas. Certainly, once the life-boat is launched, there is no going back.

#### Strong Bag Needed

One needs a strong bag, the older the better. This applies also to clothes: on a stormy night we shall be lucky not to have both well soaked with sea-water

and battered against the ship's side before we return. When packing this bag it is wise to assume that no individual item, except plenty of unsterile water and the patient, will be found at the end of the journey. I have expected to use a well-equipped ship's hospital only to find it flooded and sliced in half, after collision with the sharp prow of another vessel. I have asked for surgical spirit on an American ship only to find that every drop of alcohol on board, including the contents of magnetic compasses and ten jars containing pathological specimens, had been drained away by a dipsomaniac on board.

It is as well to be self-contained for dressings, suture material, and minor instruments. I found that four 3 in. plaster bandages, two 3 in. rolls of "Elastoplast", and a small supply of cellulose tissue sufficed for any fracture likely to be reduced on board. Morphine will probably have been given to any severely injured man but you must take your own anaesthetic. Thiopentone and chloroform are the most convenient for single-handed emergency

\* This article is a digest of an article which appeared in the *Lancet* on the 20th of June, 1959, and is published by kind permission of the editor.

use. Although the mate will always offer to sit on the head of any obstreperous patient, the negligible risk of a small quantity of anaesthetic is much to be preferred.

It is advisable to pack things in some definite order in waterproof tins or boxes, which in turn can be labelled and wrapped in cellophane. Without this, plaster bandages and dressings will only survive one journey. Salt-water never seems to dry out, but the interior of the bag can be kept quite wholesome by putting a few paraformaldehyde tablets in the pockets or in loose gauze swabs.

**Little Difference in War**

Looking at my records I was surprised to find that the 100 cases seen at sea since 1946 differed little from the 700 I treated during the war. In table one I have set out the emergencies which have caused 325 vessels in the English Channel, the North Sea, or the Downs, off Deal, to send messages asking for urgent medical help.

TABLE I—EMERGENCIES AT SEA WHICH HAVE PROMPTED 325 REQUESTS FOR URGENT MEDICAL HELP

Injuries .. .. .	84
Suspected appendicitis .. .. .	41
Venereal diseases .. .. .	35
Septic conditions .. .. .	27
Pneumonia or bronchitis .. .. .	17
Tonsillitis or sinusitis .. .. .	17
Infectious diseases .. .. .	16
Dental cases .. .. .	12
Acute neuroses .. .. .	11
Heart-disease .. .. .	10
Renal colic .. .. .	9
Foreign body in eye .. .. .	8
Enteritis .. .. .	8
Intestinal obstruction .. .. .	6
Landed dead .. .. .	6
Non-traumatic haemorrhage .. .. .	4
Acute rheumatism .. .. .	4
Gastric or duodenal ulcer .. .. .	4
Immersion .. .. .	4
Inoculations .. .. .	2

In peace or war, injuries head the list: of 84 cases 47 were soft-tissue injuries, 24 fractures, 7 dislocations, and 6 severe burns. Provision for these will take up half the contents of a sizeable bag.

Life-boats of the larger types are equipped with Neil-Robertson stretchers. This stretcher wraps round the patient and even enables him to be passed

vertically through a manhole. Probably the safest way of transferring a stretcher case to a small boat is to lower it down the ship's side with four separate ropes and a man holding each under the direction of a boatswain. As soon as the receiving party in the boat have a firm hold of the patient the ropes are dropped completely slack.

**Perpetual Nightmare**

Suspected appendicitis is a perpetual nightmare at sea and causes some 12% of all urgent calls. Diagnosis at sea is more accurate than on shore, and I found over half the cases to be genuine. These are best landed as soon as possible : almost all of them required urgent operation.

Gastric and duodenal ulcers seem to be rare at sea and fortunately in twenty years I have encountered no perforation. The commonest causes of non-traumatic haemorrhage have been epistaxis and bleeding piles. By the time one reaches the ship the trouble will usually have ceased and little more than examination and reassurance will be needed ; but I believe that a few sod. calc. lactate tablets and liquid-paraffin emulsion respectively are more than placebos.

Nine cases of renal colic were seen, and all had been diagnosed efficiently in advance. We landed 8 for further examination and treatment. A rubber catheter for acute retention should always be ready in the emergency bag.

**Frantic Radio Signals**

Septic conditions are plentiful ; and most abscesses are pointing by the time they become occasions for urgent calls. Ischio-rectal abscesses are surprisingly common, and I could always open these easily with great relief to the patient. Some judgment is called for, however, in opening abscesses on board and I should now think twice before dealing with a quinsy. Unless the haemorrhage is very slight, there will be frantic radio signals for further advice, or a firm request that the patient be landed for hospital treatment.

Fifth and sixth on the frequency list come the respiratory infections. Upper-respiratory infections, especially tonsillitis and sinusitis, have been four times

commoner in American ships than in those of other nationalities.

Ordinary infectious disease on a ship is a great nuisance to everyone; luckily I have never had reason to suspect plague, smallpox, or cholera. Unless there are grave reasons for landing infectious patients it is better to leave them in their bunks, with the appropriate treatment. After all, so far as the ship is concerned, the damage has already been done.

#### Foreign Bodies in Eyes

Perhaps because they are such a source of pain and anxiety at sea, foreign bodies in eyes seemed more common than appears in table I. A spud and a little 5% cocaine should be in the bag; and a pocket-torch and a magnifying-glass help. A small Higginson's syringe was often useful for blocked ears.

Dental abscesses and severe toothache are common, and a pair of straight incisor forceps more than earn their place in the bag. Fortunately a little chloroform is a good substitute for a whiff of gas, and it never gave me any cause for anxiety.

Cases of acute mental illness varied from nervous breakdown to homicidal mania. As most laymen have implicit faith in the power of a doctor to handle a dangerous lunatic, it is as well to ask a few questions before being introduced into the patient's cabin. Having had one narrow escape, I now look carefully to see whether any fire-axes or dangerous implements are missing from their prominent places in the corridors. It is usually necessary to land these patients after making the necessary shore arrangements by radio-telephone.

#### Coronary Thrombosis

I have found that "heart-disease" always means coronary thrombosis, and that the patient is usually the ship's captain himself. Fortunately all senior deck-officers hold a master's certificate; and more often than not, after reassurance, the mate (who prefers to be called the first officer) will decide to take the ship and its skipper to the home port. With rest and sedatives all our heart cases arrived safely.

Rheumatism as an emergency is likely to be some form of lumbago. It is a common ailment in any merchant vessel. Manipulation of a few recent cases of sacroiliac strain and occasional injection of 2% procaine into localised fibrositis were my only ventures into the more dramatic types of treatment.

Immersion demands first-aid rather than medicine, though nikethamide and a flask of brandy or whisky are useful additions to the medical bag.

#### Some Surprises

Apart from the urgent cases, advice was often sought for other patients on board ship (table two). This list contains some surprises, among them the

TABLE 2—NON-EMERGENCY AILMENTS FOR WHICH 845 PATIENTS RECEIVED MEDICAL ATTENTION ON BOARD 351 SHIPS

Asthma .. .. .	1
Appendicitis .. .. .	25
Found dead .. .. .	6
Bronchitis .. .. .	14
Burns .. .. .	12
Cholangitis .. .. .	12
Dental cases .. .. .	25
Diabetes .. .. .	1
Dislocations .. .. .	7
Enteritis .. .. .	34
Epilepsy .. .. .	2
Epistaxis .. .. .	3
Foreign body in eye .. .. .	12
Fractures .. .. .	27
Gastric ulcer .. .. .	3
Gastritis .. .. .	17
Haemorrhoids .. .. .	4
Heart-disease .. .. .	13
Hernia .. .. .	6
Hydrocele .. .. .	4
Immersion .. .. .	10
Infectious diseases .. .. .	16
Influenza .. .. .	33
Injuries .. .. .	182
Inoculations .. .. .	92
Neurosis .. .. .	24
Obstruction .. .. .	6
Pneumonia .. .. .	9
Pulmonary tuberculosis .. .. .	7
Renal colic .. .. .	11
Retention of urine .. .. .	2
Rheumatism .. .. .	32
Septic conditions .. .. .	35
Sinusitis .. .. .	35
Skin disease .. .. .	30
Tonsillitis .. .. .	34
Venereal diseases .. .. .	59

rarity of asthma and diabetes. Although adrenaline and insulin were almost the first drugs to be put in my seagoing bag, I never used either in

twenty years. On the other hand, if one's favourite first-aid remedy for the remaining conditions is added to the contents of the bag, some very grateful patients will be left behind in almost every ship. One hopes, too, that the prompt production of an appropriate remedy may, in a small way, enhance the prestige of British medicine amongst the seafarers of many nations: in the freemasonry of the sea there is much wider publicity than ashore.

I often expected language difficulties but found few. American was the easiest language in which to get misunderstood. The word "aperient" will receive a blank stare from the purser; but "did he take physic?" obtains a prompt reply. And until "temperature" is changed to "fever" and "sick" to "vomit" there will be confusion of thought. But the standard of medical knowledge and emergency treatment is high. After an intensive course ashore, lasting a few months, the better pursers receive the interesting diploma of "pharmacist's mate". After a further course they are permitted to give antibiotics.

Lastly, some non-medical recommendations to my successors in this work.

#### Pays to Follow Advice

It pays to follow all advice, however simple, offered by these boatmen. They know the anchorage and its dangers better than you do. Such hazards as there are occur in transferring the patients or yourself on or off a larger vessel. Even a small ship at anchor

stays relatively still: small boats and life-boats do not. Apart from the obvious advice not to release a firm handhold until you have found another, the keynote of safety is to let the ship's rope-ladder take you off the boat and vice versa. If you feel a lift under your foot you may safely transfer to either. To step off where you think the boat's gunwale is going to be is to invite disaster; and nobody who has dropped ten feet and sat on the boat's anchor will wish to repeat the experience. Also, once on the ship's rope-ladder, climb fast to make sure that if sixteen tons of life-boat smash the rungs of the ladder, these rungs are the ones you have just left. I was also advised to make sure, when returning to a life-boat, that the fattest man in the crew was directly underneath, but this scarcely adds to one's popularity the next time. But for my own part I am glad to say that so far I have been able to avoid implementing the special threat held over the heads of successive coxswains. We have not yet had a confinement on board their vessel.

I should like to pay a small tribute to the crew of the Walmer life-boat for their many years of devoted service and the good care they have given to all my patients and myself. This has often been at the cost of long hours without food and successive nights without sleep. At times they have accepted considerable risk to ensure our safety, and on one occasion no fewer than five members of the life-boat crew required treatment for injuries.

### Portrait on the Cover

THE portrait on the cover is a reproduction of a painting by Claire Leonard, which was exhibited at the Royal Institute of Oil Painters and which Mrs. Leonard has kindly presented to the Royal National Life-boat Institution. It is of Coxswain Harold Hayles of Yarmouth, Isle of Wight, who has been

coxswain since 1952. He first joined the Yarmouth crew in 1933 and was bowman from 1937 until 1944, when he became second coxswain. Since he joined the crew, Yarmouth life-boats have been launched on service 158 times and have rescued as many as 214 lives.

### Life-boat Ties

BECAUSE of the large demand for the new life-boat ties, which were described in the September number of the *Life-boat* on page 279, it has been possible

to place a substantial order for future supplies with consequent reductions in price. Silk ties are now available at 16/6d. each and rayon ties at 12s. each.

## Naming of New Life-boats

### Newhaven

H.R.H. the Duchess of Kent, President of the Institution, named the new Newhaven life-boat *Kathleen Mary* on the 13th of July, 1959. The life-boat had been presented to the Institution by a lady who wished to remain anonymous.

In naming the life-boat the Duchess of Kent stated: "The Newhaven life-boat station is the oldest of the five life-boat stations in Sussex, and in its long history no fewer than 420 lives have been saved and 19 medals for gallantry have been awarded." Viscount Gage, president of the branch, took the chair, and Commander S. W. F. Bennetts, Chief Inspector of Life-boats, described the boat, which is one of the 47-foot Watson cabin type. Earl Howe, chairman of the Committee of Management, handed the life-boat over to the branch, Mr. Geoffrey Sargeant, chairman of the branch, accepting her.

The Bishop of Chichester dedicated the life-boat, assisted by the Rev. R. G. G. Hooper, Rector of Newhaven, the Rev. A. V. Downs, Rector of Denton with South Heighton and Tarring Neville, and the Rev. H. A. Harcup, Minister of the Baptist Church of Newhaven.

A vote of thanks was proposed by Councillor V. Hedges, chairman of the Newhaven Urban District Council. The singing was led by the Newhaven parish choir, and music was played by the No. 1 Regional Band, Royal Air Force, conducted by Mr. D. G. Robinson.

### Aldeburgh

The new Aldeburgh life-boat *The Alfred and Patience Gottwald*, which was provided from a legacy of the late Mrs. Patience Alice Gottwald of Southport, was named by the Countess Cairns on the 15th of July. The ceremony began with a presentation of a bouquet to Lady Cairns by one of the two survivors of the Aldeburgh life-boat disaster in 1899, Mr. Daniel Wilson, who is aged eighty-eight.

The Mayor of Aldeburgh, Alderman Dudley Knowles, took the chair, and

Commander E. W. Middleton, Superintendent of the Depot, described the boat, which is one of the 42-foot beach type. Mrs. R. Downs, niece of the late Mrs. Gottwald, presented the life-boat to the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N., Deputy Chairman of the Committee of Management, accepting her and handing her over to the branch. Mr. Tom Riggs, chairman of the branch, accepted the life-boat, which was then dedicated by the Rev. Canon R. C. R. Godfrey, Vicar of Aldeburgh.

Captain Lord Ailwyn, R.N., a vice-president of the Institution and a member of the Committee of Management, proposed a vote of thanks. Music was played by the band of the Royal Marines, H.M.S. *Ganges*, conducted by Bandmaster M. G. Pearce.

### Walmer

The Archbishop of Canterbury dedicated the new Walmer life-boat on the 25th of July. He was assisted by the Rev. Raymond Heath, Vicar of Walmer, the Rev. M. E. Adie, Chaplain to the Archbishop, and Mr. Kenneth Woods, president of the Deal, Sandwich and District Free Church Federal Council.

The life-boat is the thirty-second to be provided by the Civil Service Life-boat Fund, and Dame Evelyn Sharp, Permanent Secretary of the Ministry of Housing and Local Government, named her *Charles Dibdin* (Civil Service No. 32).

Captain E. H. Hopkinson, R.N., chairman of the Goodwin Sands and Downs branch, took the chair, and Lieutenant E. D. Stogdon, Eastern District Inspector, described the boat, which is also one of the 42-foot beach type. Sir Eric Seal, chairman of the Civil Service Life-boat Fund and a member of the Committee of Management, presented the life-boat to the Institution, Earl Howe accepting her and handing her over to the branch, on whose behalf she was accepted by Alderman N. U. Cavell, the branch honorary secretary.

A vote of thanks was proposed by Alderman J. A. Tapping, Mayor of



*Deal*. Music was played by the band of the Royal Marines School of Music, conducted by Second Lieutenant L. H. A. Arnold. When the life-boat was launched in the traditional manner at the end of the ceremony the Archbishop of Canterbury was among those who went afloat in her. The Calais life-boat *Maréchal Foch* visited Walmer for the occasion.

#### Aberdeen

A new life-boat of the 52-foot Barnett type, the largest type in the service, was named *Ramsay-Dyce* at a ceremony at Aberdeen on the 1st of August. The life-boat was provided from a legacy of the late Mr. William Ramsay of Dyce, Aberdeenshire; and his niece, Mrs. Wellington, named the boat. A bouquet was presented to her by Miss Catherine Campbell, grand-daughter of the mechanic of the life-boat.

The Lord Provost of Aberdeen, Mr. George Stephen, who is also president of the Aberdeen branch, took the chair and Lieutenant-Commander D. G. Wicksteed, Northern District Inspector, described the boat. Lord Saltoun, a member of the Committee of Management of the Institution and chairman of the Scottish Life-boat Council, handed the life-boat over to the branch, the Lord Provost accepting her.

The Rev. Anderson Nicol, Minister of West Church, Aberdeen, dedicated the life-boat, and a vote of thanks was proposed by Mr. R. A. Fairley. Music was provided by the Aberdeen City Band conducted by Mr. Alex. Buchan.

#### Lerwick

H.M. the Queen had planned to honour the Institution by naming the new life-boat at Lerwick on the 10th of August, 1959. Had it been possible for her to do so, this would have been the first life-boat to be named by a reigning monarch. Her Majesty had shortly before been obliged to cancel her public engagements, but she sent the following message, which was read out at the ceremony:

"I am very sorry not to be with you to-day. Please convey my best wishes to all attending the naming ceremony of the new Lerwick life-

boat, and especially to those who are to serve in her."

The daughter of the Lord Lieutenant of the County of Zetland, Miss Annette Neven-Spence, performed the naming ceremony. The life-boat was named *Claude Cecil Staniforth*, having been provided from a legacy of the late Mr. C. C. Staniforth of East Molesey, Surrey.

Sheriff R. J. Wallace, chairman of the branch, took the chair, and Commander S. W. F. Bennetts described the life-boat, which is also one of the 52-foot Barnett type. Earl Howe handed over the life-boat to the branch, Mr. P. Bruce Laurensen, honorary secretary of the branch, accepting her. A vote of thanks was proposed by Provost R. B. Blance.

The Rev. K. N. Macrae, Minister of Lerwick and Bressay, dedicated the life-boat. Music was provided by the Lerwick brass band conducted by Mr. Robert Burgoyne. Miss June Sales, daughter of Second Coxswain W. B. Sales, presented a bouquet to Miss Neven-Spence.

Among the many vessels in the harbour on the occasion of the ceremony was the rescue cruiser *J. M. Johansen* of the Norwegian life-boat service.

#### Dunbar

The Duchess of Northumberland named the new Dunbar life-boat *Margaret* on the 22nd of August. The life-boat had been provided from legacies of the late Mr. Alexander Black of Edinburgh, and the late Mr. John Taylor of Dore, Sheffield. She is one of the 47-foot Watson cabin type.

The Earl of Haddington, president of the branch, took the chair, and Lieutenant-Commander Wicksteed described the boat. Earl Howe handed over the life-boat to the branch, the Earl of Balfour, chairman of the branch, accepting her.

After a vote of thanks, proposed by Provost W. G. R. Findlay and seconded by Major S. G. Maitland, honorary secretary of the branch, the Rev. H. C. M. Eggo dedicated the life-boat.

Music was played by the military band of the Royal Highland Fusiliers conducted by Bandmaster R. A. Y. Mitchell.

Miss Ina Johnstone, daughter of the coxswain, presented a box of chocolates to the Duchess of Northumberland.

#### Ballycotton

The only life-boat to be named in the Republic of Ireland in 1959 was the new Ballycotton boat, one of the 52-foot Barnett type. She was named *Ethel Mary* by the Hon. Mrs. Bertram Bell, wife of Major Bertram Bell, a member of the Committee of Management, on the 16th of September. The Bishop of Cloyne, the Most Rev. J. J. Ahern, blessed the life-boat. Among those who spoke was the Irish Minister for Lands, Mr. Michael O'Morain, who in pointing out that the Institution depended entirely on voluntary contributions said that it was heartening to know that the unselfish and Christian spirit which

inspired the foundation of the Institution more than a century ago had managed to survive.

Dr. John Murphy, chairman of the branch, took the chair, and Commander H. B. Acworth, Irish District Inspector, described the boat. The life-boat was provided as a gift from the trustees of the estate of the late Mrs. Ethel Mary Brereton of Hemel Hempstead, and Mr. H. A. Sandford, a trustee of the estate, presented her to the Institution, Major Bertram Bell accepting her and handing her over to the honorary secretary of the branch, Mr. R. H. Mahony.

A vote of thanks was proposed by the Very Rev. Canon M. Fitzpatrick, parish priest of Cloyne, and seconded by the Very Rev. P. Bury, Dean of Cloyne. The singing was led by the Ballycotton parish choir.

### Three Life-boat Centenaries

#### Lizard

At a dinner held at the Housel Bay Hotel, the Lizard, on the 24th of April, 1959, to mark the hundredth anniversary of the founding of the life-boat station, Earl Howe, Chairman of the Committee of Management, presented a commemorative vellum to mark this event. Mr. A. J. Greenslade, chairman of the branch, accepted the vellum. In his speech Earl Howe pointed out that in the hundred years of the station's existence life-boats from the Lizard had rescued 612 lives. He also described the reasons why it had been decided to build a life-boat station at Kilcobben Cove. Admiral E. L. S. King, vice-president of the branch, and Mr. L. A. Britton, honorary secretary of the branch, expressed gratitude for the co-operation given by the Royal Naval Air Station at Culdrose, the police and coastguards. Other speakers included Mr. J. C. Trewin, president of the branch committee; Mr. F. Chapman, former honorary secretary of the branch; Mr. Greville Howard, M.P. for St. Ives and a member of the Committee of Management; and Coxswain George Mitchell.

Later in the year celebrations took place throughout the week which

included life-boat day. These started with an open-air service held on Sunday, the 26th of July, at which Captain Guy D. Fanshawe, R.N., represented the Committee of Management. Other attractions included a concert and dancing on the village green; a barbecue; a tug-of-war competition; special launches of the life-boat and demonstrations of co-operation with helicopters and of rescue by breeches buoy; a dance and a cinema show.

#### Helvick Head

The hundredth anniversary of the founding of a life-boat station at Helvick Head was celebrated on the 26th of July, when the commemorative vellum was presented by Major Bertram Bell, a member of the Committee of Management. The committee was also represented by Sir Terence Langrishe. After the ceremony a buffet tea was served by the ladies of Dungarvan and Helvick Head in a marquee provided by the Dungarvan Show Committee. Since the station was established life-boats from Helvick Head have rescued 172 lives.

#### Fleetwood

The establishment of a life-boat station at Fleetwood a hundred years

ago was also celebrated by a ceremony held on Sunday, the 9th of August. The Bishop of Lancaster conducted a service of thanksgiving, assisted by the Rev. Jon McClintock, Vicar of Fleetwood, and Mr. Duncan Brown, Superintendent of the Fleetwood branch of the Royal National Mission to Deep Sea Fishermen. The Mayor of Fleet-

wood, Councillor J. S. Shaw, took the chair, and the Earl of Derby, Lord Lieutenant of the County of Lancashire, presented the commemorative vellum to the honorary secretary of the branch, Mr. H. Cartman, who handed it over to the Mayor of Fleetwood for safe keeping. During the hundred years Fleetwood life-boats have rescued 337 lives.

### New Ways of Raising Money

THERE has been some very encouraging news of the activities of youthful supporters of the life-boat service. The junior section of the Edinburgh branch, which has been growing steadily in strength, recently organised a junior gymkhana at a local farm and raised over £11. At Bembridge School in the Isle of Wight a life-boat club has been formed. The president is Edward Colquhoun ; the age limit for members is eighteen ; and membership is not necessarily confined to boys at the school. The subscription is 2/6d. a year; donations have been received; and articles sold at a jumble sale ranged from clock-work railways to fudge.

\* \* \*

In the past twelve years the Cromer branch has received more than £500 from the competition for the Life-boat Cup for which junior football teams in the district compete. The cup competed for today was presented by the honorary secretary, Major E. P. Hansell, and the revenue comes from the considerable gates.

\* \* \*

Mr. Jack James, the foreman for the contractors building the new life-boat station at Kilcobben Cove, found a bottle with a message in it and a request that the message should be passed to some people in Cheshire. Mr. James did so and was rewarded with 10/-, which he presented to the Lizard branch.

\* \* \*

Miss Margaret Hughes mounted her pony and went collecting in the sea from yachtsmen at Talsarnau.

\* \* \*

Mrs. Wade of Forest Row presented the post-war credit due to her son, who was killed atsea in 1944, to the Institution.

Messrs. Dean, Smith and Grace Ltd., of Keighley have installed an automatic cigarette machine on their premises for their employees. Each halfpenny which comes as change from the insertion of a florin goes to charities, one of which is the life-boat service.

\* \* \*

The Port Erin Ladies' Life-boat Guild held a barbecue, at which hot-dogs were sold and there was singing and dancing to guitars. The profit amounted to more than £15.

\* \* \*

Mrs. Morris, honorary secretary of the Newcastle-under-Lyme branch, has been making up packets of seed gathered from flowers in her garden and selling them for the benefit of the life-boat service.

\* \* \*

Hill and Osborn's Garage at Burnham Market has a life-boat collecting box into which contributions are put, in return for having air pumped into tyres.

\* \* \*

In memory of an occasion when a British merchant ship was wrecked off the coast of the United States in 1944 a man who wishes to remain anonymous has presented a trophy to be competed for annually at a Scottish golf club for the benefit of the Institution.

\* \* \*

Mrs. Lockett, a member of the committee of the Newcastle-under-Lyme branch, acts as an agent for a firm producing Christmas cards, and gives the commission she receives to the branch funds.

\* \* \*

Mr. H. Sawyer of Wrentham near Beccles staged an exhibition of old lamps for the benefit of the Institution.

## Prize Winning Essay

MISS BRIDGET MCHALE, of West Norfolk and King's Lynn High School for Girls, King's Lynn, won the first prize in the competition for the best essay on the Life-boat Service organised by the Institution.

### Other Prizes

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

- Ireland :** Caroline McGowan, Movilla Secondary Intermediate School, Newtownards, Northern Ireland.
- Scotland :** James Dickie, Kilquhanity House, Castle Douglas, Kirkcudbright.
- Wales :** Gareth Ronald Jones, County Grammar School for Boys, Aberdare, Glamorgan.

**England :** *South-East :* Bridget McHale, West Norfolk and King's Lynn High School for Girls, King's Lynn.

*North-East :* Rosemary Helen Lucking, Hunmanby Hall, near Filey, Yorks.

*Midlands :* Bridget Veronica Sheppard, Chipping Campden Grammar School, Chipping Campden, Glos.

*South-West :* Allan John Bisset, Bideford Grammar School, Bideford, Devon.

*North-West :* Susan Janice Price, Greaves County Secondary School, Lancaster.

*London :* Carol Britton, Charlton Park School (L.C.C.), Charlton Park Road, London, S.E.7.

BECAUSE of pressure of space caused by the very large number of services in July, August and September, it is not possible to publish the winning essay in full.

## Royal Humane Society Award

COXSWAIN Lionel Derek Scott and Motor Mechanic Robert Gammon of the Mumbles have each been awarded the Royal Humane Society's testimonial on vellum for the rescue of two

school teachers whose dinghy capsized on the 16th of June, 1959. Coxswain Scott and Motor Mechanic Gammon both dived into the sea to help one of the teachers to safety.

## THE LIFE-BOAT FLEET

153 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 30th September, 1959 - 82,309

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

### 167 Lives Rescued

#### JULY

DURING July life-boats were launched on service 123 times and rescued 65 lives.

#### BOY TAKEN OFF STEAMER

**Barrow, Lancashire.** At 11.15 on the morning of the 1st of July, 1959, a firm of shipping agents informed the coxswain that the father of a boy aboard the s.s. *Baxtergate* of London was dangerously ill. As there was no other suitable boat available a request was made for the life-boat to bring the boy ashore. The vessel was lying off Lightning Knoll buoy, and as she would be unable to dock for several days because of the neap tide, the life-boat *Herbert Leigh* was launched at 1.23. There was a moderate sea, with a fresh west-south-westerly wind blowing and an ebb tide. The life-boat met the *Baxtergate*, embarked the boy and landed him at Barrow at 3.50. She reached her station at 4.30. The shipping agents refunded to the Institution the expenses of the service. Rewards to the crew, £4 16s. ; rewards to the helpers on shore, £2 10s.

#### TOW FOR YACHT IN NEAR GALE

**Beaumaris, Anglesey.** At 10.10 on the night of the 1st of July, 1959, a report was received that flares had been seen off Black Rocks, Penmon. At 10.25 the life-boat *Field Marshal and Mrs. Smuts* was launched in a rough sea. There was a south-westerly wind of nearly gale force and the tide was ebbing. The life-boat found the yacht *Nancy* of Heswall anchored close in-shore in a dangerous position. Her propeller had been fouled by ropes, and the life-boat took the yacht, which had a crew of three, in tow to Beaumaris pier. The life-boat reached her station at 12.45, but was unable to be rehousing until the 3rd of July because of the strong winds. Rewards to the crew, £10 3s. ; rewards to the helpers on shore, £2 17s.

#### ESCORT FOR BELGIAN TRAWLER

**Tenby, Pembrokeshire.** At five o'clock on the afternoon of the 2nd of

July, 1959, the honorary secretary was informed that a trawler had broken down off Caldy Island. The coast-guard confirmed the report at 5.42 and the life-boat *Henry Comber Brown* was launched six minutes later. There was a gentle south-south-westerly wind, with a moderate sea and an ebb tide. The life-boat found the Belgian trawler *Concordia* off Chapel Point. Her engine had been repaired, and the life-boat escorted her to harbour, arriving at 6.40. The life-boat reached her station at 6.50. Rewards to the crew, £7 ; rewards to the helpers on shore, £3 12s.

#### LAUNCH TOWED AFTER MAN SWIMS ASHORE

**Torbay, Devon.** At 11.13 on the night of the 2nd of July, 1959, the coast-guard told the honorary secretary that the police at Torquay had reported a small motor launch broken down a mile and a half off Hope's Nose, Torquay. The life-boat *Princess Alexandra of Kent* left her moorings at 11.35 in a slight sea. There was a gentle westerly breeze and a flood tide. The life-boat found the motor launch *Christina* of Paignton with four people on board. She took her in tow and berthed her in Brixham harbour. The life-boat reached her moorings at 12.50. It was learnt later that there had originally been five people in the launch, one of whom had swum ashore for help. Rewards to the crew, £6 ; rewards to the helpers on shore, £1 4s.

#### DOCTOR PUT ABOARD SWEDISH TRAWLER

**Barra Island, Hebrides.** At 8.30 on the morning of the 4th of July, 1959, the coastguard informed the honorary secretary that the trawler *Skogaland* of Gothenburg, which was 180 miles off Barra, had a sick seaman on board. It was decided to wait until the trawler was off Barra Head before sending the life-boat, as conditions there would be much better for transferring a doctor. The life-boat *R. A. Colby Cubbin No. 3*

left her moorings with a doctor on board at 11.50 in a slight sea, with a south-westerly wind blowing and an ebb tide. She met the trawler at 4.15 on the morning of the 5th of July, and the doctor went aboard. The life-boat escorted the *Skogaland* to Lochboisdale, where the seaman, who had a gastric stomach ulcer, was taken to hospital. The life-boat reached her station at 12.30. Rewards to the crew, £27 1s. ; rewards to the helpers on shore, £1 6s.

#### FATHER OF BOY ASKS COXSWAIN FOR HELP

**Great Yarmouth and Gorleston, Norfolk.** At 12.30 on the afternoon of the 4th of July, 1959, a man informed the coxswain that his son and a friend had put out to fish in his skiff against his advice and that he was worried about their safety. There was a moderate south-easterly wind with a rough sea and an ebb tide. The coxswain went to the coastguard station and saw a small boat anchored three miles south of the pier. The life-boat *Louise Stephens* was launched at 12.47 and made for the position. The two boys were taken aboard the life-boat, which towed the skiff to harbour. The life-boat reached her station at 1.35. The father expressed his thanks. Rewards to the crew, £11 5s. ; rewards to the helpers on shore, £4 5s.

#### COLLISION BETWEEN MOTOR VESSEL AND YACHT

**Sunderland, Co. Durham.** At 4.48 on the afternoon of the 4th of July, 1959, the coastguard told the honorary secretary that the motor vessel *Fulham VIII* had reported that she had been in collision with the yacht *Caribon* and that the yacht's crew of three were in the water. The life-boat *Edward and Isabella Irwin*, which had just returned from a routine exercise, put out two minutes later. There was a light south-westerly breeze, the sea was calm, and the tide was ebbing. While the life-boat was making for the position she received a radio message from the *Fulham VIII* that the crew of the *Caribon* had been picked up three miles east of Roker pier. The life-boat came alongside the motor vessel, and the three men were

transferred to her. A search was made for the yacht, but only pieces of wreckage were found and it was presumed that she had sunk. The life-boat reached her station at seven o'clock. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £1 16s.

#### FISHING BOAT FOUND ON ROCKS

**Fishguard, Pembrokeshire.** At 10.5 on the night of the 4th of July, 1959, the coastguard informed the honorary secretary that a small boat with three people on board was drifting off Pen Anglas. The life-boat *Howard Marryat* was launched at 10.20 in a moderate sea, with a moderate south-westerly wind blowing and an ebb tide. She found a small fishing boat one mile south-south-east of Strumble Head ashore on the rocks. The boat was only slightly damaged and after her crew had been taken aboard the life-boat she was towed to Fishguard. The life-boat reached her station at 12.20. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, £2 16s.

#### TWO MEN FOUND MAROONED ON ROCK

**Portrush, Co. Antrim.** At 9.2 on the evening of the 6th of July, 1959, the coastguard informed the honorary secretary that two men were marooned on Black Rock and were in danger of being carried out to sea. At 9.16 the life-boat *Lady Scott (Civil Service No. 4)* was launched in a slight swell. There was a light southerly breeze and the tide was ebbing. The life-boat took the men off the rock and landed them at Portrush. She reached her station at 11.35. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £1 16s.

#### INJURED SEAMEN TAKEN FROM GERMAN VESSEL

**Shoreham Harbour, Sussex.** At 1.50 on the afternoon of the 7th of July, 1959, the coastguard told the honorary secretary that a message had been received from Niton radio station that two members of the crew of the motor vessel *Scharhorn* of Hamburg had been badly burned and needed a doctor. The *Scharhorn* was then fourteen miles

east of Brighton and arrangements were made for the life-boat to meet the vessel off Brighton in three quarters of an hour. The life-boat *Rosa Woodd and Phyllis Lunn* was launched with a doctor on board at 2.5 in fine weather and a calm sea. The tide was ebbing. The life-boat came alongside the *Scharhorn*, and the two seamen were transferred to her. On the return trip the doctor attended to their burns and they were taken to hospital on being landed at Shoreham harbour at 3.32. Rewards to the crew, £6 ; rewards to the helpers on shore, £2 8s.

#### MECHANIC REPAIRS CABIN CRUISER'S ENGINE

**Dungeness, Kent.** At 2.44 on the afternoon of the 7th of July, 1959, the coastguard informed the honorary secretary that a cabin cruiser was in distress seven miles south-east-by-south of Dungeness. At 3.5 the life-boat *Mabel E. Holland* was launched in a gentle easterly breeze. There was a slight sea and the tide was ebbing. The life-boat found the cabin cruiser *Kaye* of Rye. The cabin cruiser's engine had broken down and her owner asked the coxswain for a tow to Rye harbour. As there was not enough water to enter the harbour the life-boat towed the *Kaye* to a position where she anchored. While waiting for the tide the life-boat's motor mechanic boarded the cabin cruiser and repaired her engine. She was then able to enter harbour under her own power, and the life-boat returned to her station, arriving at 9.30. The owner made a gift to the life-boat crew, from which the crew made a donation to the Institution's funds. Rewards to the crew, £16 5s. ; rewards to the helpers on shore, £23 8s.

#### YOUNG SWIMMER RESCUED FROM BANK

**Hoylake, Cheshire.** At 5.50 on the evening of the 7th of July, 1959, the police at Hoylake told the coxswain that two young men who had gone swimming from Hilbre Island at 4.15 had not returned to the beach. At 6.35 the life-boat *Oldham IV* was launched in a moderate sea with a light northerly breeze blowing and an ebb tide.

Shortly afterwards a man was seen on the West Hoyle bank, and the coxswain decided to put two of his crew on to the bank to carry out a search. One of the young men was found in an exhausted condition and was taken aboard the life-boat. A further search was made by the life-boat for the other swimmer without success, and the life-boat reached her station at nine o'clock. In appreciation of this service a donation of £100 was made to the Institution's funds from the parishioners of Christ Church, Claughton, Birkenhead. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £8 1s.

#### LIFE-BOAT STANDS BY YACHT AGROUND

**Southend-on-Sea, Essex.** At 7.47 on the evening of the 7th of July, 1959, the coastguard informed the honorary secretary that a yacht was ashore a quarter of a mile north-west of West Middle buoy. At 7.58 the life-boat *Greater London II (Civil Service No. 30)* was launched in a moderate sea. There was a moderate easterly wind and it was low water. The life-boat found the yacht *Annasona* of Chatham with three men on board hard aground. They declined assistance, and the coxswain decided to stand by until the yacht refloated on the next tide. The life-boat reached her station at 12.30. Rewards to the crew, £8 ; rewards to the helpers on shore, £4 16s.

#### MAN AND WIFE TAKEN OFF YACHT

**Southend-on-Sea, Essex.** At 10.24 on the evening of the 8th of July, 1959, the coastguard told the honorary secretary that a bather had been cut off by the tide at Leigh-on-Sea and had boarded a boat anchored there. At 10.42 the life-boat, *Greater London II, (Civil Service No. 30)* was launched in a calm sea with a light south-westerly wind blowing and a flood tide. She made for the position and found a man and his wife aboard a yacht. Both were suffering badly from cramp. They were taken on board the life-boat, which reached her station at 12.10. When they came ashore they were taken to their home by police car. Rewards to the crew, £5 ; rewards to the helpers on shore, £3 18s.

#### TOW FOR YACHT WITH ENGINE BREAKDOWN

**The Lizard, Cornwall.** At 10.30 on the morning of the 9th of July, 1959, the honorary secretary was informed that a motor yacht appeared to be in difficulties off Mullion Cove, and he tried without success to obtain the services of a local boat. The yacht fired distress signals at 11.57, and the life-boat *Duke of York* was launched twelve minutes later. There was a moderate sea with a strong northerly wind blowing and an ebb tide. The life-boat found the yacht *Dream*, which had a crew of two, with her engines broken down. She took her in tow to Newlyn and reached her station at 6.15. Rewards to the crew, £12 4s.; rewards to the helpers on shore, £7 12s.

#### ESCORT FOR FISHING VESSEL IN ROUGH SEA

**Caister, Norfolk.** At 3.50 on the afternoon of the 9th of July, 1959, the coastguard at Gorleston informed the honorary secretary that a small boat was making little headway in a very rough sea off North Scroby buoy. A later report from the coastguard at Winterton stated that the boat had disappeared from view, and at 4.25 the life-boat *Jose Neville* was launched. There was a strong north-northeasterly wind with thundery squalls. The tide was ebbing. The life-boat found the fishing vessel *Sea Hawk* of London on a southerly course to the westward of the North Scroby buoy. The *Sea Hawk* had been forced to alter course during a heavy squall, and this had led to the report that she was making little headway. Because of the conditions the life-boat escorted her to the south of Caister Elbow buoy, where the water was calmer, and then returned to her station, arriving at 5.50. Rewards to the crew, £8; rewards to the helpers on shore, £6 1s.

#### FATHER AND SON RESCUED FROM DINGHY

**Cullercoats, Northumberland.** At 6.30 on the evening of the 10th of July, 1959, the coxswain was informed that a sailing dinghy had capsized half a mile east of Cullercoats harbour. Five minutes later the life-boat *Isaac and*

*Mary Bolton* was launched in a moderate south-south-easterly breeze. There was a slight sea and it was high water. The life-boat found the dinghy *Dinkie* capsized with a man and his eleven-year-old son clinging to her. They were taken on board the life-boat together with their sailing dinghy, and the life-boat reached her station at 7.1. The man made a donation to the Institution's funds and offered to do all he could to further its cause. Rewards to the crew, £6; rewards to the helpers on shore £9.

#### STEAMER AND MOTOR VESSEL IN COLLISION

**Dover, and Walmer, Kent.** At 7.12 on the morning of the 11th of July, 1959, the coastguard informed the honorary secretary at Dover that two vessels had been in collision near the South Goodwin lightvessel. At 7.31 the coastguard reported that one of the vessels, the s.s. *Mount Athos* of Piraeus, had rescued seven of the crew of the motor vessel *Saint Ronan* of Glasgow, which had sunk. There were still three men missing from the *Saint Ronan*. At 7.40 the Dover life-boat *Southern Africa* left her moorings. The Walmer life-boat station as the flanking station had been informed of the launch according to the usual procedure, and at 7.49 the life-boat *Charles Cooper Henderson*, on temporary duty at Walmer, was also launched. A doctor went out in the Walmer life-boat as the master of the *Saint Ronan*, who had been rescued, was seriously injured. There was a freshening southerly wind with a choppy sea and an ebb tide. Visibility was poor. The Dover life-boat carried out a search for further survivors while the Walmer life-boat put the doctor aboard the *Mount Athos* and escorted the steamer into Dover harbour. The two life-boats then continued the search, but without success, and they returned to their stations, Dover life-boat arriving at 12.55 and Walmer at 1.15. Rewards to the crew: Dover, £12 18s.; Walmer, £12 13s. Rewards to the helpers on shore: Walmer, £14 19s.

#### GERMAN STUDENTS TAKEN OFF DINGHY

**Margate, Kent.** At 12.43 on the afternoon of the 11th of July, 1959, the



coastguard told the honorary secretary that a small boat was in difficulties off Birchington and that one of her crew was waving an oar to attract attention. Five minutes later the life-boat *North Foreland* (Civil Service No. 11) was launched in a very rough sea, with a strong south-westerly wind blowing and a flood tide. The life-boat found a small outboard motor boat two miles off Westgate with her engine broken down. There were three German students on board, who were taken aboard the life-boat, which then towed the dinghy to Margate harbour, arriving at 1.30. Because of the flood tide the life-boat could not be rehoused until 6.45. Rewards to the crew, £9; rewards to the helpers on shore, £4 19s.

#### YACHT ESCORTED AND BOAT FOUND DRIFTING

**Shoreham Harbour, Sussex.** At 2.40 on the afternoon of the 11th of July, 1959, the coastguard informed the motor mechanic that the police at Worthing had reported a small sailing dinghy in difficulties one mile off Goring. At 2.50 the life-boat *Rosa Woodd and Phyllis Lunn* was launched in a rough sea with a fresh west-south-westerly wind blowing and an ebb tide. On her way to the position the life-boat found a small fishing boat, which had broken adrift from her moorings at Lancing. The coastguard were informed and the life-boat continued her passage to Goring. She found the yacht *Fiery X* with a crew of three. They did not need assistance, and after it had been confirmed by the pilot of a helicopter, which was also in the area, that no other boat required help the life-boat escorted the *Fiery X* to Shoreham harbour, arriving at 4.30. Rewards to the crew, £7; rewards to the helpers on shore, £2 8s.

#### RESCUE BY HELICOPTER AND BY LIFE-BOAT

**Clacton-on-Sea, Essex.** At 3.16 on the afternoon of the 11th of July, 1959, the coastguard informed the honorary secretary that a sailing dinghy was in distress a quarter of a mile east of Mersea Island. At 3.25 the life-boat *Sir Godfrey Baring* was launched in a rough sea. There was a fresh westerly

wind and a flood tide. A helicopter was also sent from Felixstowe, and the joint search led to the finding of a dismasted catamaran with a crew of two. The helicopter rescued one of the men and landed him on the beach. The other man was rescued by the life-boat, which then took the catamaran in tow to the shelter of the river Colne. While the life-boat was returning to her station, a message was received that a yacht was in difficulties on a lee shore near Colne Point. The life-boat made for this position and found the yacht *Kestrel*, which had a crew of four, being driven ashore. She took her in tow to the shelter of the river, and as conditions for rehousing the life-boat were unsuitable, she continued to Brightlingsea, arriving at 8.30. The owner of the catamaran made a donation to the Institution's funds. Rewards to the crew, £14 5s.; rewards to the helpers on shore, £2 9s.

#### RESCUE FROM CAPSIZED DINGHY

**Eastbourne, Sussex.** At 3.50 on the afternoon of the 11th of July, 1959, the coxswain received a message from the president of the Eastbourne sailing club that a dinghy had capsized two hundred yards off the promenade. The club members were unable to launch a boat because of the rough sea, and at 3.55 the life-boat *Beryl Tollemache* was launched in a strong south-westerly wind and an ebb tide. She reached the dinghy, rescued one person who was clinging to her, and took the dinghy in tow. The life-boat reached her station at 4.15. Rewards to the crew, £8; rewards to the helpers on shore, £9 8s.

#### TOW FOR YACHT WITH FIVE ON BOARD

**Hastings, Sussex.** At 8.55 on the evening of the 11th of July, 1959, the coastguard informed the honorary secretary that a yacht was in difficulties nine miles south-east-by-south of Hastings. At 9.42 the life-boat *M.T.C.* was launched in a moderate sea. There was a strong west-south-westerly wind and it was low water. The life-boat found the yacht *Panda* with five people on board. Her cross tree had become unshipped and she was unable to set

canvas. The life-boat took the *Panda* in tow to Rye harbour, which was reached at 2.7 in the morning. After the yacht had been moored the life-boat returned to her station, arriving at 5.14. Rewards to the crew, £15 17s. ; rewards to the helpers on shore, £32 3s.

#### MEDAL FOR NORTH SUNDERLAND COXSWAIN

On the afternoon of the 12th of July, 1959, a man marooned on a cliff was rescued by the North Sunderland, Northumberland, life-boat. For this service, a full account of which appears on page 324, Coxswain Thomas Dawson, was awarded the bronze medal for gallantry.

#### TANKER AND MOTOR VESSEL IN COLLISION

**Walton and Frinton, Essex.** At 4.27 on the morning of the 12th of July, 1959, the coastguard told the honorary secretary that a message had been intercepted from an unknown vessel, stating: "Collision one mile Rough Tower." As a result the life-boat crew were alerted, and after a confirmatory message had been received that the collision had occurred near West Rocks the life-boat *Cunard*, on temporary duty at the station, put out at 5.15. It was later learnt that the two vessels which had collided were the tanker *B.P. Manager* of London and the motor vessel *Scarcity* of London. The life-boat found that the tanker, although damaged, was able to continue on her passage, but that the *Scarcity* had been holed and was making water. The *Scarcity's* master decided to beach her at Shotley Spit, and the life-boat escorted her to the position and then returned to her station, arriving at 11.30. Rewards to the crew, £16 5s. ; rewards to the helpers on shore, £5 2s.

#### TOW FOR DUTCH BARGE WITH SEVEN ABOARD

**Weymouth, Dorset.** At 4.48 on the morning of the 12th of July, 1959, the coastguard informed the honorary secretary that a yacht was burning red flares a mile and a half south-south-east of Portland Bill. At 5.10 the life-boat *Frank Spiller Locke* put out in a heavy

swell, with a fresh westerly wind blowing and an ebb tide. She found the Dutch barge *Scaldis V* of Cowes, with seven people and a dog on board, broken down and with her rudder damaged. She took the Dutch barge in tow to Weymouth and reached her moorings at 8.40. Property salvage case.

#### LIFE-BOAT STANDS BY DUTCH COASTER

**Clacton-on-Sea, Essex.** At 9.10 on the morning of the 12th of July, 1959, the coastguard informed the honorary secretary that a small vessel appeared to be aground one mile north-west of Mid Barrow lightvessel. The life-boat crew were assembled and went to Brightlingsea, where the life-boat *Sir Godfrey Baring* was lying afloat in the harbour, as it had not been possible to rehouse her after the service the day before. She left her moorings at 10.40 in a slight sea. There was a gentle west-south-westerly breeze and it was low water. The life-boat found the coaster *Bermuda* of Delfzijl aground, stood by her until she refloated, and then returned to her station, arriving at 3.15. Rewards to the crew, £12 13s. ; rewards to the helpers on shore, £5 3s.

#### FOUR PEOPLE RESCUED FROM RUBBER DINGHY

**Dungeness, Kent.** At 1.20 on the afternoon of the 12th of July, 1959, the coastguard told the honorary secretary that a rubber dinghy was being blown out to sea off Littlestone. At 1.30 the life-boat *Mabel E. Holland* was launched in a rough sea. A strong south-westerly wind was blowing and it was high water. The life-boat found the dinghy with four people on board between Dymchurch and Hythe. They were taken aboard the life-boat, which picked up the dinghy and reached her station at 3.15. Rewards to the crew, £9 ; rewards to the helpers on shore, £16 18s.

#### MAN RESCUED AFTER GOING TO HELP OF SAILING BOAT

**Tenby, Pembrokeshire.** At 1.57 on the afternoon of the 12th of July, 1959, the coastguard informed the assistant honorary secretary that a yacht had

capsized six hundred yards off shore in Lydstep haven. At 2.1 the life-boat *Henry Comber Brown* was launched in a heavy swell with a strong westerly wind blowing and an ebb tide. The life-boat found the sailing boat *Crackerjack* full of water and took her crew of two on board. Almost immediately a report was received that a canoe had been washed on to a cliff near by and that a man had been seen on a ledge forty feet up the cliff. The life-boat made for the position, and using the loud hailer the coxswain persuaded the man to come down to sea level, from where he was hauled aboard the life-boat. He had a badly bruised and lacerated leg and was suffering from shock. He was given first-aid treatment on board the life-boat. The canoe was recovered on the way back, and the sailing boat and one of her crew were landed on Lydstep beach and the other two survivors were landed at Tenby. The life-boat reached her station at 3.50. It was learnt later that the man in the canoe had gone to the assistance of the *Crackerjack*. Rewards to the crew, £8; rewards to the helpers on shore, £3 15s.

#### LIFE-BOAT ON PASSAGE FINDS BOAT IN DISTRESS

**Walmer, Kent.** At 4.14 on the afternoon of the 12th of July, 1959, the life-boat *Charles Dibdin* (Civil Service No. 32) was returning to her station from Dover after being on display at the Royal Show at Oxford, when the coxswain saw two men aboard a motor boat in Fan Bay waving a flag and flashing torches to attract attention. There was a rough sea with a fresh south-westerly wind blowing. It was high water. The life-boat found the motor boat *Fiver II* of Dover broken down close to the rocky foreshore. She had a crew of three. The life-boat took her in tow to Dover harbour and then continued her passage to Walmer, which was reached at six o'clock. Rewards to the crew, £20 7s.

#### LIFE-BOAT TAKES OVER TOW FROM TUG

**Dover, Kent.** At 6.10 on the evening of the 12th of July, 1959, the coastguard

informed the honorary secretary that a yacht was burning red flares two miles off Leathercoat Point. A Dutch tug had gone to her help and had connected a tow line. At 6.30 the life-boat *Southern Africa* left her moorings in a very rough sea. A south-westerly wind of nearly gale force was blowing and the tide was ebbing. The life-boat found the yacht *Clai* of London in tow of the Dutch tug two miles east-north-east of South Foreland. Her engine had been swamped by the heavy seas and her sails had been blown away. She had a crew of two. At the request of the master of the tug the life-boat took over the tow and brought the yacht into Dover harbour. She reached her station at 8.55. Rewards to the crew, £8 13s.

#### ESCORT FOR YACHT MAKING HEAVY WEATHER

**Newhaven, Sussex.** At 6.50 on the evening of the 12th of July, 1959, the coastguard passed on to the honorary secretary a message from the police at Brighton that a small yacht was in difficulties close inshore off Rottingdean. At seven o'clock the life-boat *Cecil and Lilian Philpott* was launched in a rough sea, with a strong south-westerly wind blowing and an ebb tide. She found the motor yacht *Santa Maria* between Newhaven and Peacehaven. The yacht was making heavy weather and the life-boat escorted her into harbour and reached her station at 7.35. The owner made a gift to the Institution's funds. Rewards to the crew, £8; rewards to the helpers on shore, £3 12s.

#### ESCORT FOR TRAWLER IN TOW OF BOAT

**Stornoway, Hebrides.** At 6.50 on the morning of the 13th of July, 1959, the coastguard told the honorary secretary that the trawler *Star of Freedom* was drifting ashore with engine trouble four and a half miles west of Loch Inchar. At 7.20 the life-boat *City of Glasgow*, on temporary duty at the station, put out in a rough sea. There was a north-north-westerly wind of nearly gale force and it was low water. When the life-boat reached the position it was

found that several other fishing boats had answered the distress call and that one of them had taken the *Star of Freedom* in tow to the shelter of Loch Inver. The life-boat escorted them for some time and then returned to her station, arriving at 8.20. Rewards to the crew, £23 17s.

#### TOW FOR YACHT WITH SAILS BADLY TORN

**Walner, Kent.** At 4.51 on the afternoon of the 13th of July, 1959, the coastguard informed the honorary secretary that the master of the East Goodwin lightvessel had reported a motor yacht burning red flares about half a mile east of the lightvessel. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched at five o'clock in a smooth sea. There was a light westerly breeze and it was high water. The life-boat found the 30-foot auxiliary motor yacht *Tango* of London with a crew of three. Her engine had broken down and her sails were badly torn. A tow line was connected, and after three members of the life-boat crew had boarded her the *Tango* was towed into Ramsgate harbour. The life-boat then returned to her station, arriving at 10.30. Property salvage case.

#### ANCHORED THROUGH NIGHT WITH VESSEL IN TOW

**Rhyl, Flintshire.** At 10.15 on the night of the 16th of July, 1959, the owner of the fishing vessel *Ocean Queen* told the honorary secretary that his vessel, which had a crew of two, was in difficulties four and a half miles north-east-by-east of Rhyl. At 10.20 the life-boat *Anthony Robert Marshall*, with the second coxswain in command, was launched in a moderate sea with a moderate south-westerly wind blowing and an ebb tide. She found the *Ocean Queen* aground and towed her into deep water, but off Llandulas the second coxswain decided to anchor for a time as the wind was freshening. About six o'clock on the morning of the 17th of July the life-boat began to make for Rhyl with the fishing vessel in tow. She finally arrived at her station at 7.50. Rewards to the crew, £16 9s ; rewards to the helpers on shore, £6 6s.

#### TOW FOR DRIFTING CABIN CRUISER

**Islay, Hebrides.** At 10.20 on the night of the 16th of July, 1959, the lighthouse keeper at Rhuvaal informed the honorary secretary that a cabin cruiser had fired distress flares a mile and a half north-north-east of Rhuvaal. At 10.35 the life-boat *Charlotte Elizabeth* left her moorings in a slight sea. There was a light south-westerly breeze and a flood tide. The life-boat found the cabin cruiser *Brig O' Doone* of Bonahaven with two people on board. Her engine had broken down, and as she had neither sails nor oars she was drifting towards the northern end of Jura. The *Brig O' Doone* was taken in tow to Bonahaven, and the life-boat reached her station at one o'clock. Rewards to the crew, £6 ; rewards to the helpers on shore, £1 8s.

#### BOAT ON FISHING TRIP RUNS SHORT OF FUEL

**Dover, Kent.** At 2.55 on the afternoon of the 18th of July, 1959, a fishing boat was seen in difficulties near the wreck buoy south of the eastern entrance to Dover harbour. The life-boat *Southern Africa* left her moorings five minutes later in a choppy sea. There was a light south-westerly breeze and an ebb tide. The life-boat found a motor boat with three people on board on a fishing trip. She had run short of fuel. The life-boat towed her into harbour and reached her station at 4.5. Rewards to the crew, £7 5s.

#### TOW FOR BOAT ENGAGED IN SALVAGE WORK

**St. Abbs, Berwickshire.** At 6.55 on the evening of the 18th of July, 1959, the coastguard informed the honorary secretary that an outboard motor boat with a crew of three engaged in salvage operations on the wreck of the s.s. *Nyon*, which had gone aground on the 15th of November, 1958, had broken down off St. Abbs Head. At 7.35 the life-boat *W. Ross Macarthur* of Glasgow was launched in a choppy sea, with a moderate south-westerly wind blowing and an ebb tide. The life-boat found the boat, which was flying a red pullover on the end of an oar to attract attention.

She took her in tow and reached her station at 8.35. Rewards to the crew, £6 ; rewards to the helpers on shore, £1 16s.

#### FOUR TAKEN OFF CATAMARAN BY BOARDING BOAT

**Moelfre, Anglesey.** At seven o'clock on the evening of the 18th of July, 1959, the coastguard told the honorary secretary that a sailing boat was drifting towards Dulas west of Moelfre. A watch was kept on the sailing boat. She did not at first appear to need help, but at 8.30 the coxswain said he was not satisfied with her position, and at nine o'clock the life-boat *Watkin Williams* was launched. She took a boarding boat in tow. There was a rough sea, and a fresh south-westerly wind was blowing with a flood tide. The life-boat found a catamaran with four people on board. She had a broken rudder and torn mainsail and was among rocks close inshore. With the help of the boarding boat the four people were transferred to the life-boat, and two of the life-boat's crew were put aboard the catamaran. The life-boat towed the catamaran to Traeth Bychan beach, where the survivors were landed. She then returned to her station, arriving at 10.30. The rescued people made a donation to the Institution's funds. Rewards to the crew, £6 ; rewards to the helpers on shore, £3 5s.

#### SICK MAN TAKEN OFF BELGIAN STEAMER

**Penlee, Cornwall.** At eight o'clock on the morning of the 19th of July, 1959, the life-boat *W and S* was launched at the request of the port medical officer to take him to the s.s. *Lindi* of Antwerp, as one of her crew was very ill. There was a moderate swell and a light south-westerly breeze. The tide was ebbing. The life-boat embarked the doctor at Newlyn and met the steamer near Wolf Rock at 10.10. The sick man was transferred to the life-boat, which landed him at Newlyn at 12.30 and then returned to her station, arriving at 1.15. Rewards to the crew, £11 4s. ; rewards to the helpers on shore, £5 8s.

#### TOW FOR MOTOR BOAT WITH FOUR ON BOARD

**Appledore, Devon.** At 4.18 on the afternoon of the 19th of July, 1959, the coastguard told the second coxswain that two boys were on a sandbank on the river Taw after being cut off by the tide. The life-boat *Violet Armstrong* left her moorings six minutes later with the second coxswain in command. The life-boat made for the position, but it was learnt that the boys had been rescued by a rowing boat, and she was recalled. On her way back she found a motor boat with four people on board with her engines broken down. The life-boat took the motor boat in tow and reached her station at 6.30. The skipper of the motor boat made a donation to the Institution's funds. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £3 2s.

#### ROWING BOAT TOWED TO HARBOUR

**Coverack, Cornwall.** At 10.10 on the night of the 21st of July, 1959, the motor mechanic told the honorary secretary that a rowing boat with two people on board was unable to return to harbour because of the strong wind and ebb tide. At 10.45 the life-boat *William Taylor of Oldham* was launched in a choppy sea with a fresh north-north-easterly wind blowing. She found a 12-foot rowing boat with two young men on board. The young men were taken aboard the life-boat, which then towed the boat to the harbour. The life-boat reached her station at 11.28. Rewards to the crew, £7 ; rewards to the helpers on shore, £4 16s.

#### YACHT WITH RUDDER LOST TOWED OFF SANDS

**Walton and Frinton, Essex.** At 7.40 on the evening of the 22nd of July, 1959, the coastguard told the honorary secretary that a yacht was ashore on the West Barrow Sands between a mile and two miles north-west of the Mid Barrow lightvessel. At 7.55 the life-boat *Edian Courtauld* left her moorings in a rough sea. There was a moderate easterly wind and the tide was ebbing. Because of the low water the coxswain decided to go

through the Goldmer Gat and up the Barrow Deep, where he found the yacht *Rivale*. She had a crew of two and was on passage from Ramsgate to Burnham-on-Crouch. Her anchor was weighed, and when the life-boat pulled her clear of the sands it was found that her rudder had been lost. She was taken in tow to Brightlingsea, where she was berthed. The life-boat reached her station at 7.10. Property salvage case.

#### DOCTOR TAKEN OUT TO COLLIER

**Southend-on-Sea, Essex.** At 9.41 on the evening of the 23rd of July, 1959, the coastguard informed the honorary secretary that a message had been received from the collier *John Orwell Phillips* of London that a member of her crew was in a coma and needed a doctor. At 10.8 the life-boat *Greater London II* (Civil Service No. 30) was launched with a doctor on board in a slight sea. There was a gentle easterly wind and it was low water. The life-boat put the doctor aboard the collier, but the man was dead. His body was transferred to the life-boat, the vessel's mate accompanying it, and landed at Southend. After the police had taken a statement from the mate he was returned to his vessel, and the life-boat reached her station at 11.50. Rewards to the crew, £5 ; rewards to the helpers on shore, £3 18s.

#### ESCORT FOR FISHING BOAT IN TOW OF ANOTHER

**Humber, Yorkshire.** At 10.30 on the night of the 24th of July, 1959, the coastguard informed the coxswain superintendent that the Dowsing lightvessel had reported red flares five miles north-east of the lightvessel. The life-boat *City of Bradford III* was launched at 10.45 in a slight sea. There were light easterly airs and the tide was ebbing. About six miles east of the Humber lightvessel the coxswain saw the lights of one vessel towing another three miles south-west of the life-boat. The life-boat made towards them and found the fishing boat *Meggies* of Grimsby in tow of the fishing boat *My Gratitude* of Grimsby. The coxswain was informed that the *Meggies* had fired the flares seen from the Dowsing lightvessel, and

the life-boat escorted both boats to Grimsby, arriving at 5.15. She then returned to her station, arriving at 6.15. Paid permanent crew. Additional rewards to the crew, £4 11s.

#### CABIN CRUISER PROVIDED WITH FUEL AND TOWED

**New Brighton, Cheshire.** At 3.50 on the afternoon of the 25th of July, 1959, the coastguard told the honorary secretary a message had been received that a motor cabin cruiser, on passage from Conway to Eastham, had arrived at the Bar lightvessel short of fuel. As no other suitable boat was available, it was decided to send the life-boat, and after ten gallons of petrol had been collected the life-boat *Norman B. Corlett* put out at 4.25. The weather was fine and hazy with a calm sea, light airs and an ebb tide. While the petrol was being transferred to the cabin cruiser *Seagull*, the man on board told the coxswain that the boat's engine was unreliable. The life-boat therefore towed the *Seagull* to moorings at New Brighton and reached her station at 8.45. Rewards to the crew, £11 4s. ; rewards to the helpers on shore, £1 12s.

#### TOW FOR A CABIN CRUISER AGROUND

**Humber, Yorkshire.** At 4.4 on the afternoon of the 26th of July, 1959, the coastguard told the coxswain superintendent that the cabin cruiser *Camorant* of Hull had broken down three miles north of Withernsea. The life-boat *City of Bradford III* was launched at 4.17 in a moderate swell. There was a gentle easterly wind and it was low water. The life-boat reached the position and found the *Camorant* aground. Her owner was transferred to the life-boat, which then took the cabin cruiser in tow to Spurn Point. The life-boat reached her station at 9.15. Paid permanent crew.

#### EX-PILOT CUTTER TAKEN IN TOW

**Tenby, Pembrokeshire.** At 8.35 on the evening of the 26th of July, 1959, the coastguard told the honorary secretary that a motor boat was adrift a mile and a half off Burry Holme. At 8.40 the life-boat *Henry Comber Brown*

was launched in a heavy swell, with a gentle south-westerly wind blowing and a flood tide. The life-boat found the ex-pilot cutter *Tubby* with a crew of five. Her engine had broken and she was taken in tow to Burryport. The life-boat reached her station at 2.30 in the morning. Rewards to the crew, £14 9s.; rewards to the helpers on shore, £4 7s.

#### BOAT TOWED IN AFTER SEARCH FOR BODY

**Margate, Kent.** At 12.52 on the afternoon of the 27th of July, 1959, the coastguard informed the honorary secretary that a body had been reported floating near the West Pan Sand buoy and a request was made for the life-boat to recover it. At 1.4 the life-boat *North Foreland (Civil Service No. 11)* was launched in a rough sea. A south-westerly wind of nearly gale force was blowing and the tide was flooding. The life-boat carried out a search of the area, but all that was found was a dinghy's oar. While she was searching a radio message was received that a body had been sighted in Prince's Channel. On the way to this position the coxswain was informed by the motor vessel *Zorroza* that a body had been seen two miles west of East Redsand buoy. The life-boat searched this area without success and was returning to her station when a further message was received from the motor vessel *Royal Daffodil* that a boat was partly submerged near South Spit buoy. The coxswain altered course and found the sailing boat *Spray* of Birchington, but there was no one aboard. The life-boat towed the sailing boat to Margate harbour, arriving at 7.30. Rewards to the crew, £14; rewards to the helpers on shore, £4 9s.

#### TOW FOR YACHT WITH FOUR PEOPLE ABOARD

**Yarmouth, Isle of Wight.** At four o'clock on the afternoon of the 27th of July, 1959, the coastguard informed the honorary secretary that a yacht was burning red flares four miles off Milford-on-sea. The life-boat *John R. Webb*, on temporary duty at the station, put out at 4.13 in a rough sea

with a strong south-westerly wind blowing and a flood tide. A helicopter also took off. The life-boat found the yacht *Katie* broken down one mile off Hurst Castle with her sails badly torn. She had four people and a dog aboard. The yacht was taken in tow to Yarmouth harbour, and the life-boat reached her station at six o'clock. Rewards to the crew, £6.

#### MAN RESCUED AND YACHT ESCORTED

**Clacton-on-Sea, Essex.** At 4.27 on the afternoon of the 27th of July, 1959, the coastguard informed the honorary secretary that a small rowing boat was anchored off Holland-on-Sea near the buoy marking the sewer. Her occupant was waving a handkerchief for assistance. At 4.45 the life-boat *Sir Godfrey Baring*, with the second coxswain in command, was launched in a moderate sea. A moderate south-south-westerly wind was blowing and the tide was flooding. The man in the boat had been fishing and was very sea-sick. He was taken aboard the life-boat, which also picked up his boat. Conditions were not suitable for rehousing the life-boat at Clacton, and she continued to Brightlingsea. On the way she went to the assistance of a small yacht which appeared to be in difficulties and escorted her to safety. She then landed the man and his rowing boat at Brightlingsea. She returned to her station on the 29th of July. A letter of appreciation was received from the rescued man. Rewards to the crew, £14 19s.; rewards to the helpers on shore, £4 18s.

#### BODY RECOVERED FROM SEA

**Broughty Ferry, Angus.** At 2.15 on the afternoon of the 28th of July, 1959, the police at Cupar asked the pilot station at Broughty Ferry for the assistance of the pilot boat as a body had been found floating ten miles off the mouth of the Tay by the Polish fishing boat *Kaszuby*. The pilot boat was not available, and the message was passed to the honorary secretary, who decided to launch the life-boat *Mona*, as the body was required by the Public Prosecutor. The life-boat put out at

4.30 in a slight swell. There was a moderate south-easterly wind and it was low water. The body was recovered, landed at Tayport and handed over to the police. The police sent a letter of appreciation to the honorary secretary. Rewards to the crew, £12 16s. ; rewards to the helpers on shore, £2 12s.

#### ESCORT FOR FISHING BOAT WITH ENGINE TROUBLE

**Arranmore, Co. Donegal.** At 3.30 on the afternoon of the 28th of July, 1959, the honorary secretary was informed that a local fishing boat was overdue from the fishing grounds north of Arranmore. The life-boat *Peter and Sarah Blake* put out at 3.45 in a rough sea with a strong northerly wind blowing and a flood tide. She found the fishing boat with a crew of two sheltering in a creek. The boat had a faulty engine, and the life-boat escorted her to harbour, reaching her station at 5.45. Rewards to the crew, £7 ; rewards to the helpers on shore, £1.

#### SEARCH FOR FISHING BOAT IN DENSE FOG

**Peterhead, Aberdeenshire.** At 12.11 early on the morning of the 29th of July, 1959, the coastguard passed on to the honorary secretary a police report that an 18-foot rowing boat with one man aboard had gone fishing from Boddam but had not returned. The boat had last been seen off Longhaven. Further enquiries were made to discover whether the man had landed in Couden Bay, but the police reported that they had searched along the shore at Longhaven and Boddam and they were certain the boat had not returned. A message was received at 2.12 that a boat had been seen late the previous evening a quarter of a mile off shore south of Dundonnie, and at 2.45 the life-boat *Julia Park Barry of Glasgow* was launched. There was a slight sea, a light north-easterly breeze was blowing, and the tide was ebbing. There was dense fog. The life-boat came up with a fishing boat and found that she had the boat which was overdue in tow. She escorted them into Boddam harbour and reached her station at 5.30. Rewards to the crew, £8 14s. ; rewards to the helpers on shore, £3 8s.

#### SURVIVORS OF WRECK TAKEN OFF LIGHTVESSEL

**Skegness, Lincolnshire.** At five o'clock on the morning of the 29th of July, 1959, the coastguard informed the honorary secretary that four survivors of the motor vessel *Rivergate* of Hull were on board the Inner Dowsing light-vessel and asked for the life-boat to bring them ashore. The *Rivergate*, which had been on passage to Goole with a cargo of scrap iron, had grounded on the night of the 27th of June off Lowestoft, but had refloated without assistance later. She had then been found to be leaking, and at eleven o'clock on the night of the 28th of July she had capsized. Her crew had taken to an inflatable dinghy and an hour later had managed to reach the light-vessel. At 5.30 the life-boat *The Cuttle* was launched in a calm sea with a light north-north-easterly breeze blowing and an ebb tide. She embarked the survivors and landed them at Skegness, reaching her station at 9.30. Rewards to the crew, £12 16s. ; rewards to the helpers on shore, £4 18s.

#### DOCTOR TAKEN OUT TO MOTOR VESSEL

**Great Yarmouth and Gorleston, Norfolk.** At 7.39 on the morning of the 30th of July, 1959, the coastguard told the honorary secretary that a message had been received from the motor vessel *Fidra* of Leith that one of her crew was in pain with suspected appendicitis. The life-boat *Louise Stephens* was launched with a doctor on board at 7.55 in a slight sea with a gentle north-easterly breeze blowing and an ebb tide. The life-boat met the vessel in Yarmouth roads, and the doctor, after examining the patient, decided he could proceed in the *Fidra* to Newcastle. He was given drugs to ease the pain, and the life-boat returned with the doctor to her station, arriving at 8.45. Rewards to the crew, £9 ; rewards to the helpers on shore, £6 10s.

#### CABIN CRUISER TAKEN IN TOW

**Humber, Yorkshire.** At 8.17 on the morning of the 30th of July, 1959, the coastguard informed the coxswain superintendent that a cabin cruiser appeared to have broken down east of

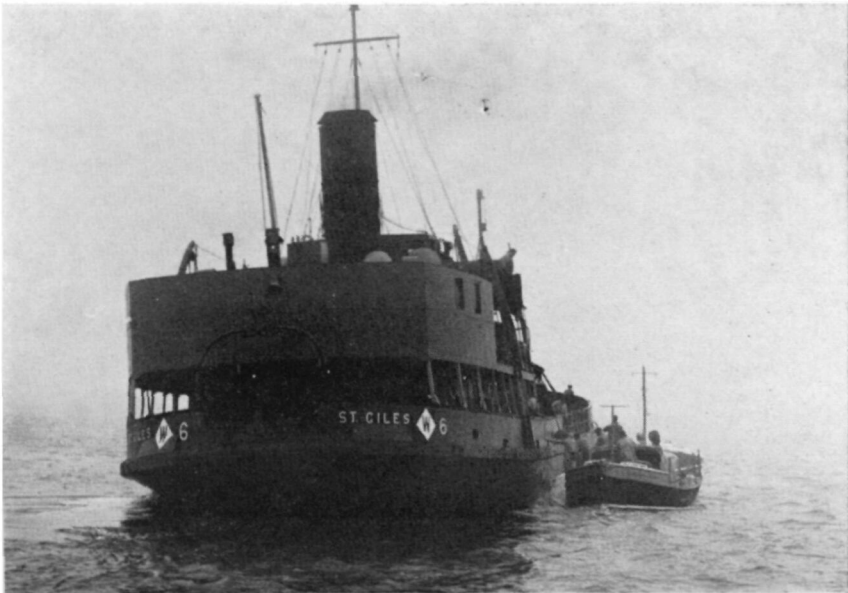




*By courtesy of]*

*[The Admiralty*

**LAUNCH OF ST. DAVID'S LIFE-BOAT**

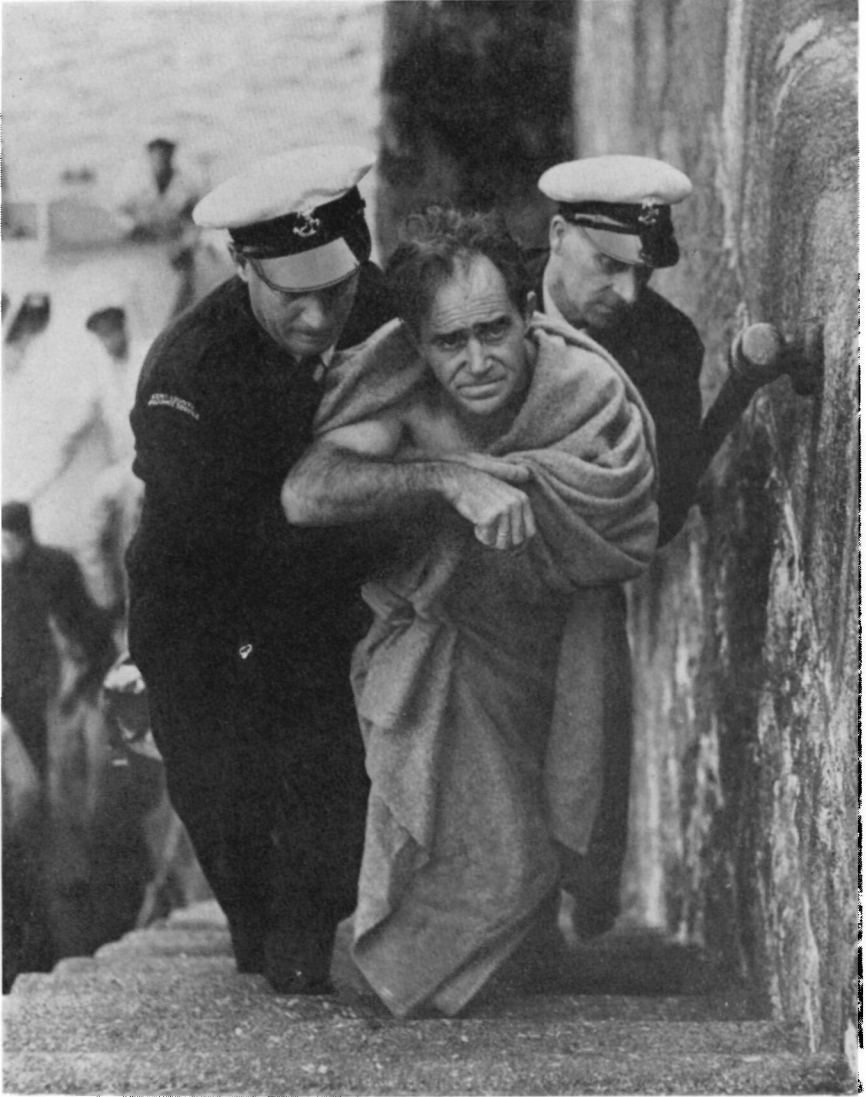


*By courtesy of]*

*[Scarborough and District Newspapers Ltd.*

**SCARBOROUGH LIFE-BOAT ALONGSIDE DREDGER**

**(See page 359)**



*By courtesy of*

*[P.A.-Reuter*

**SURVIVOR FROM SPANISH STEAMER LANDED AT DOVER**  
(See page 364)



*By courtesy of]*

*[David Chapel*

**BRECHES BUOY EXERCISE WITH POLISH FISHING BOAT**  
**The life-boat is the Arbroath boat**



*By courtesy of]*

*[David Chapel*

**BRECHES BUOY RESCUE IS STAGED**



*By courtesy of]*

*[J. Parry*

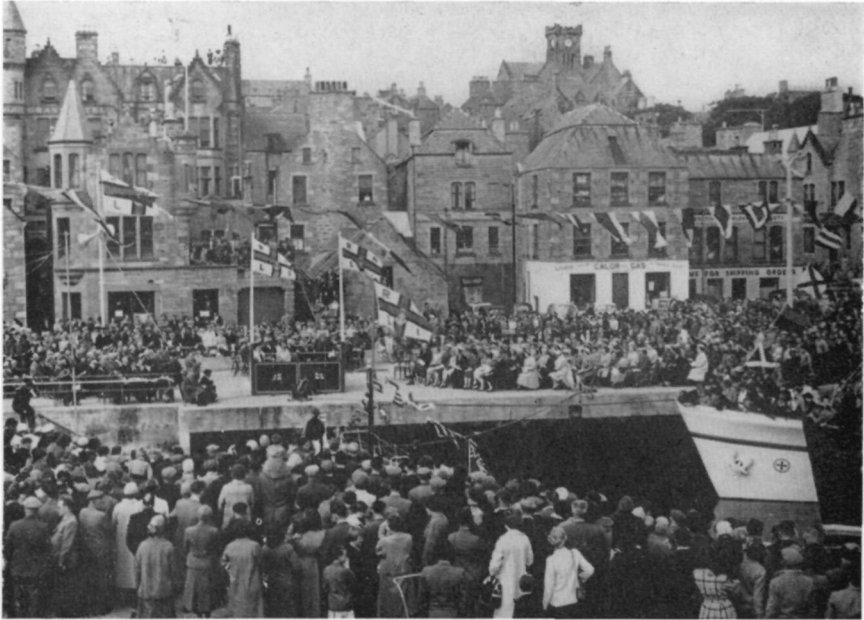
**CHILDREN TAKEN ABOARD HOLYHEAD LIFE-BOAT**  
(See page 365)



*By courtesy of]*

*[Northern Daily Mail*

**MOTOR MECHANIC E. WALLACE ABOARD HARTLEPOOL LIFE-BOAT**



*By courtesy of]*

*[Shetland Times*

**SCENE AT LERWICK NAMING CEREMONY**  
(See page 331)



*By courtesy of]*

*[E. Sinclair*

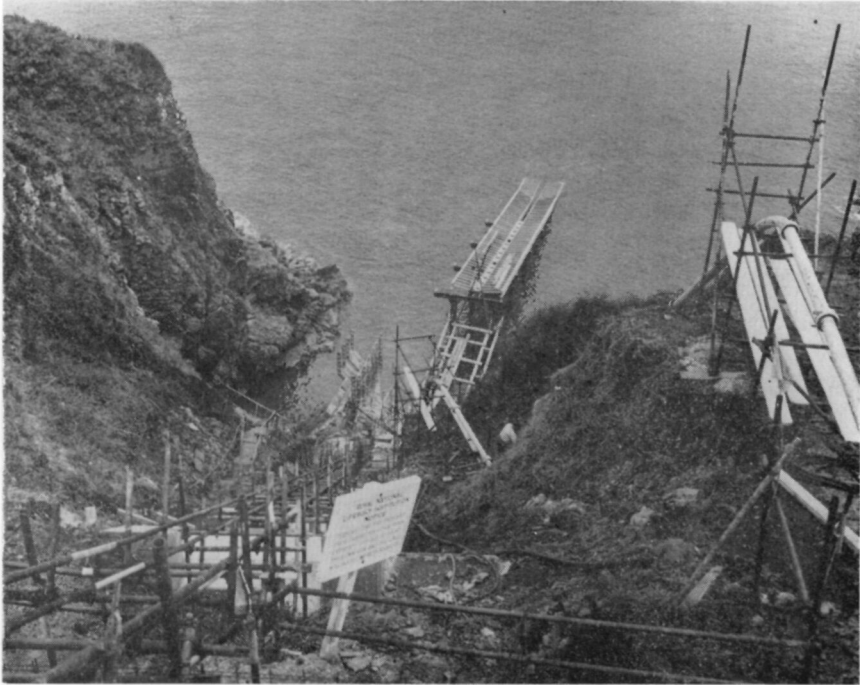
**LERWICK LIFE-BOAT CREW AT NAMING CEREMONY**



*By courtesy of]*

*[Photoservices, Scarborough*

**FLAMBOROUGH LIFE-BOAT LANDS SURVIVORS FROM TRAWLER**  
(See page 364)



*By courtesy of]*

**LIFE-BOAT STATION UNDER CONSTRUCTION**  
 A new station is being built at Kilcobben Cove in Cornwall

*[P.A.-Reuter*



*By courtesy of]*

**ARCHBISHOP OF CANTERBURY DEDICATES NEW WALMER LIFE-BOAT**  
 (See page 330)

*[Kent Messenger*



By courtesy of ]

[Evening Gazette, Blackpool

**CENTENARY CELEBRATION AT FLEETWOOD**  
(see page 332)



By courtesy of ]

[Guernsey Press Co., Ltd.

**PRINCESS MARGARET MEETS ST. PETER PORT CREW**



Bull Fort but did not seem to be in immediate danger. At 8.50 the coast-guard reported that the cabin cruiser's crew of three were waving for help, and at 9.5 the life-boat *City of Bradford III* was launched. The sea was rough, a fresh north-north-westerly wind was blowing, and the tide was flooding. The life-boat found the cabin cruiser *Ethnein* within twenty yards of the beach. One of her crew was very sea-sick. A line was connected and the cabin cruiser was taken in tow to the life-boat station, which was reached at 10.25. Paid Permanent Crew.

#### SICK CHILD BROUGHT TO MAINLAND

**Galway Bay.** At five o'clock on the afternoon of the 30th of July, 1959, a request was received from the local doctor for the use of the life-boat to convey a child, who urgently needed hospital treatment, from Inishmaan Island to the mainland. As there was no other suitable boat available, the life-boat *Mabel Marion Thompson* put out at six o'clock in calm weather. The life-boat conveyed the sick child to Rossaveal, where an ambulance was waiting to take the child to hospital. The life-boat reached her station at 11.59. Rewards to the crew, £12 13s. ; reward to the helper on shore, 17s. Refunded to the Institution by the Galway County Council.

#### ESCORT FOR DUTCH COASTER

**Arranmore, Co. Donegal.** At 2.30 on the afternoon of the 31st of July, 1959, the Malin Head radio station informed the honorary secretary of a distress message received from a Dutch coaster stating that she had broken down north of Arran light. Her position was not exactly known. The radio station could not make contact with the casualty, and at three o'clock the life-boat *Peter and Sarah Blake* put out in a calm sea. A light north-westerly breeze was blowing, and the tide was flooding. The life-boat found the motor vessel *Catharina-W* of Delfzijl four miles north of Arran light. Temporary repairs had been made to the vessel's engines, and at her master's request the second coxswain was put

aboard to pilot the coaster to Burtonport. The life-boat escorted her there and reached her station at eight o'clock. The master of the *Catharina-W* expressed his thanks. Rewards to the crew, £11 4s. ; rewards to the helpers on shore, £1.

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

**Pwllheli, Caernarvonshire.**—July 2nd.—Rewards, £12 3s.

**Appledore, Devon.**—July 2nd.—Rewards, 17 5s.

**Llandudno, Caernarvonshire.**—July 2nd.—Rewards, £19 5s.

**Dungeness, Kent.**—July 4th.—Rewards, £36 11s.

**Bridlington, Yorkshire.**—July 4th.—Rewards, £13.

**Girvan, Ayrshire.**—July 4th.—Rewards, £12 17s.

**Criccieth, Caernarvonshire.**—July 4th.—Rewards, £14 15s.

**Dover, Kent.**—July 5th.—Rewards, £7 9s.

**Padstow, Cornwall.**—July 6th.—Rewards, £6 12s.

**Mallaig, Inverness-shire.**—July 6th.—Rewards, £12 13s.

**Falmouth, Cornwall.**—July 8th.—Rewards, £3.

**Tenby, Pembrokeshire.**—July 8th.—Rewards, £11 15s.

**Margate, Kent.**—July 9th.—Rewards, £25 19s.

**Clacton-on-Sea, Essex.**—July 9th.—Rewards, £17 15s.

**Shoreham Harbour, Sussex.**—July 9th.—Rewards, £14 7s.

**Flamborough, Yorkshire.**—July 10th.—Rewards, £25 16s.

**Porthdinllaen, Caernarvonshire.**—July 11th.—Rewards, £8 18s.

**Hoylake, Cheshire.**—July 11th.—Rewards, £16 9s.

**Weymouth, Dorset.**—July 11th.—Rewards, £7.

**Redcar, Yorkshire.**—July 11th.—Rewards, £26 14s.

**Tenby, Pembrokeshire.**—July 11th.—Rewards, £11 12s.

**Anstruther, Fifeshire.**—July 11th.—Rewards, £17 13s. 6d.

**Dover, Kent.**—July 11th.—Rewards, £7 5s.

**Ramsgate, Kent.**—July 11th.—Rewards, £7 10s.

**Newhaven, Sussex.**—July 11th.—Rewards, £9 13s.

**Yarmouth, Isle of Wight.**—July 11th.—Rewards, £8.

**Hartlepool, Co. Durham.**—July 11th.—Rewards, £11 12s.

**Howth, Co. Dublin.**—July 11th.—Rewards, £8 16s.

**Lowestoft, Suffolk.**—July 12th.—Rewards, £7 4s.

**New Brighton, Cheshire.**—July 12th.—Rewards, £12 12s.

**St. Abbs, Berwickshire.**—July 15th.—Rewards, £7 16s.

**Redcar, Yorkshire.**—July 16th.—Rewards, £11 13s.

**Southend-on-Sea, Essex.**—July 16th.—Rewards, £15 2s.

**Tenby, Pembrokeshire.**—July 17th.—Rewards, £12 15s.

**Salcombe, Devon.**—July 18th.—Rewards, £8 4s.

**Hastings, Sussex.**—July 18th.—Rewards, £30.

**Dungeness, Kent.**—July 18th.—Rewards, £23 18s.

**Selsey, Sussex.**—July 19th.—Rewards, £11 16s.

**Blyth, Northumberland.**—July 19th.—Rewards, £8 16s.

**Fowey, Cornwall.**—July 19th.—Rewards, £8 10s. 6d.

**Plymouth, Devon.**—July 19th.—Rewards, £8.

**Plymouth, Devon.**—July 20th.—Rewards, £8.

**Aldeburgh, Suffolk.**—July 22nd.—Rewards, £21 16s. 6d.

**Great Yarmouth and Gorleston, Norfolk.**—July 22nd.—Rewards, £11.

**Broughty Ferry, Angus.**—July 24th.—Rewards, £9 19s.

**Portrush, Co. Antrim.**—July 24th.—Rewards, £8 16s.

**Fowey, Cornwall.**—July 24th.—Rewards, £9 18s. 6d.

**Thurso, Caithness-shire.**—July 24th.—Rewards, £10 9s.

**Ballycotton, Co. Cork.**—July 26th.—Rewards, £10 6s.

**Clacton-on-Sea, Essex.**—July 26th.—Rewards, £11 17s.

**Southend-on-Sea, Essex.**—July 28th.—Rewards, £20 6s.

**Walton and Frinton, Essex.**—July 28th.—Rewards, £16 3s.

**Penlee, Cornwall.**—July 28th.—Rewards, £13 16s.

**Walmer, Kent.**—July 29th.—Rewards, £28 2s.

**Valentia, Co. Kerry.**—July 30th.—Rewards, £13 3s.

**Aldeburgh, Suffolk.**—July 30th.—Rewards, £20 6s. 6d.

**Poole, Dorset.**—July 31st.—Rewards, £9.

**Appledore, Devon.**—July 31st.—Rewards, £9 1s.

**Ramsgate, Kent.**—July 31st.—Rewards.—£10 6s.

**Padstow, Cornwall.**—July 31st.—Rewards, £4 16s.

**Hartlepool, Co. Durham.**—July 31st.—Rewards, £7 16.

#### AUGUST

DURING August life-boats were launched on service 133 times and rescued 60 lives.

#### ABANDONED YACHT TOWED OFF ROCKS

**Donaghadee, Co. Down.** At 6.24 on the evening of the 1st of August, 1959, the coastguard informed the honorary secretary that a yacht was on the rocks at Orlock Head. The life-boat *Sir Samuel Kelly* put out at 6.35 in a slight sea. There was a gentle north-northeasterly breeze, and the tide was flooding. The life-boat found the yacht with no one aboard and took her in tow to the harbour, arriving at her station at 8.10. It was later learnt that the yacht's crew had reached shore safely. Rewards to the crew, £8.

#### DINGHY CAPSIZES OFF HOLIDAY CAMP

**Clacton-on-Sea, Essex.** At 7.10 on the evening of the 1st of August, 1959, the coastguard told the honorary secretary of a message received from the police that a sailing dinghy had capsized off Butlin's holiday camp. The life-boat *Sir Godfrey Baring* was launched at 7.24 in a slight sea with a gentle west-north-westerly wind blowing and a flood tide. She reached the

position given and found a man, who had been alone in the dinghy, swimming towards the shore. He was taken aboard the life-boat, which reached her station at eight o'clock. A helicopter also took part in the search. The dinghy was not recovered. Rewards to the crew, £7; rewards to the helpers on shore, £4 17s.

#### CONVERTED SHIP'S BOAT FOUND ABANDONED

**Weston-super-Mare, Somerset.** At three o'clock on the afternoon of the 2nd of August, 1959, the coxswain told the honorary secretary that he had been keeping a converted ship's boat under observation for some time as she was anchored in broken water in a very dangerous position. The honorary secretary joined the coxswain and together they continued to keep a watch on the boat. No distress signals had been fired, but as it was feared that her crew were perhaps unaware of their danger it was decided to launch the life-boat *Fifi and Charles* at 4.30. There was a strong westerly wind, the sea was rough, and the tide was flooding. The life-boat found the boat with no one aboard and took her in tow to Knightstone harbour, reaching her station at 6.50. It was learnt later that the crew had been taken off by a yacht. Rewards to the crew, £11; rewards to the helpers on shore, £8 6s.

#### TOW OF YACHT TAKEN OVER

**Port Erin, Isle of Man.** At 11.29 on the night of the 2nd of August, 1959, the coastguard told the motor mechanic that the Swedish ship *Kengis* had taken a yacht in tow and was making for a position one mile west of Port Erin. The vessel had requested that the tow should be taken over by a life-boat, and at 11.45 the life-boat *Matthew Simpson* was launched. There was a moderate north-westerly wind and sea, it was ebb tide, and the weather was overcast. The life-boat took the yacht *Cuan* of Downpatrick, which had four men on board, in tow, and reached her station at 12.21. The yacht had had an engine failure on passage from Douglas to Dublin. Rewards to the crew, £7; rewards to the helpers on shore, £4 4s.

#### TOW FOR YACHT AFTER SEARCH FOR BATHER

**Humber, Yorkshire.** At 5.18 on the afternoon of the 3rd of August, 1959, the police at Cleethorpes informed the coxswain superintendent that a bather was in difficulties off Humberstone. At the same time the coastguard reported that a yacht, which was secured alongside the Humber lightvessel, needed help. The life-boat *City of Bradford III* was launched at 5.30 in a smooth sea with a light north-easterly breeze blowing and a flood tide. She made for the Humberstone area first and carried out a search for nearly an hour but found nothing. She then made for the Humber lightvessel, which she reached at eight o'clock, and found the yacht *Sea Rover* of South Shields with engine trouble and leaking. The yacht had a crew of four. The life-boat took her in tow to Grimsby, arriving at 12.45. As it was low water at Spurn Point and the life-boat could not be rehoused, the coxswain decided to remain at Grimsby until the flood tide. She left at four o'clock in the morning and arrived at her station at 5.35. Property salvage case.

#### TOWELS AND BATHING SUITS BURNT AS SIGNALS

**St. Peter Port, Guernsey.** At midnight on the 3rd of August, 1959, a message was received from the signal station that a motor boat with four people and a dog aboard was overdue from a pleasure cruise. At 1.15 a flare was seen by the signal station two and a half miles south of St. Martin's Point, and at 1.40 the life-boat *Euphrosyne Kendal* left her moorings in a moderate sea. There was a gentle north-westerly breeze and a flood tide. The life-boat found the motor boat *Vesta* of Guernsey with her engine broken down. Her crew had burnt their bathing suits, towels, and handkerchiefs soaked in petrol to attract attention. Three women aboard her were transferred to the life-boat, which then took the *Vesta* in tow to harbour, arriving at 3.40. The people rescued made a donation to the Institution's funds. Rewards to the crew, £8 8s.; reward to the helper on shore, 14s.

### BOAT TOWED AFTER SEARCH FOR RUBBER MATTRESS

**Margate, Kent.** At 4.15 on the afternoon of the 4th of August, 1959, the coastguard informed the honorary secretary that a rubber mattress with one person on it was drifting out to sea near the Hook Sands beacon. The life-boat *North Foreland (Civil Service No. 11)* was launched at 4.27 in a smooth sea. There were light west-north-westerly airs and an ebb tide. With the help of a helicopter the life-boat carried out a search of the area and found a small motor boat with two men aboard, who had put out from the coastguard station at Reculvers to the help of the person on the rubber mattress. The motor boat had run out of petrol during the search, and after a message had been received that the person on the mattress had reached shore safely the life-boat took the motor boat in tow. She reached her station at seven o'clock. Rewards to the crew, £8 8s. ; rewards to the helpers on shore £4 4s.

### INJURED MAN TAKEN OFF ROCKS

**Coverack, Cornwall.** On the morning of the 5th of August, 1959, a doctor told the honorary secretary that he had learnt from the police that a man was lying injured on the rocks at Lankiddin Cove. The doctor asked for the assistance of the life-boat. At 11.45 the life-boat *William Taylor of Oldham* was launched with the doctor on board in a calm sea. There were light airs and an ebb tide. The life-boat, which had a dinghy in tow, reached the position, and the injured man, who had fractured his thigh, was taken from the rocks to the life-boat in the dinghy. The life-boat then returned to Coverack, arriving at one o'clock. The man was taken by ambulance to hospital. He later sent a letter of appreciation to the Coverack life-boat station and made a gift to the Institution's funds. Rewards to the crew, £7 ; rewards to the helpers on shore, £5 6s.

### BODY OF MAN TAKEN FROM MOTOR VESSEL

**St. Ives, Cornwall.** At nine o'clock on the evening of the 6th of August, 1959, the coastguard informed the honorary secretary that a man had

fallen overboard from the motor vessel *Kindrance*, eleven miles off St. Ives and that a helicopter was searching. At 9.40 the life-boat *Edgar, George, Orlando and Eva Child* was launched with a doctor on board. There were light airs, a calm sea and an ebb tide. The life-boat reached the motor vessel and found that the man had been picked up. Artificial respiration had been applied, but when the doctor went on board the motor vessel he found that the man had died. The *Kindrance* was piloted to St. Ives Bay, where the body was transferred to the life-boat. As it was low water a local boat put out, took the body on board and landed it. The life-boat reached her station at 12.45. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £11.

### BODY OF BOY BROUGHT ASHORE

**Salcombe, Devon.** At 2.50 on the morning of the 7th of August, 1959, the coastguard informed the honorary secretary that a boy was missing at Burgh Island and that it was thought he had fallen over a cliff. A request was made for the help of the life-boat to carry out a search inshore, and at 3.25 the life-boat *Samuel and Marie Parkhouse* put out in a smooth sea. There was a light northerly breeze and it was low water. While the life-boat was searching a message was received from the coastguard at 5.27 that the police had found the boy's body at the foot of a cliff on the seaward side of Burgh Island. The body had been placed in a dinghy, which the life-boat took in tow to her station, arriving at seven o'clock. The boy's body was then handed over to the police. Rewards to the crew, £9 16s. ; rewards to the helpers on shore, £1 4s.

### OVERDUE YACHT FOUND AND TOWED IN

**Portrush, Co. Antrim.** At 1.58 on the morning of the 9th of August, 1959, the coastguard informed the honorary secretary that a small yacht from Moville was overdue. After further enquiries had been made the life-boat *Lady Scott (Civil Service No. 4)* was launched in a calm sea. There were light south-westerly airs and a flood tide. The life-boat found the yacht off Magilligan, towed her to Greencastle and reached

her station at 7.30. Rewards to the crew, £9 16s. ; rewards to the helpers on shore, £1 16s.

#### TOW FOR YACHT WITH ENGINE TROUBLE

**Lytham-St. Anne's, Lancashire.** At 10.15 on the night of the 9th of August, 1959, the owner of the yacht *Avis* told the honorary secretary that the yacht, which had two men on board, was overdue on passage from Beaumaris to Knott End, Fleetwood. The coastguard were informed and were asked to make enquiries. No further information was forthcoming, and as the yacht had not arrived at Knott End the next morning, the life-boat *Sarah Townsend Porritt* put out at 11.15. There was a calm sea with a light south-easterly wind blowing and a flood tide. The life-boat found the *Avis* at anchor near Gut Gas buoy in the Ribble estuary. The yacht had developed engine trouble and was taken in tow to Lytham. The life-boat reached her moorings at 1.20. The owner made a donation to the Institution's funds. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, £3 10s.

#### TOW FOR MOTOR BOAT WITH FIVE ON BOARD

**Salcombe, Devon.** At 8.45 on the evening of the 10th of August, 1959, the coastguard informed the honorary secretary that a motor boat had broken down and was drifting towards Prawle Point. The life-boat *Samuel and Marie Parkhouse* put out at nine o'clock in a smooth sea. There was a light westerly breeze and the tide was flooding. While the life-boat was making for the position a message was received that the position of the casualty was off Gara Point. The life-boat found the motor boat *Hermione* of Salcombe, with five people on board. She took her in tow to Salcombe harbour, arriving at ten o'clock. The owner of the motor boat made a donation to the Institution's funds. Rewards to the crew, £7 ; rewards to the helpers on shore, £1 4s.

#### DOCTOR TAKEN TO DREDGER IN FOG

**Scarborough, Yorkshire.** At eight o'clock on the morning of the 11th of

August, 1959, the coastguard informed the honorary secretary that the Admiralty dredger *St. Giles* was bound for Scarborough with a seriously injured man on board and that she needed a pilot. Her position was reported to be one mile south of Scarborough harbour. The coxswain, the second coxswain and the coxswain's father put out in a motor coble to meet the dredger, but they could not find her and returned to harbour. The *St. Giles* was apparently uncertain of her position, and at 9.40 the life-boat *J. G. Graves of Sheffield* was launched in a calm sea with a gentle north-by-easterly breeze blowing and a flood tide. Dense fog hampered the search, but the life-boat eventually found the vessel two miles south-south-east of the Filey Bell buoy. The second coxswain and another member of the life-boat crew boarded her, and the second coxswain piloted her to Scarborough roads while the life-boat returned to harbour to bring a doctor to the *St. Giles*. After the injured man had been given medical treatment he was transferred to the life-boat and landed. The dredger was eventually piloted into harbour, and the life-boat reached her station at 7.45. Rewards to the crew, £20 13s. ; rewards to the helpers on shore, £7 13s.

#### TOW FOR YACHT AGROUND

**Campbeltown, Argyllshire.** At 11.53 on the morning of the 13th of August, 1959, the coastguard informed the honorary secretary that a small boat with three people on board was being carried across Kilbrannon Sound. At 12.8 the life-boat *City of Glasgow II* put out in a choppy sea with a fresh east-south-easterly wind blowing and an ebb tide. While the life-boat was making for the position a message was received that another boat had taken the casualty in tow, and the life-boat was recalled. On the way back the coxswain saw that the yacht *Suantrai* was ashore on French Point, and he altered course. A rope was put aboard the *Suantrai*, which had four people aboard, and she was towed off. The life-boat then returned to her station with the yacht in tow, arriving at 1.55. Rewards to the crew, £6.

#### SIX BOATS ESCORTED AND ONE TOWED

**Arranmore, Co. Donegal.** At 8.50 on the evening of the 13th of August, 1959, the honorary secretary was informed that the local fishing fleet were in difficulties in an easterly gale and a very rough sea. Ten minutes later the life-boat *Peter and Sarah Blake* put out. It was two hours after low water. The life-boat escorted six boats to safety, and when it was found that one boat was missing, she carried out a search and found the missing boat drifting with three men on board. She towed the boat to harbour, where a message was received from Malin Head that another small boat was adrift. The life-boat also found this boat, which had been blown ashore on the uninhabited island of Roaninish with a man and his son on board. They did not wish to leave their boat, and as she could not be taken in tow because of the weather conditions at the time, the life-boat made for Burtonport. She returned later to Roaninish with provisions for the man and his son. After these had been handed over the life-boat returned to her station, which she finally reached at five o'clock on the afternoon of the 14th. Rewards to the crew, £35 5s. ; rewards to the helpers on shore, £1 11s.

#### SPANISH TRAWLER TOWED CLEAR IN GALE

**Valentia, Co. Kerry.** At 7.20 on the morning of the 14th of August, 1959, the honorary secretary was informed that the trawler *Marujita Lopez* of San Sebastian had an injured man on board and that she was off Begenis Island. The life-boat *Rowland Watts* left her moorings with the trawler's agent on board at 7.45. There was a rough sea, a westerly gale was blowing, and the tide was flooding. When she reached the trawler it was found that she was aground and that no one was injured. An anchor was laid to prevent the trawler from driving further ashore, and she was eventually towed clear. The life-boat returned to her moorings, arriving at one o'clock. Rewards to the crew, £12 13s. ; reward to the helper on shore, 13s.

#### DOCTOR AND ENGINEERS TAKEN TO MOTOR VESSEL

**Clogher Head, Co. Louth.** At 10.30 on the morning of the 14th of August, 1959, the honorary secretary received a message from the offices of a shipping company that the motor vessel *Dundalk*, belonging to the company, had an injured man on board. She was about four miles south of Clogher Head, and as her steering gear was defective she could not continue on her passage to Drogheda. At 12.20 the life-boat *George and Caroline Ermen* was launched with a doctor and three engineers on board. There was a very rough sea, a southerly gale was blowing, and it was low water. The life-boat met the *Dundalk*, and the doctor and the three engineers were put aboard. After her steering had been repaired the vessel continued to Drogheda, the doctor and engineers remaining on board. The life-boat reached her station at 3.30. The vessel's owners expressed their thanks and made a gift to the life-boat crew. Rewards to the crew, £9 12s. ; rewards to the helpers on shore, £7 10s.

#### TOW FOR YACHT AFTER CAPSIZE

**Hoylelake, Cheshire.** At 12.10 on the afternoon of the 14th of August, 1959, the coastguard told the honorary secretary that a small yacht appeared to be in difficulties four miles north of Hilbre Island. Further messages received indicated that she was drifting. At 1.7 the life-boat *Oldham IV* was launched in a very rough sea with a south-westerly gale blowing and an ebb tide. While the life-boat was making for the position a report was received that a pilot cutter had launched one of her boarding boats, which had taken the yacht *Helge* in tow. While the yacht was in tow the tow rope parted and the yacht capsized. She righted herself and her crew of two scrambled aboard her. The life-boat had just reached the position and she now took the yacht in tow, arriving at her station at 7.20. The owner of the yacht sent a letter of appreciation and made a donation to the Institution's funds. Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £9 14s.

**TWO BOYS AND DOG TAKEN OFF BOAT**

**Tynemouth, Northumberland.** At 11.55 on the morning of the 15th of August, 1959, the coastguard told the honorary secretary that a small boat was in difficulties one mile east of Tynemouth North Point. At 12.10 the life-boat *Tynesider* was launched in a slight swell. There was a strong south-westerly wind and a flood tide. The life-boat found a small open boat with two boys aged fifteen and a dog on board. The boys had been lobster fishing. Their boat was yawing and they were having difficulty in keeping the oars in the crutches. The boys and the dog were taken aboard the life-boat, which towed the small boat to Cullercoats Bay. The life-boat then returned to her station, arriving at 1.25. Rewards to the crew, £5; rewards to the helpers on shore, £3 18s.

**THREE TAKEN OFF AND BOAT TOWED**

**Moelfre, Anglesey.** At 12.40 on the afternoon of the 15th of August, 1959, the coxswain saw a motor boat in difficulties two and a half miles north-west-by-west of Moelfre Island. At 12.45 the life-boat *Watkin Williams* was launched in a rough sea. There was a south-westerly wind of nearly gale force and an ebb tide. The life-boat found the motor boat *Elaine*, whose engines had broken down. She took her crew of three on board and towed the boat in, arriving at her station at 1.40. Rewards to the crew, £6; rewards to the helpers on shore, £2 8s.

**ESCORT FOR YACHT AFTER CALL TO ANOTHER**

**Hartlepool, Co. Durham.** At 4.40 on the afternoon of the 15th of August, 1959, the coastguard told the coxswain that a yacht had capsized near Hartlepool breakwater but added that there were other boats near by. The life-boat crew were assembled, but a message was then received that the yacht's crew of three had been rescued by a motor boat. At 5.40 there was a further message that a yacht, and not a motor boat, had carried out the rescue and that this yacht was in difficulties in the strong

west-south-westerly wind. The life-boat *The Princess Royal* (*Civil Service No. 7*) was launched at 5.45 in a moderate sea and an ebb tide. Shortly afterwards it was learnt that the yacht had entered Teesmouth safely. Near the Longscar buoy the life-boat came up with another yacht and escorted her into harbour, reaching her station at 6.50. Rewards to the crew, £7; rewards to the helpers on shore, £1 16s.

**MEMBER OF CREW BRINGS BODY ASHORE**

**Tenby, Pembrokeshire.** At 6.10 on the evening of the 15th of August, 1959, the coastguard passed on to the honorary secretary a report from the police that a man was drifting out to sea off Waterwynch Bay. At 6.18 the life-boat *Henry Comber Brown* was launched with a doctor on board in a rough sea. There was a fresh south-westerly wind and an ebb tide. When the life-boat reached the position the body of the man was seen floating about fifteen feet from the water's edge. The life-boat closed the shore and a member of the crew jumped into the sea and helped another man, who had swum out from the shore, to land the body. The doctor was put ashore and the man was given artificial respiration, but he did not recover. The life-boat reached her station at 7.30. Rewards to the crew, £7; rewards to the helpers on shore, £3 15s.

**GIRL DRIFTS OUT ON RUBBER MATTRESS**

**Berwick-upon-Tweed, Northumberland.** At 1.45 on the afternoon of the 17th of August, 1959, the coastguard informed the honorary secretary that a girl had drifted out to sea on a rubber mattress four and a half miles south of Berwick. At 1.54 the life-boat *William and Mary Durham* was launched in a choppy sea. A moderate south-westerly wind was blowing, and it was one hour before high water. Three boats from the Berwick yacht club also put out and a helicopter from the Royal Air Force station at Acklington joined in the search. One of the boats from the yacht club, the *Tonic*, found

the girl off the Castlehead Rocks on the north-east side of Holy Island. The girl was taken aboard the *Tonic* and was later transferred to the life-boat, which reached her station at four o'clock. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £1 16s.

#### MECHANIC SEES YACHT CAPSIZE

**Cromer, Norfolk.** At 3.17 on the afternoon of the 17th of August, 1959, the motor mechanic, who was in the boathouse, saw a yacht capsize half a mile off the slipway. The no. 1 life-boat *Henry Blogg* was launched immediately. She was manned by a crew of six with the motor mechanic in command. There was a moderate easterly wind and sea and it was low water. The yacht's crew of two were picked up, and the life-boat took the yacht in tow, reaching her station at four o'clock. The owner of the yacht made a donation to the Institution's funds. Rewards to the crew, £5; rewards to the helpers on shore, £7 6s.

#### YACHT AGROUND NEAR HARBOUR

**St. Ives, Cornwall.** At 10.5 on the evening of the 17th of August, 1959, the coastguard informed the honorary secretary that the yacht *Taiseer*, which was anchored at the entrance to St. Ives harbour, was making distress signals. At 10.10 the life-boat *Edgar, George, Orlando and Eva Child* was launched in a calm sea with a light south-south-easterly breeze blowing and an ebb tide. She found the yacht, which had a crew of two, aground, refloated her and helped her to a safe anchorage. The life-boat reached her station at three o'clock in the morning. Rewards to the crew, £8; rewards to the helpers on shore, £10 15s.

#### TWO FISHING VESSELS AGROUND

**Stromness, Orkneys.** At 11.20 on the night of the 17th of August, 1959, the coxswain told the honorary secretary that a vessel appeared to be in difficulties in Hoy Sound. The honorary secretary, the coxswain and the motor mechanic drove by car to a point near which two motor fishing vessels were ashore on the Quarry. At 11.40 the life-boat *Archibald and Alexander M.*

*Paterson* was launched in a gentle south-westerly wind. There was a smooth sea and an ebb tide. The life-boat stood by the Wick fishing vessels *Fulmar* and *Morning Star* until they settled down on the ebb tide. As they were then in no danger, the life-boat returned to harbour, arriving at 1.30. She put out again at seven o'clock and returned to the fishing vessels. The *Morning Star* was towed off on the flood tide and the *Fulmar* refloated unaided. The life-boat returned to her station at nine o'clock. Rewards to the crew, £11 4s.; rewards to the helpers on shore, £2 11s.

#### MAN, BOY AND DOG HAULED UP CLIFF

**Swanage, Dorset.** At 6.10 on the evening of the 18th of August, 1959, the coastguard informed the honorary secretary that the police had reported a man in difficulties on the cliffs at Ballard Down. A cliff rescue team had been sent to the position and a request was made for the life-boat to be launched. At 6.24 the life-boat *R.L.P.* was launched in a calm sea, taking a small boat in tow. There were light south-easterly airs and a flood tide. The life-boat reached the cliffs, which were over 350 feet high, shortly before the rescue team, consisting of coastguardsmen and police, arrived. Two people could be seen in difficult positions on the cliff face. Using the loud hailer, the coxswain gave directions to the rescue team, and a man, a boy aged fourteen and his dog were hauled up the cliff to safety. The life-boat then returned to her station, arriving at 7.22. The coastguard and the police expressed their thanks for the help given. Rewards to the crew, £7; rewards to the helpers on shore, £2 8s.

#### THREE MEN TAKEN OFF MOTOR BOAT

**Blyth, Northumberland.** At 8.42 on the evening of the 18th of August, 1959, the coastguard told the honorary secretary that a small motor boat was drifting on to Seaton rocks. The life-boat *Winston Churchill (Civil Service No. 8)* was launched at 8.50, with the second coxswain in command, in a



slight sea. A gentle south-south-easterly wind was blowing and the tide was ebbing. The life-boat reached the boat, which had three men on board, and a tow rope was made fast. The coastguard then learnt that a body had been seen in the water two hundred yards south of the west pier, and as the crew of the motor boat were in no immediate danger the coxswain was instructed to search for the body. The tow rope was disconnected, and the life-boat made a search but found only a dan buoy. She then returned to the motor boat, which by this time was high and dry. The life-boat was unable to come close enough to reconnect the tow-line and she stood by. The life-saving apparatus team then rigged their breeches buoy, and the life-boat was recalled to a position alongside the pier from which her crew could help the shore rescue team to land the three men from the motor boat. During the rescue operations another report was received of a man in the water, but this was again a false alarm. The three men were eventually landed, and the life-boat returned to her station, arriving at 12.15. Rewards to the crew, £10 16s. ; rewards to the helpers on shore, £2 8s.

#### DOCTOR TAKEN TO STEAMER

**Southend-on-Sea, Essex.** At 9.30 on the evening of the 18th of August, 1959, the coastguard informed the honorary secretary that the wireless operator on board the s.s. *Persic* of Southampton had had a heart attack and needed a doctor. After waiting for the arrival of a doctor the life-boat *Greater London II* (Civil Service No. 30) was launched at 11.40 in a slight sea. There was a light easterly breeze and the tide was half flood. The life-boat met the steamer at no. 5 Fairway buoy, where the doctor was put on board. After attending the sick man the doctor re-boarded the life-boat, which returned to her station, arriving at 12.40. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, £4 4s.

#### LIFE-BOAT STANDS BY CABIN CRUISER

**Beaumaris, Anglesey.** At 7.45 on the evening of the 19th of August, 1959, the

coxswain was informed that a cabin cruiser had sprung a leak and was sinking in Beaumaris Bay. As it was understood that the life-boat *Field Marshal and Mrs. Smuts* was the only vessel available which could take out a fire service pump, she was launched at eight o'clock in calm weather and came alongside the pier to take the pump on board. It was then learnt that another boat had taken the pump to the casualty, and the life-boat stood by while the cabin cruiser *Kami-No-Michi* was pumped dry. She then returned to her station, arriving at ten o'clock. Rewards to the crew, £5 ; rewards to the helpers on shore £1 19s.

#### FRENCH YACHT TAKEN IN TOW

**St. Helier, Jersey.** At 11.5 on the morning of the 21st of August, 1959, the assistant harbour master told the assistant honorary secretary of a report received from St. Brelade's Bay that a yacht appeared to be in difficulties west of Leo Fours buoy. A watch was kept on the yacht, and as she was near rocks the life-boat *Elizabeth Rippon* left her moorings at 12.18. The sea was rough and the tide was ebbing. The life-boat found the French yacht *Guisane* on passage from Cherbourg to Morlaix. The yacht had a crew of two and was making little headway, having shipped some six inches of water. The life-boat took the yacht in tow and reached her station at 1.20. Rewards to the crew, £8 ; rewards to the helpers on shore, £1 4s.

#### LIFE-BOAT STANDS BY TILL YACHT REFLOATS

**Humber, Yorkshire.** At 3.30 on the afternoon of the 21st of August, 1959, the coastguard informed the coxswain superintendent that a yacht appeared to be in difficulties on the Outer Binks. At 3.45 the life-boat *City of Bradford III* was launched in a moderate swell with a gentle east-north-easterly wind blowing and a flood tide. She found the yacht *Witez II* with a crew of six aground and stood by until she re-floated. She then escorted the yacht into the Humber. The life-boat reached her station at 6.30. Paid permanent crew.

#### STRETCHER CASES LANDED FROM DUTCH SHIP

**Scarborough, Yorkshire.** At six o'clock on the evening of the 22nd of August, 1959, the coastguard told the coxswain that the Dutch hospital ship *De Hoop*, which was bound for Scarborough and was due to arrive at eight o'clock, had two stretcher cases on board and that the patients ought to be landed. The life-boat *J. G. Graves of Sheffield* was launched at seven o'clock in a calm sea. There were light northerly airs and dense fog. The tide was flooding. The life-boat met the *De Hoop* one mile east-south-east of the castle. She embarked the two sick men, the ship's doctor and a nurse and then landed them. Later she took the doctor and the nurse back to the ship. She finally reached her station at 10.45. Rewards to the crew, £9 18s. ; rewards to the helpers on shore, £9 10s.

#### TRAWLER IN COLLISION IN FOG

**Flamborough, Yorkshire.** At 3.30 on the morning of the 23rd of August, 1959, the coastguard informed the honorary secretary that a vessel was sinking sixteen miles south-east of Flamborough Head. At four o'clock the life-boat *Friendly Forester* was launched in a calm sea. There was a light westerly breeze and thick fog. A later message stated that the motor vessel *Dalhanna* of Newcastle had collided with the steam trawler *Staxton Wyke* of Hull. Sixteen survivors from the trawler had been picked up by the motor vessel, but five others were missing. The life-boat came up with the *Dalhanna*, and the coxswain went aboard her to consult with the trawler's skipper, who was one of the sixteen rescued. It was decided to transfer the sixteen survivors to the life-boat and continue the search for the other men, although the skipper told the coxswain that as his vessel had sunk within two minutes of the collision there was little hope of finding any more survivors. The life-boat carried out a search but found nothing, and the s.s. *Clarity* also searched the area but found only two rubber rafts. The life-boat finally returned to her station, arriving at ten o'clock. The owners of the steam

trawler expressed their thanks through the Hull Steam Trawlers' Mutual Insurance and Protecting Co. Ltd., which made a gift to the crew and a donation to the Institution's funds. Rewards to the crew, £14 5s. ; rewards to the helpers on shore, £10 16s.

#### RESCUE AFTER SHIPS COLLIDE

**Dover, and Dungeness, Kent.** At 3.46 on the morning of the 23rd of August, 1959, the coastguard informed the honorary secretaries of both stations that the s.s. *Goldstone* of Panama had collided with the s.s. *Naranco* of Gijon, Spain, east-north-east of Dungeness and that the *Naranco* had sunk. At 4.15 the Dover life-boat *Southern Africa* left her moorings in a slight sea. There was a light north-westerly breeze and it was one hour after high water. While the life-boat was making for the position the coastguard reported that the *Goldstone* had picked up nineteen survivors eight miles east-by-north of Dungeness but that two men were still missing. As the life-boat was nearing the position a capsized dinghy was sighted with a man lying across her keel. The life-boat went alongside, and the man was lifted on board, where he was treated for exposure and shock. The life-boat then met the *Goldstone*, and the nineteen survivors were transferred to her. She then returned to her station, arriving at 7.30. The Dungeness life-boat *Mabel E. Holland* was launched at 4.2 and also searched, but she found nothing. She returned to her station at 11.45. Rewards to the crew, Dover, £9 16s. ; Dungeness, £20 5s.. Rewards to the helpers on shore ; Dungeness, £23 15s.

#### MAN PICKED UP AFTER CLIFF FALL

**Torbay, Devon.** At 12.32 on the afternoon of the 23rd of August, 1959, the coastguard told the coxswain that a man had fallen down to the foot of the cliffs at Sharkham Point. At 12.45 the life-boat *Princess Alexandra of Kent* left her moorings with the boarding boat in tow in a calm sea. There was a light westerly breeze and the tide was ebbing. When the life-boat reached the position it was found that the man had been

seriously injured and had been attended by the police and ambulance men. The boarding boat was taken to the foot of the cliffs, and the man, who was strapped to a stretcher, was carried aboard. He was then transferred to the life-boat and landed at Torbay. The life-boat reached her moorings at 1.45. Rewards to the crew, £7; rewards to the helpers on shore, £1 4s.

#### TOW FOR BOAT WITH PICNIC PARTY

**Holyhead, and Moelfre, Anglesey.** At 8.20 on the evening of the 23rd of August, 1959, the coastguard informed the assistant honorary secretary at Holyhead that the no. 2 pilot boat, which had gone to the Skerries Rock with fifteen children and seven adults on board for a picnic, was long overdue. At 8.37 the Holyhead life-boat *St. Cybi* (Civil Service No. 9) was launched in a moderate sea with a strong south-westerly wind blowing and an ebb tide. The weather was dull and misty. The life-boat carried out a search and eventually found the boat with a broken fuel pipe five miles north-west of the Holyhead breakwater. The children were transferred to the life-boat, which then took the pilot boat in tow to Holyhead, arriving at 5.25. The Moelfre life-boat *Watkin Williams* was also launched at 12.25 to help in the search, and she returned to her station at 6.45. Rewards to the crew: Holyhead, £17 9s.; Moelfre, £12 10s. Rewards to the helpers on shore: Holyhead, £6; Moelfre, £3 12s.

#### EXHAUSTED MEN TAKEN FROM ROWING BOAT

**Scarborough, Yorkshire.** At 2.35 on the afternoon of the 24th of August, 1959, the coastguard informed the honorary secretary that the collier *Effra* had sighted a small rowing boat with two men on board which needed help four miles north-east-by-north of the castle. The life-boat *J. G. Graves of Sheffield* was launched in a choppy sea with a strong westerly wind blowing and an ebb tide. She found the boat in tow of the collier. Her crew were very exhausted, and they were taken on board the life-boat, which reached her

station with the rowing boat in tow at 3.50. Rewards to the crew, £6; rewards to the helpers on shore, £6 13s.

#### SECOND COXSWAIN BOARDS YACHT

**Humber, Yorkshire.** At 7.35 on the evening of the 25th of August, 1959, a sailing yacht which had just left Spurn was seen to be in difficulties and drifting towards the Admiralty boom. The life-boat *City of Bradford III*, which was at moorings awaiting the tide before being rehoused after a service call, weighed anchor and made for the position. There was a slight sea and a moderate west-by-southerly wind. The life-boat found the yacht *Laertes* of Grimsby with a man and two women on board. She took her in tow, and when the two boats were clear of the boom the two women were transferred to the life-boat. The second coxswain then went aboard the yacht to help clear her drop keel, which had jammed in the centre-board. When this had been freed the two women re-boarded the *Laertes*, which then continued to Grimsby. The life-boat reached her station at 9.50. Paid permanent crew.

#### WOMAN AND CHILDREN TAKEN OFF YACHT

**Walton and Frinton, Essex.** At seven o'clock on the evening of the 26th of August, 1959, the coastguard informed the honorary secretary that a yacht was in difficulties to the south of Walton pier. The coxswain was asked to go to the yacht's assistance in the boarding boat. This he did and found the yacht *Jabberwock* with the owner, his wife and two young children on board. The yacht had left the river Blackwater near Maldon and had been making for Harwich when an easterly wind had sprung up and the owner had decided to seek shelter on the south side of Walton pier. The wind had increased to force 4 and the owner had decided to ask for help. At 7.45, while the coxswain was on his way to the *Jabberwock*, the life-boat *Edian Courtauld* left her moorings with the second coxswain in command. There was a moderate sea and it was one hour after high water. The woman and the children were seasick and they were transferred to the

life-boat, which then took the yacht in tow to Harwich. The owner of the yacht made a donation to the Institution's funds. The life-boat reached her station at 12.5. Rewards to the crew, £12 16s. ; rewards to the helpers on shore, £5 1s.

#### FISHING BOAT TOWED OFF ROCKS

##### Arbroath, and Broughty Ferry, Angus.

At eight o'clock on the morning of the 27th of August, 1959, the fishing boat *White Rose* of Arbroath, which had engine trouble, drifted on to rocks at West Haven, north of Carnoustie. She called for help on her radio, and at the request of the coastguard the Broughty Ferry life-boat *Mona* was launched at 8.30. The call for help had been heard in Arbroath, and at 8.35 the life-boat *The Duke of Montrose* was also launched. There was a slight swell, a light south-easterly breeze was blowing, and it was nearly high water. Shortly after leaving harbour the Arbroath life-boat took a small skiff in tow, which was manned by three men who had put out to assist the *White Rose*. Other fishing boats near by could not reach the *White Rose* because of the shallow water. As the Arbroath life-boat was approaching the casualty, one of the crew of the *White Rose* swam fifty yards with a line to the fishing boat *Harvester*, which pulled the *White Rose* off the rocks and towed her to Arbroath. The life-boat escorted both boats to harbour, arriving at her station at 9.45. The Broughty Ferry life-boat was recalled and reached her station at 9.50. Rewards to the crew : Arbroath, £7 ; Broughty Ferry, £7. Rewards to the helpers on shore : Arbroath, £4 16s. ; Broughty Ferry, £2 9s.

#### MAN FOUND LYING IN SAILING BOAT

**Boulmer, Northumberland.** At 11.35 on the morning of the 28th of August, 1959, the honorary secretary was informed that a sailing boat was lying to her anchor in a position which might become dangerous off the mouth of the River Aln. At 11.50 the life-boat *Clarissa Langdon* was launched in a moderate swell. There was a strong northerly wind and it was high water.

The life-boat found the seventeen-foot sailing boat *Parakeet* of Blyth with her owner on the bottom boards feeling ill. He was taken on board the life-boat, which towed the sailing boat to Boulmer, arriving at 1.20. Rewards to the crew, £6 ; rewards to the helpers on shore, £6 16s.

#### TOW FOR BOAT WHICH WENT TO HELP YACHT

**Holyhead, Anglesey.** At 1.50 on the afternoon of the 28th of August, 1959, the coastguard told the honorary secretary that a man was clinging to an overturned sailing dinghy one mile off shore between South Stack and Rhoscolyn Point. At 1.57 the life-boat *St. Cybi* (Civil Service No. 9) was launched in a slight sea with a strong north-westerly wind blowing and an ebb tide. The life-boat found the sailing dinghy *Honeybird* of Rhoscolyn and an outboard motor boat, which had put out to help, standing by. The crew of the *Honeybird*, which had consisted of a man and a woman, could not be seen, and it was believed that they had attempted to swim ashore. As the outboard motor boat had broken down, the life-boat took her in tow to Rhoscolyn. The life-boat then returned to the position of the capsized sailing dinghy and carried out a further search for the crew. They were not found, and after taking the *Honeybird* in tow, the life-boat returned to her station, arriving at 7.10. Rewards to the crew, £12 13s. ; rewards to the helpers on shore, £5 2s.

#### SWEDISH VESSEL TOWED OFF SANDS

**Walton and Frinton, Essex.** At 9.40 on the morning of the 29th of August, 1959, the coastguard informed the honorary secretary of messages received from the Trinity House pilot cutter and from the Sunk lightvessel that a large motor vessel was ashore on the north-east corner of the Longsands. The lightvessel's master reported that the vessel was undoubtedly in a dangerous position, for the strong north-easterly wind, which was increasing, was raising a sea around the sands. The life-boat *Edian Courtauld* left her

moorings at 10.5 in a rough sea. It was two hours after high water. The life-boat reached the casualty, which was the motor vessel *Britta* of Helsingborg, at 11.40 and was requested by the vessel's master to stand by until tugs reached the scene. Two tugs arrived, and the life-boat conveyed and connected their tow lines, but they could not move the vessel, and more tugs were summoned for the next tide. The life-boat returned to her station to refuel and left again at six o'clock on the morning of the 30th of August. She helped to connect further tow lines, and the *Britta* was refloated at 11.2. The life-boat stood by for a short time and then returned to her station, arriving at 3.46. Property salvage case.

#### TOW FOR DRIFTING BOAT WITH NINE ABOARD

**Galway Bay.** At ten o'clock on the night of the 29th of August, 1959, a member of the life-boat's crew saw flares being fired between Aran and the Connemara Coast. He informed the honorary secretary, and at 10.25 the life-boat *Mabel Marion Thompson* left her moorings. There was a slight swell and a fresh easterly breeze. The life-boat found an open motor boat with nine people on board drifting helplessly with her engine broken down. They were taken on board the life-boat and given food and drink, and their boat was towed to Kilronan, where they were landed at 12.30. Rewards to the crew, £8 8s. ; reward to the helper on shore, 14s.

#### YACHT FOUND IN TOW WITH HELP OF HELICOPTER

**Swanage, Dorset.** At eleven o'clock on the morning of the 31st of August, 1959, the coastguard informed the honorary secretary that a helicopter had seen a yacht flying a red flag five miles south-south-west of Anvil Point. A fishing vessel, which was a mile and a half away, was making for the casualty. At 11.12 the life-boat *R.L.P.* was launched in a rough sea. There was a gentle east-north-easterly breeze and it was two hours after high water. When the life-boat was two miles south of Durlston Head the helicopter pilot

informed her by very high frequency radio-telephone that she would fly over the yacht and fire a Very light. The life-boat found the yacht *Shearwater* of Pool disabled, with a broken rudder pintle, in tow of the fishing vessel *Torbay Belle*. The yacht's crew of three, who had been taken aboard the fishing vessel, were transferred to the life-boat, which landed them at Swanage. The fishing boat towed the *Shearwater* to Poole, and the life-boat reached her station at 1.15. The crew of the yacht made a gift to the life-boat crew and a donation to the Institution's funds. Rewards to the crew, £8 8s. ; rewards to the helpers on shore, £2 16s.

#### DINGHY'S CREW RESCUED FROM SEA

**Eastbourne, Sussex.** At 6.17 on the evening of the 31st of August, 1959, the coastguard told the coxswain that the sailing dinghy *Alsatia* had capsized one mile south of the pier and that her crew of three were in the water. The life-boat *Beryl Tollemache* was launched at 6.23 in a slight sea with a moderate north-north-easterly wind blowing and a flood tide. She rescued the three people and took the dinghy in tow to Eastbourne, arriving at her station at 6.55. Rewards to the crew, £9 ; rewards to the helpers on shore, £9 8s.

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

**Yarmouth, Isle of Wight.**—August 1st.—Rewards, £7.

**Great Yarmouth and Gorleston, Norfolk.**—August 2nd.—Rewards £13 8s.

**Courtmacherry Harbour, Co. Cork.**—August 2nd.—Rewards, £9 16s.

**Amble, Northumberland.**—August 3rd.—Rewards, £9 16s.

**Holyhead, Anglesey.**—August 3rd.—Rewards, £10 12s.

**Portrush, Co. Antrim.**—August 3rd.—Rewards, £9 16s.

**Mumbles, Glamorganshire.**—August 5th.—Rewards, £11 4s.

**Moelfre, Anglesey.**—August 6th.—Rewards, £6.

**Tenby, Pembrokeshire.**—August 6th.—Rewards, £11 15s.

**Walmer, Kent.**—August 7th.—Rewards, £37 11s.

**Llandudno, Caernarvonshire.**—August 7th.—Rewards, £14 5s.

**Rhyl, Flintshire.**—August 8th.—Rewards, £12 16s.

**Buckie, Banffshire.**—August 9th.—Rewards, £9 12s.

**Hoylake, Cheshire.**—August 10th.—Rewards, £21 19s.

**St. Peter Port, Guernsey.**—August 10th.—Rewards, £20 2s.

**Coverack, Cornwall.**—August 10th.—Rewards, £16 19s.

**Selsey, Sussex.**—August 10th.—Rewards, £17 1s.

**Cullercoats, Northumberland.**—August 10th.—Rewards, £13 5s.

**Tynemouth, Northumberland.**—August 10th.—Rewards, £12 12s.

**Anstruther, Fifeshire.**—August 11th.—Rewards, £15 16s.

**Salcombe, Devon.**—August 11th.—Rewards £8 4s.

**Pwllheli, Caernarvonshire.**—August 12th.—Rewards, £13 3s.

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

**Margate, Kent.**—August 12th.—Rewards, £12 12s.

**Exmouth, Devon.**—August 13th.—Rewards, £16 8s.

**Padstow, Cornwall.**—August 13th.—Rewards, £10 7s.

**Peel, Isle of Man.**—August 13th.—Rewards, £18 14s.

**Swanage, Dorset.**—August 14th.—Rewards, £8 12s.

**Bembridge, Isle of Wight.**—August 14th.—Rewards £10 9s.

**St. Mary's, Scilly Islands.**—August 14th.—Rewards, £15 1s.

**Mallaig, Inverness-shire.**—August 14th.—Rewards, £9 16s.

**Tenby, Pembrokeshire.**—August 14th.—Rewards, £10 12s.

**Pwllheli, Caernarvonshire.**—August 14th.—Rewards, £12 15s.

**Yarmouth, Isle of Wight.**—August 14th.—Rewards, £6.

**Portpatrick, Wigtownshire.**—August 14th.—Rewards, £18 2s.

**Lerwick, Shetlands.**—August 15th.—Rewards, £7.

**Yarmouth, Isle of Wight.**—August 15th.—Rewards, £8 8s.

**Barmouth, Merionethshire.**—August 16th.—Rewards, £9 4s.

**Bridlington, Yorkshire.**—August 16th.—Rewards, £14 10s.

**Holy Island, Northumberland.**—August 17th.—Rewards, £13.

**Cullercoats, Northumberland.**—August 18th.—Rewards, £17 15s.

**Poole, Dorset.**—August 18th.—Rewards, £9.

**Dungeness, Kent.**—August 18th.—Rewards, £29 12s.

**Southend-on-Sea, Essex.**—August 18th.—Rewards, £10 14s.

**Bembridge, Isle of Wight.**—August 19th.—Rewards, £10 9s.

**Newhaven, Sussex.**—August 19th.—Rewards, £11 12.

**Anstruther, Fifeshire.**—August 19th.—Rewards, £17 3s.

**Salcombe, Devon.**—August 19th.—Rewards, £8 4s.

**Weymouth, Dorset.**—August 19th.—Rewards, £8 8s.

**Selsey, Sussex.**—August 19th.—Rewards, £15 12s.

**St. David's, Pembrokeshire.**—August 20th.—Rewards, £17 17s.

**Barmouth, Merionethshire.**—August 20th.—Rewards, £14 13s.

**St. Mary's, Scilly Islands.**—August 21st.—Rewards, £15 1s.

**Weston-super-Mare, Somerset.**—August 21st.—Rewards, £15 1s.

**Shoreham Harbour, Sussex.**—August 21st.—Rewards, £14 4s.

**Newcastle, Co. Down.**—August 21st.—Rewards, £16 3s.

**Kirkcudbright.**—August 22nd.—Rewards, £20 4s.

**Plymouth, Devon.**—August 22nd.—Rewards, £6.

**Dungeness, Kent.**—August 23rd.—Rewards, £44.

**St. David's, Pembrokeshire.**—August 23rd.—Rewards, £19 12s.

**North Sunderland, Northumberland.**—August 23rd.—Rewards, £18 11s.

**Great Yarmouth and Gorleston, Norfolk.**—August 23rd.—Rewards, £12 8s.

**Fowey, Cornwall.**—August 23rd.—Rewards, £7 2s. 6d.

**Selsey, Sussex.**—August 23rd.—Rewards, £17 1s.

**Margate, Kent.**—August 23rd.—Rewards, £11 4s.

**Moelfre, Anglesey.**—August 24th.—Rewards, £16 2s.

**Angle, Pembrokeshire.**—August 24th.—Rewards, £15 3s.

**Aldeburgh, Suffolk.**—August 24th.—Rewards, £20 6s. 6d.

**Dover, Kent.**—August 24th.—Rewards, £8 13s.

**Stromness, Orkneys.**—August 24th.—Rewards, £12 1s.

**Humber, Yorkshire.**—August 25th.—Paid permanent crew.

**Selsey, Sussex.**—August 25th.—Rewards, £11 17s.

**North Sunderland, Northumberland.**—August 25th.—Rewards, £16 18s.

**Padstow, Cornwall.**—August 26th.—Rewards, £8 4s.

**Workington, Cumberland.**—August 26th.—Rewards, £10 11s.

**Broughty Ferry, Angus.**—August 27th.—Rewards, £9 9s.

**Newhaven, Sussex.**—August 27th.—Rewards, £9 12s.

**St. David's, Pembrokeshire.**—August 28th.—Rewards, £12 16s.

**Bembridge, Isle of Wight.**—August 28th.—Rewards, £9 5s.

**Workington, Cumberland.**—August 28th.—Rewards £10 11s.

**Torbay, Devon.**—August 29th.—Rewards, £6 4s.

**Poole, Dorset.**—August 31st.—Rewards, £12 12s.

**Swanage, Dorset.**—August 31st.—Rewards, £15 17s.

#### SEPTEMBER

DURING September life-boats were launched on service 76 times and rescued 42 lives.

#### TOW FOR LEAKING MOTOR

##### CRUISER

**Dungeness, Kent.** At 8.56 on the evening of the 2nd of September, 1959, the coastguard informed the honorary secretary that a yacht was firing red flares one mile south-south-west of the coastguard look-out at Lydd. At nine o'clock the life-boat *Mabel E. Holland* was launched in a moderate sea. There was a strong north-easterly wind and it was low water. The life-boat found the motor cruiser *Glenshane* of Chichester in tow of a fishing boat. The *Glenshane* had broken down and was leaking.

The life-boat escorted her to Rye Harbour and then returned to her station, arriving at 12.25. One of the crew of the *Glenshane* made a donation to the Institution's funds. Rewards to the crew, £12 12s.; rewards to the helpers on shore, £18 15s.

#### INJURED MAN TAKEN OFF

##### RUSSIAN STEAMER

**Whitby, Yorkshire.** At 6.20 on the morning of the 3rd of September, 1959, the coastguard told the honorary secretary that the s.s. *Valga* of Leningrad had asked for the life-boat to take a doctor out to attend to a seaman who had fallen down a hold and sustained head injuries. Her position was twenty-one miles east of Whitby. At 7.10 the life-boat *Mary Ann Hepworth* put out with a doctor on board in a calm sea. There was a light south-westerly wind and it was two hours after high water. After three-quarters of an hour visibility became much worse, and at eight o'clock the coxswain asked for the position of the steamer. This was given as thirteen miles east of Whitby, and shortly afterwards the steamer's siren was heard. The life-boat closed her at 8.45 and the doctor was transferred. The life-boat then escorted the *Valga* to Whitby roads, where the injured man and the doctor were taken off. They were landed at 10.30, and after the seaman had been treated in hospital the life-boat took him back to his ship. The life-boat reached her station at one o'clock. Rewards to the crew, £9 1s.; rewards to the helpers on shore, £8 16s.

#### LIFE-BOAT STANDS BY MOTOR

##### VESSEL

**St. Ives, Cornwall.** At 11.35 on the morning of the 3rd of September, 1959, the coastguard informed the honorary secretary that the motor vessel *Crescence* of Rochester was aground off the old pier buoy in St. Ives Bay. At 11.42 the life-boat *Edgar, George, Orlando and Eva Child* was launched in calm weather. It was low water. The life-boat stood by the vessel until she refloated with the flood tide, and then returned to her station, arriving at 2.10. Rewards to the crew, £6; rewards to the helpers on shore, £9 16s.

#### FISHING VESSEL AGROUND IN FOG

**Wick, Caithness-shire.** At 2.15 on the morning of the 4th of September, 1959, the coastguard told the honorary secretary that a fishing vessel had gone ashore on the north side of Wick harbour in thick fog. At 2.55 the life-boat *City of Edinburgh* was launched in calm, foggy weather with light south-easterly airs. It was two hours after high water. The life-boat searched along the north side of Wick Bay and found the fishing vessel *Swiftsure* of Lossiemouth ashore opposite the harbour entrance. She had a crew of six, and her skipper asked the coxswain to stand by until after low water. The life-boat did so and then returned to her station, arriving at seven o'clock. She put out again at 10.30 to help refloat the vessel, reaching her station finally at 12.30. Rewards to the crew, £18 5s. ; rewards to the helpers on shore, £1 14s.

#### LIFE-BOAT STANDS BY STEAMER AGROUND

**Teesmouth, Yorkshire.** At six o'clock on the morning of the 4th of September, 1959, the honorary secretary received a message from the lighthouse-keeper at South Gare that a vessel had gone ashore in the River Tees. Further enquiries were made, and at 6.45 the life-boat *John and Lucy Cordingley* was launched at high water in thick fog. She found the s.s. *Cairnavon* of Newcastle on the Stones near no. 5 buoy. She stood by until the ship reloaded and then returned to her station, arriving at 12.30. Rewards to the crew, £12 12s. ; rewards to the helpers on shore, £6 3s.

#### BOAT TOWED AFTER PETROL RUNS OUT

**Pwllheli, Caernarvonshire.** At 10.10 on the night of the 4th of September, 1959, the coxswain received a message from Abersoch that a 14-foot motor boat with three men on board was overdue. The boat had last been seen at six o'clock off the rocks of St. Tudwal's Island. After the coastguard had made enquiries the life-boat *Katherine and Virgoe Buckland* was launched at eleven o'clock. The weather was fine and clear with a calm sea. It was one hour after high water.

The life-boat made for St. Tudwal's Island, and a faint light was seen coming from a boat at anchor under Wylfa. When the life-boat reached the motor boat *Marijon*, it was found that her occupants had run out of petrol and had lit matches to attract the attention of the life-boat crew. The boat was taken in tow to Abersoch, and the life-boat reached her station at 1.10. Rewards to the crew, £7 4s. ; rewards to the helpers on shore, £7 14s.

#### ESCORT FOR BOAT WITH ENGINE BREAKDOWN

**Aberystwyth, Cardiganshire.** At 11.30 on the night of the 4th of September, 1959, the coastguard informed the honorary secretary that a distress signal had been seen between two and three miles west-south-west of Towyn. At 11.45 the life-boat *Aguila Wren* was launched in calm weather. It was two and a half hours after high water. The life-boat searched the area indicated but found nothing and went to investigate a white light seen near the Patches buoy. This was found to be from a French trawler which did not need help. The life-boat then returned to the original area of search and at daylight found the cabin cruiser *Wild Goose*, with three people on board, at anchor off Aberdovey. One of the cabin cruiser's engines was out of action. The second coxswain boarded her, and she made for Aberdovey on one engine escorted by the life-boat. The life-boat reached her station at 8.45. Rewards to the crew, £23 8s. ; rewards to the helpers on shore, £8.

#### INJURED SEAMAN LANDED FROM STEAMER

**Porthdinllaen, Caernarvonshire.** At 1.40 on the afternoon of the 5th of September, 1959, the coastguard informed the honorary secretary that a member of the crew of the s.s. *Sobo* of Liverpool had severely injured his head in an accident and was in need of immediate medical assistance. The steamer's position was then seven miles north-west of Porthdinllaen Point. The life-boat *Charles Henry Ashley* was launched with a doctor on board at two o'clock in a calm sea with a light,



variable breeze blowing and an ebb tide. She came alongside the steamer, and the doctor was put on board. The injured man, who had a fractured jaw, was lowered in a stretcher to the life-boat and landed at Morfa Nevin, where an ambulance was waiting to take him to Bangor hospital. The life-boat reached her station at four o'clock. Rewards to the crew, £5 ; rewards to the helpers on shore, £3 18s.

#### TOW FOR YACHT WITH TWELVE ABOARD

**Howth, Co. Dublin.** At 6.6 on the evening of the 5th of September, 1959, the harbour master told the honorary secretary that a large motor yacht was burning flares about three miles from the harbour. At 6.15 the life-boat *R.P.L.* left her moorings in a smooth sea and calm weather. It was an hour and a half before low water. The life-boat found the motor yacht *Noella* of Howth with twelve people on board. Her engine had broken down, and the life-boat took her in tow, reaching her station at 6.55. The owner of the yacht made a donation to the Institution's funds. Rewards to the crew, £5 ; rewards to the helpers on shore, £1 16s.

#### MAN AND WIFE EIGHTEEN HOURS ADRIFT

**Porthdinllaen, Caernarvonshire.** At 5.50 on the morning of the 6th of September, 1959, a message was received that the motor boat *Heron*, which had a man and his wife on board and was towing a small dinghy, had not returned from a fishing trip in Nevin Bay. At 6.20 the life-boat *Charles Henry Ashley* was launched in a calm sea. There was a light southerly breeze and it was low water. The life-boat carried out a search in which an Anson aircraft from the Royal Air Force station at Valley joined. At 12.50 a message was received that the aircraft had seen the missing boats sixteen miles north-west of Porthdinllaen Point. The life-boat made for the position given, found the boats and took the man and his wife on board. The motor boat's engine had broken down and the couple had been adrift for eighteen hours. The life-boat towed the

two boats to Porthdinllaen and reached her station at five o'clock. Rewards to the crew, £18 18s. ; rewards to the helpers on shore, £6 12s.

#### TOW FOR MOTOR LAUNCH AFTER FIRE

**Cromer, Norfolk.** At 7.10 on the evening of the 6th of September, 1959, the coastguard told the honorary secretary that a red parachute flare had been fired from the motor launch *Gay Crusader* one mile east-north-east of Cromer. The no. 1 life-boat *Henry Blogg* was launched at 7.25 in a slight sea. There was a gentle east-south-easterly wind, and it was two and a half hours before high water. When the life-boat reached the position the owner of the motor launch told the coxswain that the engine exhaust pipes had overheated and had set fire to the launch. The fire was under control and at the request of the owner the launch was towed to Yarmouth, which was reached at 12.15. After the launch had been safely moored, the life-boat returned to her station, arriving at 4.15 in the morning. The owner of the launch made a gift to the crew. Rewards to the crew, £21 12s. ; rewards to the helpers on shore, £10 7s.

#### FISHING BOAT TOWED TO HARBOUR

**Lowestoft, Suffolk.** At 9.5 on the evening of the 6th of September, 1959, the coastguard informed the honorary secretary that two men were burning red flares from a small boat two miles north of Lowestoft harbour. At 9.15 the life-boat *Cunard*, on temporary duty at the station, left her moorings in a moderate sea with a fresh easterly wind blowing and a flood tide. She found the fishing boat *Young Paul* of Lowestoft with a crew of two. The boat's engine had broken down and she was leaking. The life-boat took her in tow and reached her station at 10.45. Rewards to the crew, £8 ; rewards to the helpers on shore, £1 4s.

#### YACHT FOUND DRIFTING IN FOG

**Fishguard, Pembrokeshire.** At ten o'clock on the night of the 7th of September, 1959, the coastguard told

the honorary secretary that a yacht was overdue on passage from Milford Haven to Fishguard and that a woman had reported seeing a red light to seaward between Strumble Head and Porth-Dewi. The life-boat *Howard Marryat* was launched at 10.31 in dense fog. There was a calm sea with light airs. The tide was half flood. With the help of radar bearings passed by cross-channel steamers leaving and making for Fishguard, the life-boat found the yacht *Benimora* with a crew of two. She was drifting and lost in the fog, and the life-boat escorted her to Fishguard harbour. The life-boat reached her station at five o'clock in the morning. Rewards to the crew, £12 10s.; rewards to the helpers on shore, £3 12s.

#### TOW FOR CONVERTED SHIP'S BOAT

**Mallaig, Inverness-shire.** At 1.25 on the morning of the 8th of September, 1959, the coastguard informed the honorary secretary that two boats had left Tobermory to search for a converted ship's boat, which had broken down off Mingary, but that they had not found her. At 2.10 the life-boat *E.M.M. Gordon Cubbin* put out in a moderate swell. There was a moderate south-westerly wind and it was high water. The life-boat found the converted ship's boat *Curlew*, which had a crew of six, ashore in Mingary Bay and stood by her until she refloated. As the *Curlew's* engine had broken down, the life-boat took her in tow to Tobermory and reached her station at 12.25. Rewards to the crew, £17 7s.

#### CALL TO LIFE-BOAT WHILE ON EXERCISE

**Cromarty.** At 8.30 on the evening of the 8th of September, 1959, the coastguard informed the honorary secretary that a cabin cruiser with one man on board was missing between Chanonry Point and Inverness. The life-boat *Lilla Marras, Douglas and Will* was taking part in a routine exercise with the Northern District Inspector on board, and after a message had been passed to her she made for the position given. The sea was calm, there was a light south-westerly breeze, and it was

two and a half hours before low water. The life-boat found the cabin cruiser with her engine broken down and took her in tow to Kessock Ferry. The life-boat then returned to her moorings, arriving at three o'clock in the morning. Rewards to the crew, £16 5s.

#### FISHING BOAT TOWED AFTER ENGINE BREAKDOWN

**Barrow, Lancashire.** At seven o'clock on the morning of the 10th of September, 1959, the police informed the coxswain that the fishing boat *Gina* of Barrow with a crew of five, which had been at sea fishing the previous day, had not returned. When the coxswain and police made further enquiries the Walney lighthouse-keeper informed them that a boat was anchored off the Bar buoy and that her crew were waving for help. The life-boat *Herbert Leigh* was launched at 8.12 in a calm sea. There were light easterly airs and the tide was half ebb. The life-boat made for the Bar buoy and found the *Gina* with her engines broken down. She took her in tow to Walney bridge and returned to her station, arriving at 9.55. Rewards to the crew, £4; rewards to the helpers on shore, £2 9s.

#### FISHING BOATS ESCORTED IN FOG

**Barra Island, Hebrides.** At 1.30 early on the morning of the 11th of September, 1959, the honorary secretary was informed that two small fishing boats, which had left Castlebay at four o'clock in the afternoon, had not returned and some anxiety was felt. At two o'clock the life-boat *R.A. Colby Cubbin No. 3* left her moorings in a calm sea. There were light south-easterly airs and fog. It was low water. The life-boat found the two boats at anchor a mile and a half from Castlebay waiting for the fog to clear. She escorted them to harbour and reached her moorings at four o'clock. Rewards to the crew, £7.

#### ESCORT FOR FISHING BOAT AFTER COLLISION

**Montrose, Angus.** During the afternoon of the 11th of September, 1959, reports reached Montrose that the fishing boat *Random Harvest* had been in collision and was being escorted into

harbour by the Aberdeen trawler *Strathlossie*. At 4.40 it was decided to launch the life-boat *The Good Hope* to meet the damaged vessel and her escort and stand by as they tried to enter harbour. The weather was hazy with light north-westerly airs. The sea was calm and it was one hour before low water. The life-boat escorted the vessels into harbour and reached her station at 6.30. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £3 12s.

#### SICK MAN TAKEN OFF SWEDISH VESSEL

**Penlee, Cornwall.** At 6.50 on the morning of the 12th of September, 1959, the port medical officer at Penzance informed the honorary secretary that a member of the crew of the motor vessel *San Blas* of Stockholm was ill and needed medical attention. At 7.35 the life-boat *W and S* was launched in a calm sea. There were light easterly airs and it was low water. The life-boat embarked the doctor and ambulance men at Newlyn and then made for the position at which she was to meet the vessel three miles south of Penzance. The sick man, who was suffering from appendicitis, was transferred to the life-boat and landed at Newlyn at 8.45, where he was taken to hospital. The life-boat reached her station at 9.30. Rewards to the crew, £7; rewards to the helpers on shore, £5 8s.

#### TOW FOR BOAT WITH BROKEN OIL PIPES

**Arranmore, Co. Donegal.** At two o'clock on the morning of the 13th of September, 1959, the radio station at Malin Head informed the honorary secretary that a fishing boat was in distress sixteen miles east of Tory Island. At 2.30 the life-boat *Peter and Sarah Blake*, on temporary duty at the station, left her moorings in calm weather with the tide about half ebb. She found the fishing boat *Siobhan* of Killybegs with broken oil pipes. The boat, which had a crew of four, was taken in tow to Burtonport, and the life-boat reached her station at 4.30. Property salvage case.

#### DRIFTING FISHING BOAT TAKEN IN TOW

**Hastings, Sussex.** At 1.4 on the afternoon of the 13th of September, 1959, the honorary secretary received a message from the Hastings and St. Leonards sailing club that a large yacht had reported to their rescue boat that a fishing boat was in trouble five miles south-west of Marine Court, St. Leonards. The honorary secretary made further enquiries, and at 1.32 the life-boat *Lucy Lavers*, on temporary duty at the station, was launched. There was a moderate sea, a fresh east-north-easterly wind was blowing, and it was an hour and a half before low water. After a search the life-boat found the fishing boat *Resolute* with a crew of four a mile and a half south-east of Langley Point. A blanket was flying from her masthead. The fishing boat had a serious engine fault and was drifting, and the life-boat took her in tow to Hastings, reaching her station at 6.4. Rewards to the crew, £11 4s.; rewards to the helpers on shore, £23 11s.

#### MOTOR VESSEL TOWED TO HARBOUR

**Bembridge, Isle of Wight.** At six o'clock on the morning of the 14th of September, 1959, the coastguard informed the honorary secretary that red flares had been seen six miles east-north-east of Woody Bay. At 6.14 the life-boat *Jesse Lumb* was launched in a moderate sea. There was a fresh easterly wind and it was two hours after low water. The life-boat found the motor vessel *Wanderlust* of Rochester with her engine broken down. She had a crew of five. The life-boat took her in tow to Bembridge harbour and reached her station at 10.2. Rewards to the crew, £9 18s.; rewards to the helpers on shore, £4 10s.

#### RESCUE AFTER BEING STRANDED ON ROCK

**Appledore, Devon.** At 6.28 on the evening of the 14th of September, 1959, the coastguard informed the honorary secretary that two people, who had gone rock climbing near Baggy Point, had not returned to their hotel as expected and were probably stranded. At 6.37 the life-boat *Violet Armstrong* left her

moorings towing a dinghy. There was a calm sea with a gentle easterly breeze blowing and an ebb tide. After a search lasting thirty-five minutes the missing people, who were stranded on a rock, were picked up in the beam of the life-boat's searchlight. The dinghy was sent in to bring them off, and while it was doing so calls for help were heard coming from a member of the search party, who had himself become stranded. He too was rescued by the dinghy, and the three people were transferred to the life-boat and landed at Woolacombe Sands. The life-boat reached her station at 9.47. Rewards to the crew, £9 16s.; rewards to the helpers on shore, £3 3s.

#### BOAT FOUND EMPTY AFTER SEARCH

**Torbay, Devon.** At 4.55 on the afternoon of the 15th of September, 1959, the coastguard informed the honorary secretary that a woman living near Thatcher Rock, Torquay, had seen a motor boat capsize. Her crew of three were reported to be clinging to her. At 5.5 the life-boat *Princess Alexandra of Kent* left her moorings in a slight sea. There was a gentle east-north-easterly breeze, and it was an hour and a half before high water. The life-boat made for the position given, which was three and a half miles away, and found the upturned boat but no survivors. She carried out a search for some two hours, but found nothing, and after taking the boat in tow returned to her station, arriving at 7.50. It was later learnt that the boat which had been found had drifted away from the yacht *Moroven* and that there had been nobody on board her. The first report that people had been clinging to the boat had evidently been incorrect. Rewards to the crew, £9 12s.; rewards to the helpers on shore, £1 4s.

#### CABIN CRUISER TOWED IN

**Shoreham Harbour, Sussex.** At 1.30 on the afternoon of the 17th of September, 1959, the coastguard informed the honorary secretary that a cabin cruiser had broken down two and a half miles south-south-west of Shoreham Harbour. The life-boat *Rosa Woodd and Phyllis Lunn* was launched fifteen minutes later

in a moderate sea. There was a gentle north-easterly wind, and it was one hour after high water. The life-boat found the cabin cruiser *Venture* of Shoreham with two men and a boy on board. She took her in tow to Shoreham and reached her station at 3.10. Rewards to the crew, £6; rewards to the helpers on shore, £1 16s.

#### SICK MAN TAKEN FROM LIBERIAN STEAMER

**Moelfre, Anglesey.** At 12.15 early on the morning of the 19th of September, 1959, the coastguard informed the honorary secretary that the s.s. *Naess Falcon* of Monrovia, had a sick man on board. At 1.30 the life-boat *Edmund and Mary Robinson*, on temporary duty at the station, was launched in a choppy sea. There was a gentle easterly wind and it was high water. The life-boat met the steamer four miles north of Point Lynas, and the seaman, who had pneumonia, was transferred to her and landed at Moelfre, where an ambulance was waiting to take him to hospital. The life-boat reached her station at five o'clock. Rewards to the crew, £8 8s.; rewards to the helpers on shore, £3.

#### ESCORT FOR ROWING BOAT IN TOW

**Dover, Kent.** At 3.30 on the afternoon of the 21st of September, 1959, the coastguard told the honorary secretary that a rowing boat was in difficulties in Wear Bay. The life-boat *Southern Africa* left her moorings at 3.50 in a moderate sea. A fresh south-westerly wind was blowing, and it was one hour after high water. While the life-boat was on her way a message was received that the boat had been taken in tow by a motor boat. The life-boat reached the two boats and escorted them to Folkestone. She reached her station at 5.50. Rewards to the crew, £7 5s.

#### GIRL FOUND IN DRIFTING CANOE

**Ramsgate, Kent.** At 4.33 on the afternoon of the 21st of September, 1959, the watchman on the east pier told the honorary secretary that a girl was adrift in a canoe in Pegwell Bay some distance from the shore. Eight minutes later the life-boat *Michael and Lily Davis* put out

in a choppy sea. There was a gentle south-westerly wind and the tide was half ebb. The life-boat found the girl, took her and her canoe on board, and returned to her station, arriving at 5.10. Rewards to the crew, £7 10s.

#### YACHT TOWED OFF REEF

**Swanage, Dorset.** At 9.22 on the evening of the 23rd of September, 1959, the coastguard informed the honorary secretary that a man from the yacht *Little Zakery* of Hamble, which was ashore on a reef near Old Harry Rocks, had been landed by some fishermen. Another man had been left aboard the yacht, which although two kedge anchors had been run out by the fishermen, was drifting further on to the reef and listing. At 9.47 the life-boat *R.L.P.* was launched in a slight swell. There was a light north-westerly wind, and it was two hours after low water. The coxswain anchored the life-boat within 40 yards of the yacht and a line was fired across her. The first attempts to tow the yacht off the reef failed, but after a time the life-boat succeeded in towing her into deeper water. She was not making water, and the man aboard her started the auxiliary engine, and she proceeded to Studland Bay. The life-boat reached her station at 11.45. Rewards to the crew, £7; rewards to the helpers on shore, £2 12s.

#### SICK SEAMAN TAKEN FROM TANKER

**Penlee, Cornwall.** At 9.10 on the evening of the 23rd of September, 1959, the coxswain was informed that there was a sick seaman aboard the tanker *London Resolution* of London. The tanker was expected to reach a position five miles south of Penzance at one o'clock in the morning. The life-boat *W and S* was launched at 11.15 with a doctor on board. There was a moderate swell, a light west-south-westerly wind was blowing, and it was two hours after high water. The life-boat reached the tanker at 12.45, and the seaman, who was suffering from suspected coronary thrombosis, was transferred to the life-boat. He was landed at Newlyn, where he was taken to hospital, and the life-boat returned to her station, arriving at 2.30. Rewards to the crew, £9 16s.; rewards to the helpers on shore, £5 8s.

#### BOAT FOUND AGROUND UP RIVER

**Great Yarmouth and Gorleston, Norfolk.** At 3.52 on the morning of the 26th of September, 1959, the coastguard informed the honorary secretary of a police report that two men, who were believed to have taken the fishing boat *Sandra* without the owner's permission, were in difficulties up river in *Breydon Waters*. The life-boat *Louise Stephens* was launched at 4.8 in a smooth sea. There was a light south-westerly breeze and it was high water. An inspector of police and a police constable went afloat in the life-boat, which found the boat aground. The boat was taken in tow to Great Yarmouth. The life-boat reached her station at 5.44. Rewards to the crew, £11 5s.; rewards to the helpers on shore, £4 5s.

#### TOW FOR FISHING BOAT WITH FOULED PROPELLER

**Seaham, Co. Durham.** At eleven o'clock on the morning of the 26th of September, 1959, distress signals were seen north-east of the harbour. Five minutes later the life-boat *George Elmy* was launched in a moderate northerly wind and sea. The tide was ebbing. The life-boat found the fishing boat *Little Mary* with a crew of five. The boat's fishing gear had fouled her propeller, and the life-boat took her in tow to harbour. The life-boat reached her station at 12.20. Rewards to the crew, £7; rewards to the helpers on shore, £1 16s.

#### ESCORT FOR COBLES IN ROUGH SEA

**Flamborough, Yorkshire.** Towards noon on the morning of the 26th of September, 1959, the weather grew worse at a time when several local fishing cobles were still at sea. The sea was rough, there was a strong northerly wind, and it was high water. The life-boat *Friendly Forester* was launched at 12.30, with the second coxswain in command, and made in an easterly direction. She met the fishing coble *Silver Line* and escorted her to the north haven. She then put to sea again and found the *Boys Own* one mile north-east of the north landing. She escorted her to the landing and later came up with

the *Quest* and *Margaret Ann* off Flamborough Head. The skippers of these two cobsles decided to make for the shelter of Bridlington. After seeing them safely into Bridlington Bay the life-boat returned to her station, arriving at 1.45. Rewards to the crew, £6; rewards to the helpers on shore, £8 8s.

#### FISHING BOAT TOWED TO LANDING

**Flamborough, Yorkshire.** At 7.30 on the evening of the 29th of September, 1959, the coastguard told the honorary secretary that a small motor boat appeared to have broken down off Flamborough Head. At 7.55 the life-boat *Friendly Forester* was launched in a rough sea. There was a strong south-easterly wind, and it was one hour after high water. A red flare a quarter of a mile east of Flamborough Head was seen from the life-boat, and this was followed by a second flare shortly afterwards. The casualty was the fishing boat *Onoway* of Bridlington, with a crew of three. The life-boat took her in tow to the north landing and reached her station at 8.35. Rewards to the crew, £6; rewards to the helpers on shore, £17 8s.

#### LIFE-BOAT STANDS BY TILL TUG ARRIVES

**Aldeburgh, Suffolk.** At 4.45 on the morning of the 30th of September, 1959, the coastguard informed the honorary secretary that the motor vessel *Emergo III*, which had been carrying out survey work, had lost both anchors off Sizewell and had asked for the help of a tug. On the recommendation of the coastguard the life-boat *The Alfred and Patience Gottwald* was launched at 5.35. There was a rough sea, a moderate east-south-easterly wind was blowing, and it was two hours after low water. The life-boat made for the position given and stood by the vessel until a tug arrived. She then returned to her station, arriving at nine o'clock. Rewards to the crew, £9 16s.; rewards to the helpers on shore, £13 9s. 6d.

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

**Margate, Kent.**—September 1st.—Rewards, £25.

**Dungeness, Kent.**—September 2nd.—Rewards, £22 8s.

**Weston-super-Mare, Somerset.**—September 2nd.—Rewards, £5 13s.

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

**St. Peter Port, Guernsey.**—September 3rd.—Rewards, £10 11s.

**Dungeness, Kent.**—September 5th.—Rewards, £31 7s.

**Walmer, Kent.**—September 5th.—Rewards, £25 2s.

**Boulmer, Northumberland.**—September 5th.—Rewards, £17 6s.

**Shoreham Harbour, Sussex.**—September 5th.—Rewards, £7 8s.

**Pwllheli, Caernarvonshire.**—September 5th.—Rewards, £15 13s.

**Hastings, Sussex.**—September 5th.—Rewards, £38 6s.

**Padstow, Cornwall.**—September 6th.—Rewards, £5 12s.

**Rhyl, Flintshire.**—September 6th.—Rewards, £13 10s.

**Southend-on-Sea, Essex.**—September 6th.—Rewards, £9 12s.

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

**Weymouth, Dorset.**—September 10th.—Rewards, £11 16s.

**Coverack, Cornwall.**—September 10th.—Rewards, £13 4s.

**Troon, Ayrshire.**—September 11th.—Rewards, £5.

**Newcastle, Co. Down.**—September 11th.—Rewards, £16.

**Stornoway, Hebrides.**—September 12th.—Rewards, £7.

**Ramsgate, Kent.**—September 12th.—Rewards, £7 10s.

**Whitby, Yorkshire.**—September 12th.—Rewards, £8 16s.

**St. Helier, Jersey.**—September 13th.—Rewards, £7 12s.

**Baumaris, Anglesey.**—September 13th.—Rewards, £13.

**Barry Dock, Glamorganshire.**—September 14th.—Rewards, £10 13s.

**Yarmouth, Isle of Wight.**—September 15th.—Rewards, £7 4s.

**Scarborough, Yorkshire.**—September 16th.—Rewards, £14 8s.

**Humber, Yorkshire.**—September 16th.—Paid Permanent Crew.

**Weymouth, Dorset.**—September 18th.  
—Rewards, £8 13s.

**Yarmouth, Isle of Wight.**—September 18th.—Rewards, £7.

**Appledore, Devon.**—September 19th.  
—Rewards, £10 16s.

**Newhaven, Sussex.**—September 20th.  
—Rewards, £16 7s.

**St. Ives, Cornwall.**—September 20th.  
—Rewards, £15 4s.

**Howth, Co. Dublin.**—September 20th.  
—Rewards, £8 16s.

**Fowey, Cornwall.**—September 21st.—  
Rewards, £8 10s. 6d.

**Bembridge, Isle of Wight.**—September 24th.—Rewards, £11 13s.

**Yarmouth, Isle of Wight.**—September 26th.—Rewards, £11 4s.

**Fowey, Cornwall.**—September 27th.  
—Rewards, £5 5s.

**Selsey, Sussex.**—September 30th.—  
Rewards, £17 1s.

**The following account of a service by the Angle, Pembrokeshire, life-boat in June 1959 was received too late for inclusion in the September number of the *Life-boat*:**

On the afternoon of the 20th of June, 1959, the life-boat *Richard Vernon and Mary Garforth of Leeds* was on a routine exercise near Gettiswick Bay, Angle Point, when several sailing dinghies taking part in the Milford regatta were seen to capsize. There was a choppy sea and a moderate easterly wind. Although a boat was in attendance, the coxswain decided to make for the scene of the capsizes, and the life-boat towed one of the dinghies, which had a crew of two, into the bay. The life-boat finally reached her station at five o'clock. No additional rewards to crew or helpers.

---

## Obituary

COXSWAIN THOMAS REAY of Maryport died on the 14th of April, 1959, at the age of 77. He served as coxswain from 1932 to 1941 after having previously served as bowman for nearly three years and second coxswain for over twenty-three years. He was the holder of the Institution's bronze medal for gallantry with a second service clasp. His first medal was awarded for the rescue of thirteen of the crew of the 2,500 tons steamer *Plawsworth*, which had gone aground in a south-westerly gale. To take off the survivors the life-boat had to remain alongside for

forty-two minutes, and because of the damage she suffered the coxswain could use the helm only one way. His second award was for a wartime service when the Maryport life-boat rescued the crew of four of the drifter *Mourne Lass*. Coxswain Reay was also awarded a silver medallion by the Finnish Government when the Maryport life-boat was launched in exceptionally difficult conditions in 1935 to the Finnish steamer *Esbo*, whose crew were eventually rescued from the shore by the life-saving apparatus team at Whitehaven.

---

## Birthday Honours

IN addition to those reported in the September number of the *Life-boat* on page 284 as recipients of honours in the

Birthday Honours List, the O.B.E. was bestowed on Mrs. M. Allport, chairman of the Bournemouth Ladies' Guild.

## Awards to Coxswains and Members of Life-boat Crews

THE following coxswains and members of life-boat crews have been awarded certificates of service, and in addition those entitled to them by the Institution's regulations have been awarded an annuity or a retirement allowance and a gratuity.

JEREMIAH O'CONNELL	..	Valentia	..	..	Coxswain 12 $\frac{1}{4}$ years.
JAMES TAYLOR	..	Cullercoats	..	..	Member of crew 25 years. Coxswain 18 years.
WILLIAM ANDERSON	..	Humber	..	..	Coxswain Superintendent 10 years.
JOHN BURRELL	..	Aldeburgh	..	..	Bowman 4 $\frac{1}{2}$ years. Second coxswain 1 $\frac{3}{4}$ years. Coxswain 3 $\frac{3}{4}$ years.
JOSEPH PARKINSON (since deceased)	..	Lytham-St. Anne's	..	..	Member of crew 8 years. Assistant mechanic 16 years. Coxswain 11 $\frac{1}{2}$ years.
WALTER NEWBY	..	Bridlington	..	..	Member of crew 27 years. Second coxswain 3 $\frac{1}{4}$ years. Coxswain 9 $\frac{1}{2}$ years.
JOHN WALTERS	..	Fowey	..	..	Coxswain 25 years.
JENKINSON MAJOR	..	Filey	..	..	Member of crew 9 $\frac{1}{2}$ years. Assistant mechanic 3 $\frac{1}{4}$ years. Second coxswain 11 $\frac{1}{4}$ years.
HARRY BONNEY	..	Lytham-St. Anne's	..	..	Member of crew 36 years. Second coxswain 8 years.
JOHN BUCHAN	..	Peterhead	..	..	Member of crew 19 $\frac{1}{2}$ years. Second coxswain 7 months.
HERBERT BROWN	..	Weymouth	..	..	Member of crew 32 years. Bowman 4 $\frac{1}{2}$ years.
CHARLES ROSE	..	Lowestoft	..	..	Second coxswain 6 $\frac{1}{4}$ years. Member of crew 33 years. Bowman $\frac{3}{4}$ year.
WILLIAM HOBBS	..	Barry Dock	..	..	Second coxswain 11 $\frac{1}{2}$ years. Member of crew 12 years. Bowman 13 years.
JOHN SINCLAIR	..	Buckie	..	..	Member of crew 8 years. Bowman 6 $\frac{1}{4}$ years.
HENRY THOMAS	..	St. Mary's and St. Ives	..	..	Motor mechanic 25 $\frac{1}{2}$ years.
R. MCMORRAN	..	Holy Island	..	..	Motor mechanic 22 years.
CHARLES CRISP	..	Ramsgate and Aldeburgh	..	..	Member of crew 10 years. Reserve mechanic 3 years. Motor mechanic 24 $\frac{3}{4}$ years.
JOHN BAKER	..	Aldeburgh	..	..	Member of crew 3 years. Assistant mechanic $\frac{3}{4}$ year. Motor mechanic 8 $\frac{1}{2}$ years.
REES JONES	..	Pwllheli	..	..	Member of crew 8 years. Motor mechanic 29 $\frac{1}{2}$ years.
WILLIAM JOHNSON	..	Tynemouth	..	..	Motor mechanic 30 $\frac{1}{2}$ years.
FRANK SWANN	..	Lowestoft	..	..	Member of crew 34 years. Assistant mechanic 12 $\frac{3}{4}$ years.
LESLIE PHILLIPS	..	Angle	..	..	Member of crew 16 years. Assistant mechanic 29 $\frac{3}{4}$ years.
THOMAS BRUNTON	..	Dunbar	..	..	Member of crew 11 years. Assistant mechanic 23 $\frac{1}{2}$ years.
SAMUEL SPENCE	..	Tynemouth	..	..	Member of crew 10 years. Assistant mechanic 10 years.
H. PRYNN	..	Salcombe	..	..	Member of crew 4 years. Bowman $\frac{3}{4}$ year. Assistant mechanic 15 $\frac{1}{2}$ years.
ROBERT MITCHELL	..	The Lizard	..	..	Member of crew 2 $\frac{1}{2}$ years. Bowman 2 years. Assistant mechanic 19 $\frac{1}{4}$ years.
ARTHUR WEAVER, B.E.M.	..	Bembridge	..	..	Member of crew 16 years. Assistant mechanic 15 years. Head launcher 4 $\frac{1}{2}$ years.
WILLIAM EDWARDS	..	Appledore	..	..	Member of crew 19 $\frac{3}{4}$ years.
PETER SIMPSON	..	Stromness and Longhope	..	..	Member of crew 8 years.
GEORGE ROOK	..	Cromer	..	..	Member of crew 47 years.