

THE LIFE-BOAT

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Notes of the Quarter

THE tragic loss of the crew of the Broughty Ferry life-boat was the worst disaster in terms of number of men lost since the Mumbles life-boat capsized with the loss of the whole of her crew in 1947. It occurred on the 8th of December, 1959, five years to the day since the last occasion on which a life-boat, the Scarborough life-boat *E.C.J.R.*, capsized. The result of the Institution's investigation of the causes of the disaster is published in full on page 391. From this it emerges clearly that the hull of the boat, her engines and equipment were in perfect condition at the time when the disaster occurred. The crew and the Institution had full confidence in the coxswain. The loss of the life-boat crew can in fact be attributed simply to the forces of nature. Earthquakes occur and people's lives are lost; people are lost in blizzards and drowned in floods; and in certain extreme conditions of wind and weather no boat yet designed is free from the danger of capsizing. The crews who volunteer for service in life-boats are fully aware that this is so, yet at Broughty Ferry applications were promptly received from some forty volunteers to serve in the new crew.

LIFE-BOAT RECORDS IN 1959

In 1959 the Institution's life-boats were launched on service no fewer than 865 times. This was the largest number of launches in any one year since the Institution was founded in 1824, with the sole exception of 1940, the year of the Battle of Britain. It exceeded the post-war average by more than 30%. 551 people were rescued by life-boats during the year, nearly 100 more than the average for the post-war years. In recent years the number of occasions on which life-boats have been called out has increased steadily; there is no

indication that this trend will be reversed in the immediate future, and the record figures for 1959 may therefore be exceeded before long. Nevertheless the year seems likely to be remembered as a quite exceptional one in the history of the service. *During the autumn and early winter there were frequent and prolonged gales, and from a number of stations reports were received of the worst conditions for twenty years, thirty years, or even within living memory. The accounts of services during this period, which begin on page 380, give some impression of what life-boat crews endured. To many seamen, members of life-boat crews and others, both the 27th of October and the 7th of December will be days which can never be forgotten.*

GOLD MEDAL WINNER

For the first time for ten years the Institution's highest award for gallantry, the gold medal, has been awarded. The award was made to Coxswain Richard Evans of Moelfre for a service which is described in full on page 380. The last winner of the gold medal was ex-Coxswain Thomas King of St. Helier. In each case the service was carried out in one of the Institution's reserve life-boats, for the station boats happened to be away at the time. The St. Helier service in 1949 was carried out in a single-engined life-boat built twenty-five years earlier. The boat in which the Moelfre service was carried out was a 41-foot petrol-engined life-boat built in 1938. A clearer proof of the quality of the construction of the Institution's life-boats could hardly be afforded. In each case a boat taken out of the Institution's active fleet solely because of the year in which she was built made possible a rescue in conditions of extreme danger, in which lives were saved only by the superb

seamanship of the coxswain and the crew and the knowledge that their vessel would respond fully to the demands made on it.

DISTRICT ENGINEERS RETIRE

Two valuable servants of the Institution have recently retired after long periods of service. One was Mr. W. Neale, District Engineer of the Irish District, who was thirty-eight years with the Institution. The other was Mr. F. J. Ireland, Western District Engineer, whose service with the Institution lasted thirty-four years. They will both be greatly missed, particularly in the districts where they served so well, and their services were recognized by their colleagues on the Institution's staff by the presentation of gifts. In the Western District a suggestion was made at one station that a gift might also be made by members of life-boat crews. There was a response from every station in the district—an indication of the happy relationship between the Institution's district engineers and

the crews of the life-boats—and a presentation was made to Mr. Ireland by Mr. N. O. Mabe, honorary secretary of the Fishguard life-boat station.

"THE STORY OF THE LIFE-BOAT"

In the 1960 edition *The Story of the Life-boat* will be told through the lives of some of the outstanding figures in the history of the life-boat service. Included among them are famous coxswains such as Henry Blogg, of Cromer, William Fleming, of Great Yarmouth and Gorleston, and Lord Mottistone, of Brooke, Isle of Wight; administrators such as the 4th Duke of Northumberland and Charles Dibdin; and designers including Lionel Lukin, James Beeching and Mr. J. R. Barnett. Copies can be obtained from branches or from the headquarters of the Institution (1/6d. each, or 2/-d. to cover postage). The Scottish edition, at the same price, will include short biographies of a number of the outstanding Scottish figures in the history of the service.

First Gold Medal for Ten Years

FOR the first time for ten years and for only the second time since the end of the last war the Institution's highest award for gallantry, the gold medal, has been conferred. The medal was awarded to Coxswain Richard Evans of Moelfre, Anglesey, for the rescue of the crew of eight of the motor vessel *Hindlea* on the 27th of October, 1959.

At 11.50 on that morning the Coastguard volunteer-in-charge at Moelfre told the coxswain that a small vessel was dragging her anchor about two miles north of the look-out. The honorary secretary of the station, Major T. W. E. Corrigan, happened to be away at the time. The vessel in difficulties was the 506-ton coaster *Hindlea* of Cardiff, which was bound from Manchester to Newport, Monmouthshire, in ballast. She had anchored in Dulas Bay to shelter from the strong south-westerly gale, but the wind had suddenly veered to the north.

When the distress call came, the wind was of hurricane force, gusts up to 104 miles per hour being recorded at both the Royal Air Force and Coastguard stations in Anglesey. The sea was so rough that the distance between the trough and crest frequently amounted to twenty-five feet, and flying foam and scud from the broken water reduced visibility.

Urgent Need for Action

The need for action was clearly urgent, and Coxswain Evans decided not to wait for the arrival of his usual crew. Instead the life-boat *Edmund and Mary Robinson*, which was a 41-foot reserve boat temporarily stationed at Moelfre, was launched with a crew of five at noon. The other members of the crew were Motor Mechanic Evan Owens; Second Coxswain Donald Francis, who acted as assistant mechanic; Mr. Hugh Owen and Mr. Hugh Jones. Mr. Jones, who like Mr. Owen

is employed by the local council, had never been out on service in a life-boat before. He is normally a helper on the slipway, but like the others he immediately volunteered for service.

Coxswain Evans took a course to the northward, passing east of Moelfre Island. After half an hour the life-boat approached the position of the *Hindlea*, which was lying to her starboard anchor in eight fathoms of water about a mile and a half north of Moelfre Island. The bottom here consisted of sand and shell, but the anchor was not holding. The coaster was yawing some 90 degrees and her engine was racing violently and did little to reduce the weight on her cable. Because of the violent motion the cable was constantly whipping clear of the rough, broken water. Heavy seas breaking over the *Hindlea*, made it impossible for her crew to come forward to let go the second anchor.

Order to Abandon Ship

With the tide setting to the south-south-east the *Hindlea* continued to drag towards the shore, and at 1.55, one hour and twenty-five minutes after the life-boat had reached the scene, the master of the *Hindlea* gave the order to abandon ship. By this time the *Hindlea* was within two hundred yards of the rocks.

While standing-by Coxswain Evans had manoeuvred the life-boat head to sea, keeping station on the starboard beam of the coaster, as she dragged before the gale and tide.

The *Hindlea* had a raised fo'castle head and poop deck, the distance from her stern to the break of the poop deck being 47 feet. The height of the poop deck above the ballast water line was 10 feet 6 inches. The eight members of her crew were assembled along the port side of that part of the poop deck, measuring 32 feet, which was clear of the round of the coaster's stern.

"Boiling Mass of Confusion"

About two o'clock, when the *Hindlea's* crew were ready to abandon ship, she was inside the five-fathom line and the seas around her were described as "a boiling mass of confusion". Coxswain Evans, realising that there was little sea room astern of the casualty,

brought the life-boat close round her stern to come in on her port quarter. The life-boat was dangerously near the *Hindlea's* thrashing propeller, which was so far out of the water that it was above the heads of the life-boat crew. As she approached the coaster the life-boat was hit by a tremendous breaking sea, which rolled her over on to her beam ends and put her mast under water.

As he tried to bring the boat's head round into the wind Coxswain Evans had to use maximum engine revolutions, for as soon as speed was reduced the boat was thrown back by the seas.

The coxswain brought the life-boat alongside the port quarter of the *Hindlea*. He approached at an angle of about 25 degrees, and as soon as one man had jumped he brought the life-boat out astern clear of the propeller. To take advantage of what lee was offered by the poop deck he had to wait until the vessel yawed to port. On the first trial run in, when the *Hindlea's* port side was exposed to the full force of the gale, the life-boat was almost lifted on to her deck by the seas, which had increased as the *Hindlea* continued to drag down into the shallow water over the rocky bottom near the shore. The life-boat did in fact strike the side of the *Hindlea* so hard that the coxswain was convinced she had suffered serious damage.

Ten Separate Times

Nevertheless Coxswain Evans brought the life-boat alongside ten separate times, the crew of the *Hindlea* jumping aboard her one man at a time as she came alongside. By 2.11, when there were only a hundred yards between the stern of the *Hindlea* and the shore, the whole crew had been taken off. One man's ankle was broken, but none of the others suffered any injury. The life-boat then returned to her station, where she landed the survivors at 2.37.

For this service the gold medal for gallantry was awarded to Coxswain Richard Evans.

The silver medal for gallantry was awarded to Motor Mechanic Evan Owens.

The bronze medal for gallantry was awarded to the other three members of the crew, Donald Francis, Hugh Owen

and Hugh Jones. Scale rewards to the crew, £4 10s.; rewards to the helpers on shore, £2 16s. Additional rewards to the crew, £50.

The last man to win the Institution's gold medal for gallantry was ex-Coxswain Thomas King of St. Helier, whose medal was awarded for the rescue of the crew of four of the yacht *Maurice*

Georges on the 18th of September, 1949.

Many messages of congratulation were received at the life-boat station, including one from H.R.H. the Duchess of Kent, *President of the Institution*, and a letter from the Chairman of the Anglesey County Council; and a number of gifts to the crew were made, a resident of West Kirby sending £50.

Breeches Buoy Rescue in Whole Gale

ON the 27th of October, 1959, the day on which the *Moelfre* life-boat carried out the service which earned her coxswain the gold medal, the crew of the *Islay*, Hebrides, life-boat also performed an outstanding service in exceptionally arduous conditions.

At 8.55 in the morning, the honorary secretary of the station, Mr. Neil MacMillan, was told by the police that a fishing boat was ashore near Black Rock buoy in the sound of Islay. The first news that the boat was in distress had come from the motor vessel *Loch Nevis* and was received by the coast-guard station at Southend. The news had to be passed to the life-boat station with the help of the police because the gales which had been blowing for some time had disrupted telephone communication on the island.

Gusts of Hurricane Force

When Mr. MacMillan received the message a whole gale was blowing from the north-north-west with gusts of hurricane force. There were frequent squally showers, and the sea, with the wind funnelling down the sound against the flood tide, was extremely rough. Mr. MacMillan later reported that he had never before seen such bad weather in the sound of Islay. Nevertheless it was agreed to launch the life-boat *Charlotte Elizabeth*, which is one of the 45-foot 6-inches Watson type, although the crew had considerable difficulty in boarding her. Coxswain James Gillies at some personal risk ran a rope from the port bow of the life-boat to a ring bolt on the shore in order to heave the buoy to the northward and so help the life-boat to put out. The sea was breaking over the rocks on both sides of the berth, and it was a difficult task

to get the life-boat away. She succeeded in putting out at 9.30.

After steaming for an hour and a half against a four-knot tide the life-boat found the 45-foot motor fishing vessel *May* of Tarbert ashore on the reef immediately east of Black Rock buoy. She was lying with her head to the south-east.

Anchored at Fifth Attempt

Coxswain Gillies decided to approach from the southward and to anchor as near to the fishing vessel as possible. He had great difficulty in finding holding ground, and it was not until the *fifth attempt that he successfully anchored the life-boat in two fathoms of water on a rocky bottom about sixty yards to the south-east of the May.*

Attempts to fire a line across the fishing vessel, which was to windward of the life-boat, were made, but in the gale conditions prevailing they did not succeed. Coxswain Gillies, using the *loud hailer, then told the crew of the fishing boat to float a line down to the life-boat.* This was done, the breeches buoy was rigged, and the whole crew of four of the fishing boat were successfully taken on board. The life-boat weighed anchor at 3.15 and returned to Port Askaig, arriving at 4.30.

For this service the bronze medal for gallantry was awarded to Coxswain James Gillies.

Medal service certificates are being issued to the other members of the crew: Second Coxswain J. W. Norquoy, Motor Mechanic W. McEachern, Assistant Mechanic N. MacTaggart, members of the crew D. Mackinnon, A. Campbell, J. MacCormick, and D. MacNiven.

Scale rewards to the crew, £16; reward to the helper on shore, £1 3s. Additional rewards to the crew, £20.

Third Medal Service on Same Day

THE third of the services carried out on the 27th of October, 1959, for which medals for gallantry were awarded took place near Fraserburgh harbour. In the temporary absence of Captain R. T. Duthie the assistant harbour master was acting as honorary secretary. For some time during the morning he had had two local fishing boats under observation, and at 11.20 he gave authority for the life-boat to launch to their assistance.

A whole gale was blowing from the north-north-east, and the weather was overcast with frequent heavy rain squalls. The tide was about half ebb and was setting to the north-north-west, causing a very steep, confused sea, whose height was such that it was actually breaking over the lighthouse at the harbour entrance.

Scratch Crew Formed

The coxswain and second coxswain of the life-boat had left for the fishing grounds earlier in the morning, and a scratch crew was formed, with the guidance of Motor Mechanic Frederick Kirkness, under the command of Mr. Alex. Duthie, a local fisherman. The life-boat *The Duchess of Kent*, which is one of the 46-foot 9-inches Watson type, after launching stood by in the outer harbour to wait for a lull in the sea. She finally passed the breakwaters about noon. Tremendous seas were running and conditions were such that two local fishing boats were lost during the day.

When the life-boat was only 150 yards beyond the harbour entrance she was struck by two successive seas, which spun her right round. The boat was not damaged, and Acting Coxswain Duthie continued on his course towards the two fishing boats.

One of the boats was the 33-foot motor yawl *Ocean Swell*. The other was the 63-foot motor fishing vessel *Star of Faith*. Both were hove to outside the

twenty-fathom line some three miles east-north-east of Kinnard Head. The life-boat stood by until four o'clock. The trawler *Aberdeen Progress*, which was lying off Rattray Head, then reported that the seas had subsided a little and that it would now be possible for small boats to enter Peterhead harbour. The *Ocean Swell* and the *Star of Faith*, together with the trawler *Star of Lochallan*, then made for Peterhead escorted by the life-boat.

On Her Beam Ends

About 6.30, when she was four miles north-east of Rattray Head, the *Ocean Swell* shipped a very heavy sea and rolled over on her beam ends to starboard. She righted herself rapidly and signalled for help. The life-boat, which was following astern, immediately closed her port side. One man was quickly taken off but the other man aboard, who was the skipper, had to be helped by two of the life-boat's crew. Acting Coxswain Duthie did not make the life-boat fast alongside but succeeded in keeping her in position by the use of helm and engines, in which he was greatly helped by Motor Mechanic Frederick Kirkness. The *Ocean Swell* had to be abandoned, and the life-boat, with the two rescued men on board, continued to escort the *Star of Faith* to Peterhead, which was reached at 8.30.

For this service Acting Coxswain Alex. Duthie and Motor Mechanic Frederick Kirkness were each awarded the bronze medal for gallantry.

Medal service certificates are being issued to the other members of the crew: Acting Second Coxswain J. Stephen, Bowman J. Strachan, Assistant Mechanic C. Baillie, members of the crew G. Duthie, B. Strachan and J. Reid.

Scale rewards to the crew, £22 5s.; rewards to the helpers on shore, £1 16s. Additional rewards to the crew, £20.

THE LIFE-BOAT FLEET
153 Life-boats
LIVES RESCUED
 from the foundation of the Life-boat Service
 in 1824 to 31st December, 1959 - - 82,474

Fourteen Rescued from German Ship

AT 6.15 on the morning of the 27th of October, 1959, the honorary secretary of the Mallaig, Inverness-shire, life-boat station, Mr. R. Watt, was told by the coastguard that a German ship was ashore on the island of Rhum fourteen miles away. She was the *Hinrich Sieghold*, of Bremerhaven. Her gross registered tonnage was 914, and she was bound from Manchester for Sweden.

A whole gale was blowing from the north and there were frequent fierce rain squalls. The sea was very rough with a heavy swell. The Mallaig life-boat lies at moorings in the harbour, the crew normally reaching her by a boarding boat 15 feet in length. The seas in the harbour were such that the boarding boat had sunk at her moorings during the night.

Manhandled Dinghy

Coxswain Ian Bruce Watt decided to launch his own 14-foot dinghy from the beach some seventy yards from the boarding steps. The life-boat crew manhandled the coxswain's dinghy to the water's edge, where the seas breaking on the beach were five feet in height. They rigged a rope from her bow to the quay, by which she was hauled through the surf to the jetty steps. Here five members of the life-boat crew manned the dinghy with considerable difficulty because of the ground sea in the harbour, and rowed off to the life-boat. They got the life-boat under way, and the other three members of the crew were embarked in the inner harbour.

The Mallaig life-boat *E.M.M. Gordon Cubbin*, which is one of the 52-foot Barnett class, put out from the harbour at 7.15. It was then rather more than an hour and a quarter before low water. She reached the position of the German vessel at nine o'clock and found her ashore with her bow to the west-south-west on the eastern side of the island.

Coxswain Watt anchored to windward of her in five fathoms of water on a bottom of mud and shell. He veered some sixty fathoms of cable in order to close the vessel, and a rope was then

made fast from the port quarter of the life-boat to the starboard quarter of the casualty. This rope was taken to the life-boat's capstan, and the life-boat hove to between six and ten feet from the vessel's starboard quarter. Although there was some protection from the northerly gale the life-boat was rising and falling about six feet and occasionally shipping water because of the surge of the sea between her stern and the German vessel.

Master Decides to Remain

The crew of the German vessel lashed two rope ladders together and lowered them into the after cockpit of the life-boat, a distance ranging between twenty and twenty-eight feet. Five of the life-boat's crew held on to the bottom of the ladder, and nine men, each with a life-line secured round his waist, were taken off the vessel. The master and his four officers decided at that stage to remain on board and the life-boat made for Rhum pier, which was a mile away. She landed the nine men there at 10.20 and then returned to stand by the *Hinrich Sieghold*.

At 3.11 in the afternoon Coxswain Watt received a message from the coastguard at Stornoway recommending him to take off the remaining five men before dark as the weather prospects were bad. The coxswain told the master of this, and after some discussion the master decided to abandon ship. Coxswain Watt anchored in nearly the same position as before. The life-boat again veered down on to the starboard quarter of the vessel, and this time three securing ropes were needed to hold her in position as conditions had grown worse. Again using the rope ladder the master and the four other officers were taken on board. The life-boat weighed anchor at 4.50, landed the five men at Rhum pier and arrived back at her station at 6.45.

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain Ian Bruce Watt.

The other members of the crew, Bowman John Douglas, Motor Mechanic

D. McMinn, Assistant Motor Mechanic G. Lawrie, and G. Christie, D. Hall, I. Campbell and E. Campbell are being issued with vellum service certificates.

Among letters of appreciation re-

ceived was one from the Consul of the Federal German Republic in Edinburgh.

Scale rewards to the crew, £28 5s. Additional rewards to the crew, £24.

Standing by all Night in Gale

AT 1.40 on the afternoon of the 27th of October, 1959, the coastguard informed Coxswain Hugh Jones of Beaumaris that the Greek tanker *Essar I* was drifting with engine trouble and with her engine room flooded one mile north of Point Lynas. The nearest life-boat station to the scene of the casualty was Moelfre, but the Moelfre life-boat had already put out to the help of the *Hindlea*, a service which is described on page 380.

At two o'clock therefore the Beaumaris life-boat *Field Marshal and Mrs. Smuts*, which is one of the 46-foot Watson type, was launched. A whole gale was blowing from the north, the sea was very rough, and visibility was restricted by flying spray.

Second Life-boat Launched

After the Moelfre life-boat had landed the crew of the *Hindlea* the coastguard at Holyhead advised her coxswain, Richard Evans, by radio-telephone to stand by the Greek tanker. The Moelfre reserve life-boat *Edmund and Mary Robinson* therefore put out again at 3.25 and reached the *Essar I*, which was dragging her anchor, twenty-five minutes later.

At 5.18 Coxswain Evans suggested to the master of the tanker that he should let go a second anchor because of the conditions in the shallow water, and at 5.43 he reported that the tanker's anchors were holding and requested permission to return to the station for refuelling.

At six o'clock the Beaumaris life-boat reached the position, having made a passage of about nineteen miles in four hours into the teeth of the gale and against the flood tide. When she arrived the Moelfre life-boat returned to her station.

Gale Continues Through Night

The master of the tanker asked the Beaumaris coxswain to stand by during the night until a tug could reach the scene. Coxswain Jones therefore secured astern of the ship. During the night, through which the gale continued, the securing rope parted three times. The wireless aerial had been carried away by heavy seas during the life-boat's passage from her station, but contact could still be maintained with the tanker and through her with the shore.

At nine o'clock on the morning of the 28th of October the Moelfre life-boat again reached the scene of the casualty, and the Beaumaris life-boat returned to her station, arriving at eleven o'clock.

During the day conditions remained nearly unchanged, and the Moelfre life-boat continued to stand by until a tug arrived and got lines aboard the tanker. The Moelfre life-boat then returned to her station, arriving at four o'clock.

Town Council's Tribute

The Beaumaris life-boat sustained some damage during the service.

For this service a letter of appreciation from the Chairman of the Committee of Management of the Institution was sent to Coxswain Hugh Jones and the other members of the Beaumaris crew. The Beaumaris Town Council at a meeting on the 2nd of November resolved to place on the record "the very gallant and valuable services" of the Beaumaris life-boat on this occasion.

Scale rewards to the Beaumaris crew, £50; rewards to the helpers on shore, £9 11s. Additional rewards to the crew, £36.

Moelfre: rewards to the crew, £31; rewards to the helpers on shore, £7 12s.

Crossing the Bar in a Hurricane

At 2.20 on the afternoon of the 13th of November, 1959, the coastguard at Hartland Point informed the honorary secretary of the Appledore life-boat station, Captain P. Brennan, that the Polish vessel *Gliwice* was in distress ten miles west-by-south-half-south from Hartland Point. At 2.40 the Appledore life-boat *Violet Armstrong*, which is one of the 46-foot Watson type, put out. A full gale was blowing from the west-south-west with gusts of hurricane force. Conditions on the bar were extremely severe and were described by those with experience of the station as being the worst for thirty years.

The coxswain, Sydney Cann, made down channel for the Fairway buoy, some three miles away. For the first two miles there was a steep, breaking, confused sea on her port bow. Flying spray reduced visibility so much that the small channel buoys could not be seen. The seas, estimated at twenty feet from trough to crest, caused the life-boat to labour violently in the shallow water and repeatedly filled both the fore and after cockpits. Coxswain Cann was knocked from the wheel more than once and was struck in the face when the windscreen was forced back by a sea. About 3.20, an hour before high water, the life-boat succeeded in crossing the bar.

Impossible to Enter Harbour

At 4.14 the Polish vessel was seen from a Search and Rescue aircraft. She was making some three knots towards Lundy Island. Heavy seas had put the life-boat's medium frequency radio transmitter out of action

when she crossed the bar, but it was possible to maintain communication with the aircraft by very high frequency radio-telephone. By this means and with the help of flares the aircraft was able to guide the life-boat to the position of the *Gliwice*, which was reached at 6.50. Shortly afterwards the *Gliwice* and the life-boat both anchored under the lee of Lundy Island. Repairs were carried out on board the Polish vessel, which then reported that she no longer needed the help of a life-boat.

Coxswain Cann decided that it would be impossible to enter Appledore harbour in the prevailing conditions, and the life-boat therefore remained at anchor throughout the night. Next day conditions were a little better, and Coxswain Cann decided to make for Ilfracombe, which was reached at two o'clock in the afternoon. The life-boat eventually reached her station at 6.15 on the evening of the 15th of November. Superficial damage which she had sustained was quickly put right.

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain Cann.

Vellum service certificates are being issued to Bowman William Cann, Mechanic Leon Richards, Assistant Mechanic Gordon Judd, Boat Signalman Frederick Cane, and three members of the crew, Basil Marshall, Percival Eastman and Thomas Jewell.

Scale rewards to the crew, £62 10s. ; rewards to the helpers on shore, £5 3s. Additional rewards to the crew, £24. The owners made a donation to the Institution's funds.

Portrait on the Cover

THE portrait on the cover is of Coxswain Walter Jonas Oxley of Walton and Frinton, who has been coxswain since the beginning of 1947. Before that he served as bowman for nearly four years and as second coxswain for more than ten years. While he was second coxswain he was awarded the bronze medal

for gallantry for a service in the early months of the last war, when the barge *Estrel* went aground in an easterly gale. The barge's crew of three were rescued with great difficulty, the coxswain, T. H. Bloom, being awarded the silver medal. The photograph is reproduced by courtesy of Mr. B. Farndon.

Crew Member Recovered after Going Overboard

AT 7.8 on the evening of the 18th of November, 1959, the coastguard at Banff informed Coxswain William Pirie of Whitehills that red flares had been seen four miles off Portsoy. At 7.30 the Whitehills life-boat *St. Andrew* (Civil Service No. 10), which is one of the 41-foot Watson type, was launched. The sea was very rough, a strong gale was blowing from the north-east, and it was an hour and a half before low water.

The vessel in distress was the Dutch coaster *Geziena Henderika* of Delfzijl. While on her way the life-boat received a radio-telephone message that the coaster was some fifteen to twenty miles to the northward of the position first given.

Between eleven o'clock and 11.30, when the life-boat was approximately twelve miles north of Portsoy, a very heavy, breaking sea struck her. The acting bowman, Alex Wiseman, was at the wheel at the time. On seeing the heavy sea approaching he called out to the crew to hang on. The life-boat's bows, rising to the sea, paid off to starboard, and after a possible initial roll to port she rolled violently to starboard, certainly more than 90° and possibly considerably beyond the theoretical maximum of 98°. One member of the crew, Alex Johnstone, who was standing beside the acting bowman, was thrown overboard on to the starboard side. He clung to a lifeline and was hauled back into the boat.

The life-boat slowly righted herself and cleared herself of water. Both engines had stopped, but were quickly restarted, one immediately and the other at the second attempt. Coxswain Pirie took the wheel and found that the boat was not steering correctly. This was almost certainly due to the fact that the rudder downhaul had become slack or cast off. The rudder was put back into the right position, the drogue was streamed, and the life-boat continued on her course before wind and sea.

About 3.30 in the morning she reached Burgh Head Bay, but found conditions too bad to attempt to enter harbour. Coxswain Pirie then made for Cromarty, which was reached about 9.45 in the morning.

The life-boat was severely damaged. The foremast had broken off by the tabernacle and the mizzen mast was also damaged. A temporary wireless aerial was rigged, and a message was then sent out. This stated that the life-boat had capsized. In view of what actually happened, this was a very natural opinion to hold, although subsequent investigations indicated that the life-boat, which is not one of the self-righting type, could not in fact have gone through the revolution of 360°. The message from Cromarty, which was the first to be received since the life-boat's wireless had been put out of action at eleven o'clock the night before, was picked up by a fishing vessel.

All the members of the crew were bruised and badly shaken. They were extremely well looked after by the honorary secretary of the Cromarty life-boat station, Mr. James Cameron, and by the proprietress of the Royal Hotel, Mrs. Fraser. They arrived back at Whitehills by car on the evening of the 19th November.

The *Geziena Henderika* was taken in tow by a trawler.

The life-boat was brought to a yard at Buckie, where the hull, engines, propeller and rudder were found to be undamaged, but the cabin hatch screen was badly distorted, thirteen feet of the starboard forward footrail were split, the windscreen was smashed and the cable stowage tray smashed. Repairs were effected and the life-boat returned to her station on the 10th of December.

Scale rewards to the crew, £46 5s. ; rewards to the helpers on shore, £3 14s. Additional rewards to the crew, £32.

New Cornish Life-Boat Station

THE Hon. Mrs. V. M. Wyndham-Quin, wife of the deputy chairman of the Committee of Management of the Institution, laid the foundation stone of

the boathouse at the new life-boat station being built at Kilcobben Cove in Cornwall on the 23rd of November, 1959.

Gale Service in the Pentland Firth

At 11.40 on the night of the 6th of December, 1959, the honorary secretary of the Longhope, Orkneys, life-boat station, Dr. S. Peace, was told by the Kirkwall coastguard that the trawler *George Robb* was ashore on the Stacks of Duncansby.

The Longhope life-boat *Thomas McCunn*, which is one of the 45-foot 6-inches Watson type, and a sister ship of the life-boat *Mona*, which was lost in the disaster at Broughty Ferry, was launched at 12.10 with Dr. Peace on board. A strong gale was blowing from the east-south-east against the flood tide. It was two and a half hours after low water.

Help Needed Immediately

As the life-boat was about to launch Coxswain Daniel Kirkpatrick was informed by the Kirkwall coastguard that the trawler's last message was to the effect that she was making water very fast and needed help immediately. It was therefore necessary to maintain full engine revolutions despite the high, steep seas encountered in the Pentland Firth, and the life-boat pounded very heavily. At one point she fell several feet on a level keel into the trough of a wave. Continuous spray and spindrift swept over the boat, and solid water frequently came up over the port side.

At 12.15 the mechanic, when asking for a time check, discovered that the seas had put his wireless receiver out of action. At some risk he tried to repair the fault but was unable to do so, as he could not leave his engines for long.

Visibility was so poor that although Duncansby Head light is 205 feet high and has a twenty-mile range it could not be seen until the life-boat was within five miles of it.

On Her Beam Ends

The seas lengthened after the life-boat passed the Outer Sound, and Coxswain Kirkpatrick was careful to keep north of the worst parts of the Bores of Duncansby, but the flood outlet at the east of the firth had to be crossed. Here the seas shortened and steepened, and at one point the boat rolled heavily over to starboard, a

solid mass of water pouring across her. Another sea then struck her and she went on to her beam ends.

South of Duncansby light the coastline was in complete darkness, and although at one point a ray of light was seen there was no sign of the wreck.

The wind had now increased to hurricane force.

Coxswain Kirkpatrick decided to run in towards the estimated position of the trawler, burning a parachute flare. This manoeuvre was repeated again and still there was no sign of the wreck. At one point the strong eddy tide carried the life-boat to within thirty yards of the cliffs.

By 3.30 in the morning it was clear beyond reasonable doubt that the trawler would not be found, but as no message could be received by radiotelephone it was decided to seek further instructions at Longhope. The life-boat reached Longhope pier at 5.55, and it was then learnt that the coastguard had tried to recall the life-boat as the trawler could certainly be presumed lost, but because of the damage to the life-boat's wireless receiver this had been impossible.

Thanks of the Institution

For this service the thanks of the Institution inscribed on vellum have been accorded to Coxswain Daniel Kirkpatrick. This is the second award made to Coxswain Kirkpatrick for a service in 1959. He was awarded the silver medal for the rescue of the crew of fourteen of the steam trawler *Strathcoe* on the 4th of February. A full account of this service appeared in the June 1959 number of the *Life-boat* on page 222.

Vellum service certificates are being issued to Second Coxswain James Johnston, Motor Mechanic Robert Johnston, Assistant Mechanic Robert Rattray Johnston, and four members of the crew, James Swanson, James Nicolson, Robert Johnston and Dr. S. Peace.

Scale rewards to the crew, £18 ; reward to the helpers on shore, £3 13s. Additional reward to the crews, £17 10s.

Rescue from Coaster after Nine Hour-Passage

AT 4.15 on the afternoon of the 7th of December, 1959, the honorary secretary of the Cromarty life-boat station, Mr. James Cameron, learnt from the coastguard that the coaster *Servus* of Leith needed help nine and a half miles south-by-east of Clythness lighthouse. The *Servus*, of 360 gross registered tons, was on passage from Methil to Kirkwall with a cargo of coal. Her propeller shaft had broken, and she was drifting. Two fishery cruisers and a trawler were standing by her after trying without success to take her in tow.

A near gale was blowing from the south-south-east, the sea was rough, and the weather overcast. The Cromarty life-boat *Lilla Marras, Douglas and Will*, which is one of the 46-foot 9-inches Watson boats, put out at 4.45, shortly before high water.

Whole Gale Blowing

The position of the coaster was some forty miles from the life-boat station, and while the life-boat was on her way the wind increased until it was blowing a whole gale. The life-boat rolled heavily and shipped water during much of her passage north. At 1.30 in the morning a rocket fired by the fishery cruiser *Explorer* was seen on the port bow, and ten minutes later the life-boat reached the *Servus*.

The *Servus* was then inside the twenty-fathom line about a mile off shore and eight miles west-south-west of Clythness lighthouse. She was lying head to sea with both anchors down and all cable veered. She was yawing violently and ranging on her cables as she dragged towards the shore at a speed of about one knot.

Approached Port Quarter

Coxswain Albert Watson brought the life-boat ahead of the coaster and down her port side. He then turned and approached her port quarter. The

short poop deck of the coaster was twelve feet above the water line, the life-boat ran in alongside, and five of the coaster's crew jumped aboard her. As the life-boat struck the coaster her fender was damaged slightly.

No Chance to use Ropes

Because the coaster continued to range on her cables the life-boat, found herself forward of the raised poop deck and was in serious danger of being thrown on to the well deck. To prevent this Coxswain Watson had to take the life-boat astern at full speed. The coaster was pitching violently, and the seas were then between fifteen and twenty feet high.

There was no chance of using securing ropes, and the coxswain decided he must make a second run in. The life-boat closed the coaster's port quarter, and as she rose to the top of a sea the three remaining members of the coaster's crew succeeded in jumping aboard. The rescue lasted some twenty minutes, and at two o'clock the life-boat left the coaster and made for Cromarty, which was reached at 7.47 in the morning.

Silver Medal Awarded

For this service the silver medal for gallantry has been awarded to Coxswain Albert Watson. The bronze medal for gallantry has been awarded to Mechanic John Watson. The thanks of the Institution inscribed on vellum have been accorded to Assistant Mechanic George Morrison.

The other five members of the crew, Second Coxswain Edward Scott, Bowman J. W. Bathie, and J. Hepburn, J. Smith and J. Hogg are being issued with medal service certificates.

The owners of the coaster sent a letter of appreciation and made a donation to the Institution's funds.

Scale rewards to the crew, £38 5s. Additional rewards to the crew, £28.

One Man Rescued from Dutch Lighter

AT 9.14 on the evening of the 7th of December, 1959, the honorary secretary of the Torbay, Devon, life-boat station, Mr. F. W. H. Park, was informed by the coastguard at Berry Head that the Dutch tug *Cycloop*, which was sheltering in Torbay with three lighters in tow, needed help. Her position was half a mile south of Torquay.

The master of the tug had cut one lighter adrift after its rope had fouled the tug's propeller. There were two men on board the lighter, which was 120 feet in length and loaded with 12-inch steel pipes.

A whole gale was blowing from the south-east and there were frequent fierce rain squalls, which at times reduced visibility to less than half a mile. The weather was overcast and the sea was very rough. The Torbay life-boat *Princess Alexandra of Kent*, which is one of the 52-foot Barnett type, put out at 9.35, two and a half hours before high water. At 9.55 lights were seen close inshore, which were found to be those of the lighter. The lighter was aground aft with her bows to the south-east, half a mile south-east of Torquay harbour.

Heavy Seas Sweeping

Coxswain Henry Thomas brought the life-boat into the wind well ahead of the lighter and anchored on a rocky bottom in three fathoms. With both engines moving slowly astern about eighty fathoms of cable were veered until the life-boat was abreast of the stern superstructure of the lighter. A rock close under the starboard quarter of the lighter, which was just covered, prevented the coxswain from coming further astern. Heavy seas were sweeping the lighter from forward to aft, she was pivoting on her stern with her bow rising and swinging to each wave, and at times the life-boat was lifted well above the level of the lighter's deck.

Coxswain Thomas managed to bring the port bow of the life-boat alongside the starboard side of the lighter amidships. One of the two men aboard the lighter threw a small dog into the life-boat and then jumped himself. The

other man, who was older, hesitated, and before he could jump the life-boat was carried clear of the lighter's side.

Coxswain Thomas tried to bring the life-boat alongside again to allow the second man to jump. He was unable to do so because the lighter was being driven further up the beach by the rising tide and onshore gale and her bows were swinging across the wind to the north-east. He repeated this manoeuvre four more times, but he was still unable to bring the life-boat close enough for the man to jump.

Almost Lifted Aboard Lighter

He then decided to put his port quarter alongside the starboard side of the lighter. This manoeuvre too was repeated twice, at the third attempt the life-boat's stern being almost lifted aboard the lighter. The lighter had now been carried into such a position that it was impossible to get alongside her, and a line was thrown to the man so that he could be hauled off to the life-boat. The Dutchman who was already on board the life-boat called out instructions to him to put the line around his body, but he made it fast to a bollard, and holding on to it dropped over the side and started to pull himself through the water. In an effort to help him Coxswain Thomas veered a little more cable, but when the man was only some ten feet from the life-boat he let go of the rope. A breeches buoy was thrown to him, but he made no effort to grab it. Coxswain Thomas again manoeuvred the life-boat towards him, and in spite of the violent motion of the boat he was hauled aboard with the help of the boathook. He was unconscious, and two members of the life-boat's crew tried to revive him by artificial respiration, but without success.

The life-boat weighed anchor at 10.40 and made for Brixham. A doctor boarded her in the outer harbour at 11.15. He too applied artificial respiration, but the man was already dead. At the inquest which was held subsequently it was decided that he had died from shock before being taken from the water.

For this service the silver medal for gallantry has been awarded to Coxswain Henry Thomas.

Third Bronze Medal

The third service clasp to the bronze medal for gallantry has been awarded to Mechanic Richard Harris, whose earlier awards were for rescues carried out in 1939 and 1943.

The thanks of the Institution inscribed on vellum have been accorded

to Second Coxswain Abraham Bartlett, Bowman John Fry, Assistant Motor Mechanic James Harris and the other three members of the crew, D. Thomas, K. Thomas and P. Easton.

Among letters of appreciation received was one from the Netherlands Ambassador.

Scale rewards to the crew, £12 5s. ; rewards to the helpers on shore, £1 4s. Additional rewards to the crew, £24.

Disaster at Broughty Ferry

IN the early hours of the 8th of December, 1959, the Broughty Ferry life-boat *Mona* was launched on receipt of a message that the North Carr lightvessel had broken adrift. Some time between 5.15 and 6.00 in the morning the life-boat capsized, her whole crew of eight losing their lives. The following is the official report on this disaster, which was issued by the Institution, after its investigations had been completed, and signed by the Chairman of the Committee of Management, Earl Howe :

“It is clear from internal evidence that the life-boat capsized. The capsize was almost certainly caused by the life-boat being thrown off course and across the sea some time between 05.15 and 06.00 in the morning. The life-boat was probably in the shallow water just to the south of the entrance to the River Tay at the time. The life-boat then appears to have drifted bottom up in a north-westerly direction until her signal mast touched bottom in the shallow water between Buddon Ness and Carnoustie. This had the effect of righting the boat.

Complete Confidence in Coxswain

“It is clear beyond doubt that the condition of the hull and machinery of the life-boat at the time of launching were first class, and the engines and bilge pumps were working satisfactorily up to the moment of capsize. The crew were experienced and had complete confidence in the life-boat and in her coxswain, Ronald Grant.

“Weather conditions were exceptionally severe with a strong south-easterly

gale blowing across the entrance to the River Tay and the flood tide flowing to the westward. The life-boat probably first got into difficulties when approaching the bar. After 04.06, when a report was received from the life-boat that she was abeam of the Abertay lightvessel, some six miles from Broughty Ferry, the crew could not have been wholly certain of their position because of the absence of navigational buoys, which had been driven by the bad weather from their normal positions.

“Despite the tragic outcome the Institution considers that the decision to launch the life-boat was in the circumstances a wholly correct one.

Details of Findings

“The following are the details of the Institution’s report and findings :

“At 02.42 the acting honorary secretary of the Broughty Ferry life-boat station, Captain Moug, received the following message from Fifeness Coastguard : ‘North Carr lightvessel broken adrift and drifting in north-westerly direction. Advise launch.’ Captain Moug immediately authorised the launching of the life-boat, which put out at 03.13 with a full crew of eight men : Coxswain Ronald Grant, Second Coxswain George Smith, Bowman George Watson, Mechanic John Grieve, Assistant Mechanic James Ferrier, Alexander Gall (formerly coxswain of the life-boat), John J. Grieve (son of the mechanic) and D. Anderson.

“The weather was overcast with frequent fierce rain squalls. The wind was from the south-east, force 7 to 9,

with a very rough sea and a heavy swell. Visibility varied from 2 to 6 miles. Low water neap tide was at 02.52.

Buoys Adrift

"The two middle buoys marking the bar at the entrance of the river had been absent from their normal positions since the 20th November. It is almost certain that the Fairway buoy, the most seaward lightbuoy, was extinguished and adrift from its position at this time, as the buoy was found on the beach to the north-eastward of Carnoustie on the morning of the 8th December, having drifted $2\frac{3}{4}$ miles.

"Wireless communication was maintained between the coastguard and the life-boat until 04.48. After that time no further signals were received from the life-boat.

"Between 05.50 and 06.50 there was an almost continuous broadcast by the Fifeness Coastguard to the life-boat on the distress frequency of 2182 k/cs. At first light, about 08.30, a search was organised by the coastguards in which a helicopter and shore parties took part. The life-boat was found by a life-saving apparatus team about 08.45. She was on the beach north of Buddon Ness with her bows to the north-east in a position approximately 9 cables 214° true from the coastguard look-out. The life-boat was seen from the helicopter about the same time.

First to Board Life-boat

"The Carnoustie Station Officer of Coastguard was the first person to board the life-boat. This was about 09.20. He found five bodies all wearing life-jackets; of these the body of Mechanic John Grieve was half in and half out of the engine room, the hatch being secured in the open position. Three other bodies were in the after shelter, two with their heads to port. The fifth body was lying under the steering shaft abaft the steering position, head to port. The body of John J. Grieve, the mechanic's son, was found on the beach near the life-boat. Half a mile to the southward of the life-boat was found the body of ex-Coxswain Gall. Near it were the life-jacket of Bowman George Watson, whose body

had not yet been found, and the broken foremast of the boat. The life-belts of John J. Grieve and ex-Coxswain Gall were on their bodies. All seven men whose bodies have been found died from drowning and they suffered no injuries apart from abrasions.

"The life-boat *Mona* is a 45' 6" \times 12' 6" Watson cabin life-boat with twin engines, each of 40 h.p. She was built by Messrs. Groves and Guttridge at Cowes in 1935. Nineteen boats of this class were built between 1927 and 1935. This is the first disaster to any of them. Crews have always spoken very highly of the sea-keeping qualities of these boats. The sister ship to the *Mona* based at Longhope, Orkneys, crossed the Pentland Firth both ways against the tidal stream on the 7th December in a whole gale (force 10 to 11) which is strong evidence of the soundness of the design of the boat.

Hull and Engine Survey

"A complete survey of the hull and engines of the *Mona* was carried out at Messrs. Weatherhead's boatyard at Cockenzie between 9th December, 1957, and 19th March, 1958. The hull was opened up and water-tested and no leaks were found. The general condition was good and no structural defects or decay found. Only normal maintenance work was necessary. Both engines were removed and completely stripped, and coolers and propeller shafts were also removed. Everything was found to be in good order. The engines were last air-tested for water tightness on the 24th/25th November, 1959. No machinery failures have been reported in the boat over the past eight years. The life-boat was taken out on an exercise and tested by the Northern District Inspector on the 27th October, 1959, and by the Northern District Engineer on the 5th December, 1959.

"The coxswain, Ronald Grant, who was aged 29, was appointed on the 1st November, 1959. He was employed at the Caledon Shipyard as a rigger and had been an able seaman and quartermaster for ten years in the Ben Line and in the Dundee, Perth and London Line. During his service at sea he was very

highly thought of. He possessed the full confidence of the life-boat crew and of the Institution.

District Engineer's Report

"The District Engineer's examination showed that :

- (a) Engine controls were set as for normal running :
 - (i) Both engines were in ahead gear.
 - (ii) Both throttles were set at half speed.
 - (iii) Each engine was set to run on its own fuel tank.
 - (iv) Air pressure was still present in both fuel tanks.
 - (v) Magneto, advance and retard control, was set to normal.
- (b) 97 gallons of petrol were removed from the tanks. Consumption of both engines at full and half speed is 7.9 and 4.25 gallons an hour respectively. Assuming that both tanks were full on launching, 15 gallons were used, thus giving extremes of running time for the engines as approximately 2 hours and 3 hours and 30 minutes respectively.
- (c) Navigation lights, batteries, dynamos and lighting change-over switch were switched on. The port navigation light was still burning but the steaming and starboard navigation lights had carried away.
- (d) R/T was switched on for operation at the remote control position by the engine controls in the after canopy.
- (e) Both bilge pumps (which operate continuously when engines are running) had their suctions set normally, i.e. starboard on to the fore cabin and port on to the engine room.
- (f) There were oil marks on the engine room deck-head, and water had entered the instrument panels on the engine room after-bulkhead from both sides.

Surveyor of Life-boats' Report

"The Surveyor of Life-boats' examination showed that :

- (a) The cabin and engine room emergency hatches were closed.
- (b) The fore signal mast had broken just above the tabernacle and was lying on the beach. The mast-head hoop and signalling lamp were still made fast to the mast shrouds and forestay on board.
- (c) The loud hailer was missing.
- (d) The searchlight was missing and the crutch shank was still in its starboard socket. The searchlight switch at the panel had been switched off.
- (e) Both cowl ventilators (3½" diameter) were missing from the cabin casing.
- (f) Two of the three cowl ventilators (6" diameter) on the engine room casing were missing. The third ventilator and the funnel were completely undamaged.
- (g) The starboard footwale and the guard-rail stanchions were adrift for about 10 feet amidships.
- (h) The port life-buoy was missing.
- (i) The centre section of the wind-screen was missing.
- (j) The boat's anchor was in its stowage. The cable was bent on to the anchor and still in stowage trays with lashings still fast.
- (k) The drogue, drogue rope and tripping line were still in their stowage position.
- (l) The rudder was split.
- (m) The steering gear was in working order.
- (n) The keel was unmarked.
- (o) Both propellers were undamaged.

Undoubtedly Capsized

"The evidence of oil marks on the engine room deckhead and bilge dirt on the cabin deckhead indicate that the boat undoubtedly capsized ; it is not possible to say whether she capsized to port or to starboard.

"There are three pointers to the time of the disaster :

1. (a) It was after 04.48 when the life-boat sent her last R/T message.
- (b) Evidence of fuel consumed suggests an earliest possible time of 05.15 (if full speed was used all the time) and

- 06.45 (if engines ran continuously at half speed).
- (c) A watch in the inside pocket of the jacket of the second coxswain had stopped at 06.19½. It was half wound and full of water and sand.
2. No help is forthcoming from the life-boat's clocks as one was still running and the other had stopped before the life-boat launched.
 3. It is probable that the engines were running at full speed until at least 04.06, when the life-boat was abeam of Abertay light-vessel. The life-boat would then get the full effect of the seas, having lost the small protection from the Abertay sands at low water, and would probably reduce speed soon afterwards. Water would also take a little time to get through the second coxswain's life-belt, oilskin and jacket to his watch, and it is considered that the disaster most probably occurred between 05.30 and 06.00.

Pensions to Dependents

"In accordance with its invariable custom the Royal National Life-boat Institution is paying from its own funds pensions to the widows and dependents of the eight men who lost their lives. The standard scale of these pensions is that of chief petty officers in the Royal Navy dying as a result of service. Additional benefits will also be received by the families from the fund inaugurated by the Lord Provost of Dundee.

"When a reserve life-boat of similar design to the *Mona* was sent to Broughty Ferry station a fortnight after the disaster some 40 applications to serve in a new crew were received, and the local life-boat committee had considerable difficulty in making their selection."

The Lord Provost of Dundee opened

a fund shortly after the disaster, to which nearly £90,000 was subscribed. Very many messages and sympathy and condolence were received: from the President of the Institution, H.R.H. the Duchess of Kent, from life-boat stations in all parts of the country, from life-boat societies in other countries and from well-wishers in many parts of the world.

A memorial service was held at the parish church of St. James, Broughty Ferry, on the 11th of December, 1959, attended among others by Earl Howe; Lord Saltoun, the Chairman of the Scottish Life-boat Council; Colonel A. D. Burnett Brown, Secretary; and Commander S. W. F. Bennetts, Chief Inspector of Life-boats.

Minister's Answer

In the House of Commons on the 9th of December, 1959, Mr. Ernest Marples, Minister of Transport, answering a question about a possible official inquiry into the disaster, stated:

"The statutory responsibility is that under the Merchant Shipping Acts I could, if I wanted to do so, hold a preliminary inquiry, but in view of the excellent work done with this specialised type of craft by the Institution, I think that it would be wrong for a Minister to take that action and that at this stage of the proceedings it should be left to the Institution."

Earlier, in answer to a question from Mr. Greville Howard, M.P. for St Ives, who had called attention to the fact that the Deputy Chief Inspector of Life-boats had already arrived at Broughty Ferry together with an official with full powers to pay out monies for the immediate needs of the dependents, Mr. Marples had replied: "I think that the whole House would like to express its obligation and gratitude to the Royal National Life-boat Institution, which has moved so quickly and so generously."

Life-boat Model Wins First Prize

A CUP, which was offered by the *Daily Express* for the best model of a boat in a competition staged in connection with the National Boat Show at Earls Court, was won by Mr. Arthur Sallis of

Brighton. His model was of the Plymouth life-boat, the scale being one inch to one foot. The cup was presented by Coxswain Thomas Allchorn of Eastbourne.

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

143 Lives Rescued

OCTOBER

DURING October life-boats were launched on service 86 times and rescued 71 lives.

TOW TAKEN OVER FROM COASTER

Padstow, Cornwall. At 8.45 on the evening of the 1st of October, 1959, the coastguard informed the honorary secretary that the coaster *Eldorita* had the motor launch *Empress of England*, which had one man aboard, in tow and was making for Padstow. A request had been made for the life-boat to take over the tow. At 9.15 the no. 1 life-boat *Joseph Hiram Chadwick* put out in a smooth sea with a gentle south-south-westerly breeze blowing. The tide was about half ebb. Visibility was poor. The life-boat met the coaster off Tintagel and took over the tow. She reached her station at three o'clock in the morning. Rewards to the crew, £12 15s. ; reward to the helper on shore, 12s.

TOW FOR BOAT WITH ENGINE FLOODED

Aldeburgh, Suffolk. At 8.35 on the morning of the 4th of October, 1959, the coastguard told the honorary secretary that a small fishing boat had run ashore a mile and a half north of Orfordness lighthouse. Ten minutes later the coastguard reported that the fishing boat's crew of two were safely ashore and there was no danger to life. At 9.20 a further message was received that the fishing boat had refloated and that her owner, who was now aboard her, had asked for assistance as his engine had been flooded. At 9.35 the life-boat *The Alfred and Patience Gottwald* was launched in a rough sea. There was a gentle east-south-easterly wind and it was two hours before high water. The life-boat took the fishing boat *Flood Tide* in tow and reached her station at 11.40. The fishing boat's owner sent a letter of appreciation. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £13 18s. 6d.

FOUR MEN TAKEN OFF ROWING BOAT

Llandudno, Caernarvonshire. At 11.55 on the morning of the 4th of October, 1959, the motor mechanic told the second coxswain that a rowing boat with four men aboard was in difficulties off Great Ormes Head. The life-boat *Annie Ronald and Isabella Forrest* was launched at 12.6 with the second coxswain in command. The sea was rough, a strong southerly wind was blowing, and it was high water. The life-boat found the boat and took her crew on board. She then took the boat in tow and returned to her station, arriving at 12.40. Rewards to the crew, £6 5s. ; rewards to the helpers on shore, £6 12s.

DINGHY TAKEN IN TOW

Porthdinllaen, Caernarvonshire. At 12.15 on the afternoon of the 4th of October, 1959, the coastguard informed the honorary secretary that a small sailing dinghy had capsized four miles from Porthdinllaen. The life-boat *Charles Henry Ashley* was launched at 12.28 in a choppy sea. There was a fresh south-easterly wind and it was two hours after high water. The life-boat found that the dinghy, which had one man aboard, had not capsized but that her owner had lowered his sail because of the strong off-shore wind. The life-boat took the dinghy in tow and reached her station at 2.10. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £3 18s.

LIFE-BOAT STANDS BY TILL BOAT REFLOATS

Tenby, Pembrokeshire. At 1.5 on the afternoon of the 4th of October, 1959, the coastguard informed the honorary secretary that a motor boat with three men on board was stranded on a sandbank a mile and three quarters south-west of Whitford Point. At 1.10 the life-boat *Henry Comber Brown* was launched in a rough sea. There was a fresh south-south-easterly wind and it

was low water. The life-boat found the motor boat and stood by while she refloated. The motor boat then continued on her way to Barry Port, and the life-boat reached her station at 6.10. Rewards to the crew, £16 5s. ; rewards to the helpers on shore, £5 15s.

MEN TAKEN OFF SMALL SPEED-BOAT

Llandudno, Caernarvonshire. At 1.35 on the afternoon of the 4th of October, 1959, the police informed the honorary secretary that a small boat was in difficulties about three miles off Penmaenmawr. The life-boat *Annie Ronald and Isabella Forrest* was launched at 1.46 with the second coxswain in command. There was a rough sea, a fresh southerly wind was blowing, and it was two hours after high water. The life-boat found the speed-boat *Aires* with two men on board. They were waving a shirt attached to a pole to attract attention. The two men and the boat, which had run out of fuel, were taken on board, and the life-boat made for Penmaenmawr. There the two men went afloat in their boat again, another small speed-boat towing her ashore. The coastguard then informed the second coxswain by radio-telephone that a small yacht was thought to be in difficulties in the area. The life-boat made a search but found nothing and returned to her station, arriving at 4.40. The owner of the *Aires* made a donation to the Institution's funds. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £9 2s.

BOARDING BOAT TAKES THREE OFF BEACH

Beaumaris, Anglesey. At 1.40 on the afternoon of the 4th of October, 1959, the coastguard told the honorary secretary that a number of people who had been on board the motor boat *Dandy* of Deganwy, which had been beached on Puffin Island, needed help. At two o'clock the life-boat *Field Marshal and Mrs. Smuts* was launched with her boarding boat in tow. There was a choppy sea, a gentle south-easterly wind was blowing, and it was two hours after high water. The life-boat came as close to the beach as she could, and it was then learnt that the motor boat

Zephyr had taken off five people. The boarding boat manned by members of the life-boat crew went ashore to take off the three remaining people. They were transferred to the life-boat, and as the *Dandy* was too badly damaged to be moved, the life-boat returned to her station, arriving at 3.45. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £2 14s.

SEA CADETS AND DINGHY TAKEN ON BOARD

Cullercoats, Northumberland. At 2.55 on the afternoon of the 4th of October, 1959, the police at Whitley Bay told the honorary secretary that a ketch was in difficulties off Table Rocks in Whitley Bay. Eight minutes later the life-boat *Isaac and Mary Bolton* was launched in a very choppy sea. There was a moderate south-easterly wind and it was an hour and a half before high water. Fog reduced visibility to some 25-50 yards. The life-boat made for the position given, and a dinghy, with two sea cadets on board, was found drifting in a dangerous position near the sea wall. The sea cadets and their boat were taken on board, and the boys told the coxswain that their training ketch *Warspite* had grounded earlier on a sewerage pipe. The cadets had attempted to lay out an anchor, but before they could do so the ketch had been refloated and drifted away in the fog. While returning to her station the life-boat found the motor cruiser *Sea Hog*, with a crew of four, in difficulties. The sea cadets and the dinghy were landed at Cullercoats, and the life-boat then returned to the *Sea Hog* and escorted her into the river. She finally reached her station at 4.10. Rewards to the crew, £9 ; rewards to the helpers on shore, £10 5s.

TOW FOR BOAT WITH FLOODED ENGINE

Skegness, Lincs. At 4.25 on the afternoon of the 4th of October, 1959, the coastguard told the coxswain that red flares had been seen coming from a fishing boat off Ingoldmells Point. At 4.55 the life-boat *The Cuttle* was launched in a rough sea. There was a strong north-easterly wind, and the tide

was half flood. The life-boat found the fishing boat *Our Boys* of Boston with two men and a dog aboard. The fishing boat was leaking badly, and her engine was flooded. The life-boat took her in tow to a safe anchorage in Wainfleet haven and reached her station at 8.25. The coxswain later drove the men and their dog in his car to Boston. Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £5 9s.

LINE FIRED TO BOAT NEAR ROCKS

Torbay, Devon. At 4.48 on the afternoon of the 4th of October, 1959, the coastguard passed on to the honorary secretary a report that a boat was in difficulties off Elbury beach at Torbay. At 5.5 the life-boat *Princess Alexandra of Kent* left her moorings in a moderate swell. A gentle east-south-easterly wind was blowing, and it was two and a half hours before high water. The life-boat found the motor boat close to the rocks with one man aboard. A line was fired to the boat, which was then towed into Brixham harbour with her engine disabled. The life-boat reached her station at 5.55. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £1 4s.

TOW FOR FISHING BOAT WITH ENGINE BREAKDOWN

Donaghadee, Co. Down. At 2.26 on the morning of the 5th of October, 1959, the coastguard informed the honorary secretary that a message had been received from the police that red flares had been seen off Glenarm. Further enquiries were made, and at 3.2 the life-boat *Sir Samuel Kelly* put out. There was a rough sea, a moderate south-easterly wind was blowing, and the tide was half ebb. With the help of her searchlight the life-boat found the motor fishing boat *C. Risager* of Whitehaven, which had a crew of three. The fishing boat's engine had broken down, and the life-boat took her in tow to Larne, reaching her station at 2.45. Rewards to the crew, £28 5s.

ESCORT FOR COBLE IN ROUGH SEA

Scarborough, Yorkshire. At 8.15 on the morning of the 5th of October, 1959,

the honorary secretary learnt that the fishing coble *Betty Sheader* was still at sea. The weather was worsening, and at 8.25 the life-boat *J. G. Graves of Sheffield* was launched. There was a rough sea, a strong south-easterly wind was blowing, and the tide was half ebb. The life-boat found the coble five miles north-by-east of Scarborough and escorted her to harbour, reaching her station at 10.30. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £9 9s.

HELICOPTER RESCUE OF SECOND COXSWAIN

Porthdinllaen, Caernarvonshire. At 3.32 on the afternoon of the 5th of October, 1959, the coastguard informed the honorary secretary that the fishing boat *Arfon* was in difficulties two miles north-east of Trevor. She had a crew of four including her owner, who was the second coxswain of the life-boat. At 4.30 the life-boat *Charles Henry Ashley* was launched in a slight sea. There was a fresh south-south-easterly wind and it was an hour and a half before low water. The life-boat made for the position given, as did a helicopter from the R.A.F. station at Valley. The helicopter rescued the fishing boat's crew, and the life-boat, which reached the scene shortly afterwards, took the fishing boat, which was submerged on a sandbank with only her mast showing, in tow. The life-boat reached her station at 9.10. The second coxswain made a donation to the funds of the Institution. Rewards to the crew, £10 5s. ; rewards to the helpers on shore, £4 16s.

FISHING BOAT TOWED TO HARBOUR

Cloughey, Co. Down. At 5.5 on the afternoon of the 8th of October, 1959, the police at Portaferry informed the honorary secretary that flares had been seen off Strangford bar. At 5.30 the life-boat *Constance Calverley* was launched in a heavy swell. There was a light south-easterly wind and it was two and a half hours after high water. The life-boat found the fishing boat *Confide* of Portavogie with her engines broken down. She had a crew of three. The

life-boat took her in tow to Portavogie harbour and reached her station at 9.58. Rewards to the crew £12 5s. ; rewards to the helpers on shore, £12 13s.

FISHING BOAT TOWED AFTER BREAKDOWN

Caister, Norfolk. At 9.5 on the evening of the 9th of October, 1959, a flare one mile north of Caister was seen. Ten minutes later the life-boat *Jose Neville* was launched in a moderate swell. A moderate south-easterly wind was blowing, and it was one hour before low water. The life-boat found the fishing boat *Happy Spring* of Great Yarmouth with a crew of three. Her engine had broken down and she was taken in tow to Great Yarmouth. The life-boat reached her station at 10.30. Rewards to the crew, £14 ; rewards to the helpers on shore, £6 8s.

BALLOT BOXES COLLECTED

Islay, Hebrides. At 11.15 on the morning of the 9th of October, 1959, the honorary secretary was asked if the life-boat could be used to collect the ballot boxes used in the General Election from Colonsay Island, as no other boat was available to put out in the weather conditions prevailing. At 1.40 the life-boat *Charlotte Elizabeth* left her moorings in a choppy sea. A strong easterly wind was blowing, and it was an hour and a half after high water. The life-boat collected the ballot boxes and returned to her station at 6.20. The expenses incurred were refunded to the Institution by the Sheriff Court of Argyll.

YACHT ESCORTED TO HARBOUR

Portrush, Co. Antrim. At 6.25 on the evening of the 10th of October, 1959, the coastguard informed the honorary secretary that a small yacht with three young men on board was missing. At 6.40 the life-boat *Lady Scott (Civil Service No. 4)* was launched in a moderate easterly wind and sea. It was low water. The life-boat found the yacht off Ranore Head close to the rocks and escorted her back to harbour. The life-boat reached her station at 7.15. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £1 16s.

YACHT TOWED TO HARBOUR

Ramsgate, Kent. At 6.38 on the evening of the 10th of October, 1959, the east pier watchman told the coxswain that red flares had been seen off Ramsgate harbour. At 6.48 the life-boat *Michael and Lily Davis* left her moorings in a moderate sea. There was a light southerly breeze and it was one hour after high water. The weather was overcast with rain showers. The life-boat found the yacht *Felmer*, which had a crew of three, with her engine broken down and took her in tow to Ramsgate harbour. The life-boat reached her moorings at 7.35. Property salvage case. Rewards to the helpers on shore, 10s.

TOW FOR YACHT AFTER ENGINE BREAKDOWN

Ramsgate, Kent. At 3.28 on the afternoon of the 12th of October, 1959, the east pier watchman told the honorary secretary that a yacht was unable to make Ramsgate harbour and was dragging her anchor and in danger of going ashore. Six minutes later the life-boat *Michael and Lily Davis* left her moorings in a rough sea. There was a moderate south-westerly wind and it was one hour after low water. The life-boat found the yacht *May Fly* with a crew of two. The yacht's engine had broken down and her main halyard had carried away. The life-boat took her in tow to Ramsgate harbour and reached her station at 4.27. Rewards to the crew, £10 ; rewards to the helpers on shore, 10s.

TOW FOR YACHT FROM HARBOUR BAR

Salcombe, Devon. At 7.15 on the evening of the 12th of October, 1959, the honorary secretary was informed that a flashing light had been seen off Lambury Point. The life-boat *Samuel and Marie Parkhouse* put out at 7.35 in calm weather shortly after high water. She reached the harbour bar and found the yacht *Christine* with one man on board. The life-boat towed the yacht back to harbour and reached her station at 8.30. Rewards to the crew, £10 ; rewards to the helpers on shore £1 4s.

SICK MAN LANDED FROM GERMAN TRAWLER

Portrush, Co. Antrim. At 1.10 on the afternoon of the 17th of October, 1959, the coastguard informed the honorary secretary that a message had been received from the German trawler *Schell-Fischer*. This stated that a member of her crew needed medical attention and ought to be landed. The trawler was expected off Portrush at 6.30, and at 5.50 the life-boat *Lady Scott* (Civil Service No. 4) was launched at low water in squally conditions. A northerly wind was gusting from fresh to gale force, and there was a moderate sea. The life-boat met the trawler, embarked the sick man and brought him ashore. She reached her station at 6.35. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £1 16s.

POLISH YACHT TOWED TO HARBOUR

Dover, Kent. At 2.40 on the morning of the 18th of October, 1959, the eastern arm signal station reported that the Polish yacht *Polonia* was in difficulties in the Camber with ten men aboard. The Dover Harbour Board tug *Dominant* had gone to her assistance and had asked for the help of the life-boat. At 2.58 the life-boat *Southern Africa* left her berth. The tide was half ebb, and a severe south-westerly gale was blowing. The tug managed to get a tow line to the yacht while the life-boat re-moored several motor boats, which had broken adrift and were in the way of the tug as she tried to manoeuvre. The life-boat then berthed the yacht in the lee of the eastern arm. She reached her station at four o'clock. Rewards to the crew, £6 10s.

LIFE-BOAT AND HELICOPTER OUT TO ROWING BOAT

Bembridge, Isle of Wight. At 12.49 on the afternoon of the 21st of October, 1959, the coastguard told the honorary secretary that two men, who had put out in a rowing boat to search for a body reported in the water, were in difficulties off the defence boom at Seaview. At 12.57 the life-boat *Jesse Lumb* was launched in a south-westerly wind of near gale force. There was a rough sea and it was about an hour

before high water. A helicopter also took off. The life-boat found the rowing boat and towed her to Bembridge, arriving at 2.14. Rewards to the crew, £7 10s.; rewards to the helpers on shore, £3 5s.

BOAT'S CREW SIGNAL WITH OAR AND FLAG

Walmer, Kent. At 2.35 on the afternoon of the 21st of October, 1959, the coastguard informed the honorary secretary that the crew of the motor boat *Secret* of Deal were making a signal by waving an oar and a flag a mile off Deal pier. At 2.43 the life-boat *Charles Dibdin* (Civil Service No. 32) was launched in a rough sea. There was a westerly wind of near gale force and it was one hour after high water. The life-boat found the motor boat, which had a crew of four, with her engine broken down. She took her in tow and beached her, arriving at her station at 3.35. Rewards to the crew, £6 5s.; rewards to the helpers on shore, £13 14s.

MOTOR BOAT TOWED AFTER BREAKDOWN

Aldeburgh, Suffolk. At 10.15 on the night of the 21st of October, 1959, the coastguard told the honorary secretary that a red flare had been seen a mile and a half north-east of the Sizewell coastguard look-out. At 10.40 the life-boat *The Alfred and Patience Gottwald* was launched in a fresh south-westerly wind and a rough sea. The tide was half flood. The life-boat found the motor launch *Rafta* with four people on board. The motor boat's engine had broken down and she was taken in tow to Lowestoft. The life-boat then returned to her station, arriving at seven o'clock. Rewards to the crew, £22 5s.; rewards to the helpers on shore, £16 4s. 6d.

COXSWAIN'S DAUGHTER BROUGHT TO HOSPITAL

Galway Bay. At 8.45 on the evening of the 22nd of October, 1959, the district nurse told the honorary secretary that the daughter of the life-boat coxswain had appendicitis and asked for the life-boat to land the child at Rossaveal pier, where an ambulance

would take her to hospital at Galway. At 9.45 the life-boat *George and Sarah Strachan*, on temporary duty at the station, left her moorings with the second coxswain in command in a heavy swell. A strong south-westerly wind was blowing, and the tide was half ebb. The life-boat landed the child at Rossaveal and reached her station at 1.30. Rewards to the crew, £12 5s.; reward to the helper on shore, 15s. Refunded to the Institution by the Galway County Council.

SICK MAN TAKEN OFF GERMAN TRAWLER

Portrush, Co. Antrim. At 11.50 on the night of the 22nd of October, 1959, the coastguard informed the honorary secretary that the trawler *Flensburg* of Kiel wanted to land a sick seaman. The honorary secretary agreed that the life-boat should meet the trawler in Portrush Bay, and at 6.54 on the morning of the 23rd of October the life-boat *Lady Scott* (Civil Service No. 4) was launched in a moderate sea. There was a moderate southerly breeze, and it was two hours after low water. The seaman was transferred to the life-boat, landed at Portrush harbour and taken to hospital. The life-boat reached her station at 7.45. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £1 16s.

ESCORT FOR FISHING VESSEL IN TOW

Peterhead, Aberdeenshire. At 2.56 on the afternoon of the 23rd of October, 1959, the coastguard informed the honorary secretary that the motor fishing vessel *Elegant* was standing by the motor fishing vessel *Iris* of Buckie, which was leaking and making little headway five miles east-by-north of Peterhead. At 3.12 a further message was received that the *Elegant* had taken the *Iris* in tow and was making for Peterhead. At 3.15 the life-boat *Julia Park Barry of Glasgow* left her moorings in a strong westerly wind. It was two hours before high water. The life-boat met the vessels and escorted them to harbour, arriving back at her station at 3.55. Rewards to the crew, £9; rewards to the helpers on shore, £3 8s.

INJURED MAN TAKEN OFF ISLAND

St. David's, Pembrokeshire. At 9.15 on the evening of the 24th of October, 1959, the coastguard informed the honorary secretary that a flashing light giving SOS signals had been seen coming from Skomer Island. At 9.45 the life-boat *Swyn-y-Mor* (Civil Service No. 6) was launched in a moderate sea. There was a moderate west-north-westerly wind and it was one hour before high water. The life-boat took a small boat with her to enable a landing to be made on the island. The second coxswain went ashore in the small boat and found that a workman had injured his foot. The man was taken down on a tractor to the beach, where the second coxswain put his own life-jacket on him before he was lifted into the boat. With some difficulty because of the swell the injured man was safely transferred to the life-boat, and arrangements were made for the honorary medical adviser to be in attendance when he returned. The life-boat reached her station at 1.30 in the morning. The man was taken at once to the doctor's surgery for treatment and was later conveyed to hospital by ambulance. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £3.

TOW FOR KETCH IN NEAR GALE

Holyhead, Anglesey. At 6.32 on the morning of the 25th of October, 1959, the coastguard informed the honorary secretary that red flares had been seen two miles north-east of Holyhead. At 6.46 the life-boat *St. Cybi* (Civil Service No. 9) put out in a north-westerly wind of near gale force. There was a rough sea and the tide was about half ebb. The life-boat found the ketch *Alethea* with a crew of three near the rocks off Peniel beach. Her anchor cable had parted and the crew had tried to rig a foresail, but this had carried away. The life-boat took the ketch in tow into the inner harbour at Holyhead, arriving at 8.35. Rewards to the crew, £10 10s.; rewards to the helpers on shore, £4 4s.

TOW FOR TANKER AGROUND

Ballycotton, Co. Cork. At 2.35 on the morning of the 27th of October, 1959,

the honorary secretary received a telegram from Valentia radio station that the tanker *Breeda J* of Cork was aground in Cork harbour. He telephoned Cobh radio station and learnt that the tanker was ashore at Aghada on the eastern side of the harbour. There was a rough sea, with a strong north-westerly gale blowing, which made it extremely difficult for the life-boat crew to board the life-boat *Ethel May*. She left her moorings at 3.30, when the tide was half ebb, and reached the position of the tanker at 5.30. The tanker was on a rocky beach. The life-boat was unable to close her because of the shallow water and she anchored about three hundred yards off to await the flood tide. Radio contact was maintained with the tanker, and at high water, about 1.30 in the afternoon, the life-boat successfully towed the tanker into deep water. She escorted her to an anchorage off the Spit Bank light and later returned to her station, arriving at 6.15. Rewards to the crew, £34 5s.; reward to the helper on shore, £1 6s.

TOW FOR MOTOR TUG IN GALE

Dover, Kent. At 8.18 on the morning of the 27th of October, 1959, the coastguard informed the honorary secretary that a vessel needed help one mile west of Dover. At 8.45 the life-boat *Southern Africa* put out in a severe south-westerly gale and a very rough sea. It was two hours after high water. The life-boat found the motor tug *Sally* of Whitstable with a crew of three and escorted her to calmer water near the Downs. As no further assistance was needed, the life-boat returned to her station, arriving at 9.20. Rewards to the crew, £9.

ESCORT FOR FISHING BOATS IN GALE

Peterhead, Aberdeenshire. At 9.20 on the morning of the 27th of October, 1959, the coastguard informed the honorary secretary that a number of Fraserburgh fishing boats had been caught in a violent northerly gale off Rattray Head. At 9.32 the life-boat *Julia Park Barry* of Glasgow left her moorings in a very rough sea and poor

visibility. The tide was just beginning to ebb. The life-boat escorted five boats, the *Virtuous*, *Just Reward*, *Good Way*, *Golden Gleam* and *Mary Jane* to Peterhead Bay. She then returned to sea to search for the *Vesper*, but could not find her, and at 3.30 she was asked to meet the Fraserburgh life-boat to assist in escorting two boats, *Star of Faith* and *Ocean Swell*, to Peterhead. The *Ocean Swell* eventually had to be abandoned and her crew of two were safely taken off by the Fraserburgh life-boat. The *Vesper* was reported in harbour at 7.40, and the Peterhead life-boat reached her station at 8.15. Rewards to the crew, £25; rewards to the helpers on shore, £4 8s.

COBLE FOUND AFTER SEARCH IN GALE

Amble, Northumberland. At 11.5 on the morning of the 27th of October, 1959, the honorary secretary was informed that the local coble *Emulate* was overdue from fishing. It was almost high water when, at 11.15, the life-boat *Millie Walton* left her moorings, with the second coxswain in command, in a north-by-westerly gale and a rough sea. She met the coble and escorted her into harbour. The fishing vessel *Radiant Morn* was then seen approaching, and the life-boat stood by until she was safely in harbour. As another fishing vessel, the *Harvest Moon*, was still at sea, the life-boat went out to meet her, and her skipper informed the second coxswain that the coble *Jean* was east-south-east of Coquet Island. The life-boat made for the position, but as the information regarding the *Jean* was uncertain and might have been misleading, she was recalled. Shortly afterwards the coastguard asked for her assistance to search in conjunction with the Newbiggin life-boat for the *Jean*, and when she left the harbour on this occasion the coxswain was in command. The Amble life-boat found the missing coble a quarter of a mile south-east of Coquet Island. One of the life-boat's crew was put aboard her, and she was escorted into Hauxley haven. The life-boat then returned to her station, arriving at four o'clock. Rewards to the crew, £13 15s.

LAUNCH TO FISHING FLEET IN GALE

Berwick-upon-Tweed, Northumberland. On the morning of the 27th of October, 1959, anxiety was felt for the safety of the fishing fleet in Berwick Bay, as the weather had deteriorated considerably. It was squally and overcast with a northerly wind of gale force and a very rough sea. The tide was just beginning to ebb. At 11.48 the life-boat *William and Mary Durham* was launched. She passed two fishing vessels, the *Fertile* and *Craiglea*, as they were entering the harbour. A third boat, the *Epomeo*, was having difficulty in entering, and the life-boat stood by her until she succeeded. The life-boat reached her station at 12.2. A donation was made to the Institution's funds by the owner of the fishing vessel *Fertile*. Rewards to the crew, £12; rewards to the helpers on shore, £2 11s.

TRAWLER REFLOATED IN GALE

Aberdeen, Scotland. At 11.15 on the night of the 27th of October, 1959, the trawler *David Ogilvie* of Aberdeen was reported to have broken adrift from her moorings in the River Dee. Attempts to take her in tow were made by a pilot cutter and a local tug, but these were unsuccessful and the trawler finally grounded on the south side of the channel. As no one was thought to be on board efforts were not made to refloat her at that time, but at three o'clock in the morning the police reported that they had failed to locate the vessel's watchman. It was therefore decided to launch the no. 1 life-boat *Ramsay Dyce*, which put out at 4.2 in a north-north-easterly gale. The sky was overcast and there were rain squalls. Two of the life-boat crew boarded the trawler and found the watchman asleep in the engine room. He was taken off, and the life-boat returned to her moorings at 5.30. At 7.35 the life-boat put out again to try to refloat the trawler, which was a danger to navigation, for no other vessels were available to carry out this task in the weather conditions prevailing. The coxswain put five men aboard, including two of the trawler's engineers, and the *David Ogilvie* was eventually refloat at 8.45.

With the help of the life-boat a local tug took the trawler in tow and berthed her in Torry dock. The life-boat then returned to her station, arriving at 9.35. 1st Service: rewards to the crew, £8 15s.; reward to the helper on shore, 12s. 2nd Service: property salvage case.

THREE MEDAL SERVICES ON SAME DAY

On the 27th of October, 1959, a number of outstanding services were carried out, accounts of which begin on page 380.

CREW TAKEN OFF MOTOR LAUNCH

Aldeburgh, Suffolk. At 6.56 on the evening of the 28th of October, 1959, the coastguard informed the honorary secretary that a vessel was burning red flares five miles north-east of Sizewell. At 7.10 the life-boat *The Alfred and Patience Gottwald* was launched in a heavy swell. There was a moderate north-north-westerly wind and it was shortly before high water. While the life-boat was making for the position the coastguard reported that the s.s. *Snowcrete* of London had taken the motor launch *Rafta* in tow, as the launch's engine had broken down. The life-boat met the *Snowcrete* and took over the tow. Towing proved difficult, and the *Rafta* was anchored one mile south-east of Southwold, where the engine was repaired. Shortly after the *Rafta* got under way her engine broke down again and the crew of two were taken on board the life-boat. After anchoring the motor launch the life-boat made for Lowestoft harbour, as conditions were unfavourable for rehousing at Aldeburgh. She finally returned to her station at 12.15 on the afternoon of the 29th of October. Rewards to the crew, £24; rewards to the helpers on shore, £29 2s. 6d.

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

Ramsay, Isle of Man.—October 1st.—Rewards, £31 1s.

Clovelly, Devon.—October 1st.—Rewards, £22 15s.



By courtesy of]

[Scarborough Evening News

SCARBOROUGH LIFE-BOAT ON SERVICE
(see page 413)



By courtesy of]

[Photo Service

PETERHEAD LIFE-BOAT LAUNCHED ON SERVICE
(see page 415)



By courtesy of]

[Dundee Evening Telegraph and Post

THE LATE COXSWAIN RONALD GRANT OF BROUGHTY FERRY

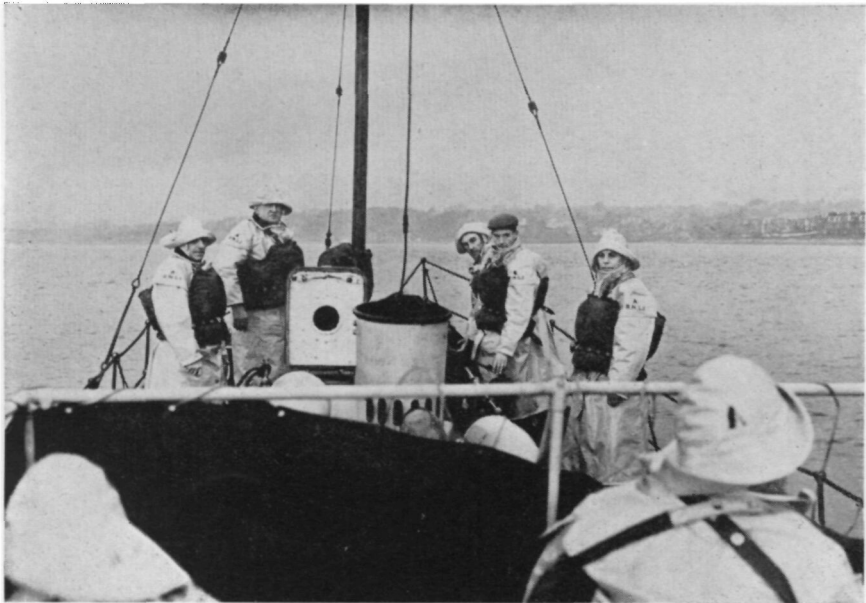
(see page 391)



By courtesy of]

[Dundee Courier

BROUGHTY FERRY LIFE-BOAT *MONA* AFTER THE DISASTER



By courtesy of]

[Dundee Evening Telegraph and Post

RELIEF BROUGHTY FERRY LIFE-BOAT WITH NEW CREW



By courtesy of

[Associated Newspapers Ltd.]

HELICOPTER TAKES OFF LIGHTVESSEL'S CREW

After the gale had abated a helicopter was able to take off the crew of the North Carr lightvessel.
(see page 391)



By courtesy of

[J. Parry]

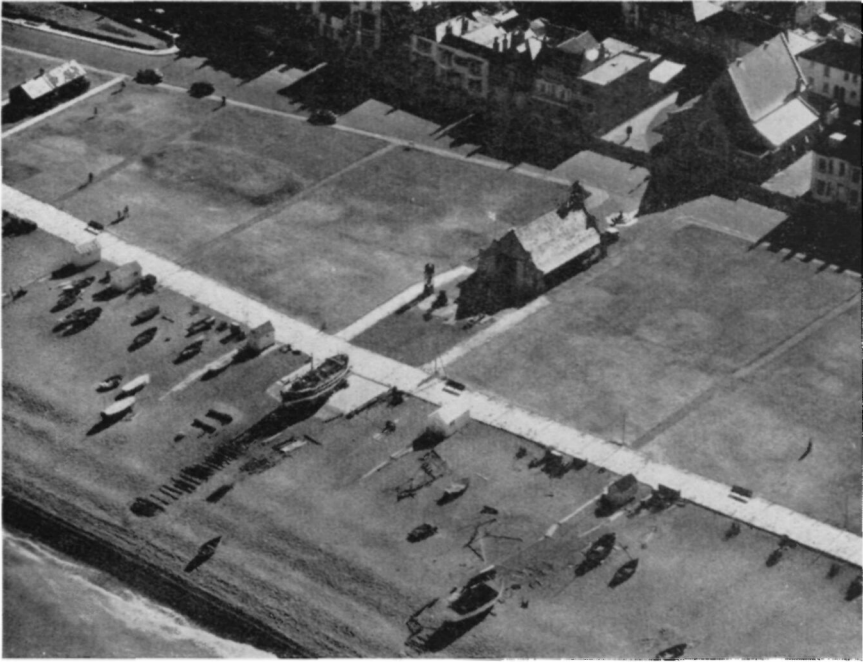
THE WRECK OF THE HINDLEA



By courtesy of]

Y Cloranydd, Bangor

COXSWAIN RICHARD EVANS OF MOELFRE
The first winner of the gold medal for gallantry for ten years



By courtesy of]

[Aero Pictorial Ltd.

WALMER LIFE-BOAT STATION FROM THE AIR



By courtesy of]

[Norman Cavell

WALMER LIFE-BOAT LAUNCHING



By courtesy of]

[V. R. Keeling

NEW KILCOBLEN STATION IN SOUTH-WESTERLY GALE



By courtesy of]

[V. R. Keeling

PRESENT LIZARD STATION IN SOUTH-WESTERLY GALE

The two photographs on this page were taken on the same day



By courtesy of]

J. H. Slater

CREW OF THE BEAUMARIS LIFE-BOAT
(see page 385)



By courtesy of]

[George M. Wilson

FRASERBURGH LIFE-BOAT PUTS OUT TO FISHING BOATS
(see page 383)

Fenit, Co. Kerry.—October 3rd.—Rewards, £21 3s.

Valentia, Co. Kerry.—October 3rd.—Rewards, £30 17s.

Poole, Dorset.—October 4th.—Rewards, £10 11s.

Broughty Ferry, Angus.—October 4th.—Rewards, £16 5s.

Redcar, Yorkshire.—October 4th.—Rewards, £13 12s.

Walmer, Kent.—October 5th.—Rewards, £23 9s.

Plymouth, Devon.—October 5th.—Rewards, £7 10s.

Amble, Northumberland.—October 5th.—Rewards, £12 5s.

Boulmer, Northumberland.—October 7th.—Rewards, £14 10s.

Tenby, Pembrokeshire.—October 8th.—Rewards, £14 8s.

Plymouth, Devon.—October 8th.—Rewards, £8 15s.

Scarborough, Yorkshire.—October 8th.—Rewards, £19 5s.

Dungeness, Kent.—October 9th.—Rewards, £29 10s.

Hastings, Kent.—October 9th.—Rewards, £27 17s.

Plymouth, Devon.—October 10th.—Rewards, £8 15s.

Barry Dock, Glamorganshire.—October 11th.—Rewards, £8 16s.

Valentia, Co. Kerry.—October 16th.—Rewards, £8 3s.

Angle, Pembrokeshire.—October 17th.—Rewards, £26 8s.

Poole, Dorset.—October 18th.—Rewards, £10 11s.

Walton and Frinton, Essex.—October 18th.—Rewards, £16 18s.

Troon, Ayrshire.—October 18th.—Rewards, £10 10s.

Caister, Norfolk.—October 18th.—Rewards, £16 5s.

Aith, Shetlands.—October 19th.—Rewards, £14 17s.

Courtmacsherry, Co. Cork.—October 23rd.—Rewards, £12 7s.

St. Peter Port, Guernsey.—October 25th.—Rewards, £21 4s.

Campbeltown, Argyllshire.—October 27th.—Rewards, £11 7s.

Holy Island, Northumberland.—October 27th.—Rewards, £35 9s.

Southend-on-Sea, Essex.—October 27th.—Rewards, £18 15s.

Howth, Co. Dublin.—October 27th.—Rewards, £9 19s.

Stronsay, Orkneys.—October 27th.—Rewards, £25 5s.

Newhaven, Sussex.—October 27th.—Rewards, £12 8s.

Newbiggin, Northumberland.—October 27th.—Rewards, £21 9s.

Donaghadee, Co. Down.—October 27th.—Rewards, £12.

Shoreham Harbour, Sussex.—October 27th.—Rewards, £13 12s.

New Brighton, Cheshire.—October 28th.—Rewards, £7 11s.

Cromer, Norfolk.—October 29th.—Rewards, £49 17s.

Ramsgate, Kent.—October 29th.—Rewards, £8.

Bembridge, Isle of Wight.—October 30th.—Rewards, £12 5s.

Aberystwyth, Cardiganshire.—October 31st.—Rewards, £29 14s.

NOVEMBER

DURING November life-boats were launched on service 48 times and rescued 20 lives.

SEARCH AFTER CANOE CAPSIZES

Hoyleake, Cheshire.—At 2.25 on the afternoon of the 2nd of November, 1959, the police at Holywell told the coxswain that two young men were missing after a canoe had capsized off Greenfields. At 3.10 the life-boat *Oldham IV* was launched in Hilbre Swash in a fresh south-westerly wind and a rough sea, with the tide at half ebb. The life-boat carried out a search in conjunction with a helicopter, and at 4.10 a body was sighted on Salisbury bank from the helicopter. It was the dead body of one of the young men. The helicopter picked the body up and lowered it into the life-boat. The search continued for the second youth, but the helicopter had to return to its station at 4.45 because of bad light. No trace of the second youth was found, and the life-boat returned to her station, arriving at 6.30. The Rhyl life-boat was also launched to help in the search. The parents of the two young men made donations to the Institution's funds. Rewards to the crew, £12; rewards to the helpers on shore, £10 11s.

LIFE-BOAT STANDS BY TILL TUG ARRIVES

Portrush, Co. Antrim. At 6.55 on the evening of the 3rd of November, 1959, the coastguard informed the honorary secretary that the motor vessel *Friedi*, of Delfzijl, had broken down two miles north-north-west of Inishowen Head. At 7.10 the life-boat *Lady Scott* (Civil Service No. 4) was launched in a strong north-north-westerly wind and a rough sea. On reaching the Dutch vessel she helped H.M. destroyer *Broadsword* to pass tow lines. She stood by for some hours until a tug arrived and then returned to her station, which she reached at 3.12 on the afternoon of the 4th of November. Rewards to the crew, £46 5s.; rewards to the helpers on shore £2 16s.

FISHING BOAT WITH ENGINE TROUBLE TOWED IN

Workington, Cumberland. At 2.13 on the morning of the 6th of November, 1959, the coastguard informed the honorary secretary that a red flare had been seen one mile north-east of Maryport. At 2.45 the life-boat *Edward Z. Dresden*, on temporary duty at the station, left her moorings in a moderate south-south-easterly wind. There was a slight sea, and it was high water. The life-boat found the fishing boat *Two Sisters*, of Maryport, with a crew of four, half a mile north of Maryport. The fishing boat had engine trouble and was taken in tow to Maryport. The life-boat then returned to her station, arriving at 5.15. Rewards to the crew, £10 10s.

ESCORT FOR TRAWLER IN GALE

Lerwick, Shetlands. At 1.19 early on the morning of the 9th of November, 1959, the coastguard informed the honorary secretary that the trawler *Theway* was ashore on the north end of Mousa. As the life-boat crew were assembling a further message was received from the coastguard that the trawler had refloated, but her skipper was not sure whether she had been damaged. As the weather was becoming worse it was decided to send the

life-boat *Claude Cecil Staniforth*, and she left her moorings at 1.41. There was a very rough sea, a strong south-south-westerly gale was blowing, and it was an hour and a half after low water. The life-boat met the trawler, which had a crew of thirteen, and escorted her until she was safely berthed at Alexander wharf. The life-boat then returned to her station, arriving at 2.55. Rewards to the crew, £8 15s.

THREE MEN TAKEN OFF BOAT ADRIFT

Dunbar, East Lothian. At two o'clock on the morning of the 9th of November, 1959, the coastguard informed the honorary secretary that the police at Edinburgh had reported the sailing boat *Mudlark*, with three young men on board, missing in the Firth of Forth. At 2.15 the life-boat *Margaret* put out in a rough sea. A south-westerly gale was blowing and the tide was half flood. A helicopter joined in the search and sighted a boat off Port Seton. The life-boat made for the position indicated and found the *Mudlark* drifting with her rudder damaged. The three men were taken on board the life-boat, which towed the *Mudlark* to Port Seton, where her crew were landed. The life-boat then returned to her station, arriving at four o'clock. The Anstruther life-boat was also launched to help in the search. Rewards to the crew, £32 5s.

FISHING BOAT TOWED INTO HARBOUR

Rosslare Harbour, Co. Wexford. At 7.20 on the evening of the 11th of November, 1959, the coxswain received a message from a Wexford fish merchant that the fishing boat *Oak Leaves* had not returned to Wexford. When last seen near Blackwater Head she had been thought to have engine trouble. The life-boat *Douglas Hyde* left her moorings at 7.45 in a smooth sea. There was a gentle northerly wind and the tide was half ebb. The life-boat found the fishing boat, with a crew of three, two miles north-east of Blackwater Head with her engine broken

down. She took her in tow to Rosslare Harbour and reached her moorings at 11.15. Partly paid permanent crew. Rewards to the crew, £7 ; reward to the helper on shore, 15s.

DOCTOR PUT ABOARD MOTOR VESSEL

Clogher Head, Co. Louth. At 9.40 on the morning of the 11th of November, 1959, the honorary secretary was informed that the motor vessel *Selectivity*, on passage from Glasgow to Swansea, had a sick man on board. After speaking to the vessel's agents he decided that the life-boat should put out. At 11.45 the life-boat *George and Caroline Ermen* was launched in a calm sea with a light south-westerly breeze blowing and an ebb tide. She embarked a doctor at Port Oriel before making for a position east of Clogher Head, where she met the *Selectivity*. The doctor gave medical attention to two men who had been injured. One, who was more seriously injured than the other, was transferred to the life-boat and brought ashore for hospital treatment. The life-boat reached her station at 3.20. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £7 8s.

ESCORT FOR GERMAN TRAWLER

Teesmouth, Yorkshire. At 7.5 on the evening of the 12th of November, 1959, the lighthouse keeper at South Gare informed the honorary secretary that a trawler was anchored very close to the West Scar rocks. At 7.20 the life-boat *John and Lucy Cordingley* was launched in a moderate sea. A moderate south-south-easterly wind was blowing, and it was one hour before low water. The life-boat made for the position given, where she found the German trawler *Rosa Luxemburg*. The coxswain boarded her and explained to the skipper that his vessel was anchored in a dangerous position. The life-boat then escorted the trawler to the shelter of the river Tees and reached her station at 9.30. Rewards to the crew, £10 10s. ; rewards to the helpers on shore, £5 11s.

COBLES ESCORTED IN GALE

Scarborough, Yorkshire. On the morning of the 13th of November,

1959, the weather grew rapidly worse, and at 8.15 the life-boat *J. G. Graves of Sheffield* was launched as there were several local fishing cobles at sea. There was a strong-south-easterly gale, the sea was very rough, and it was one hour before low water. The life-boat found the cobles *Rosemary* and *Gratitude* one mile north-by-east of the castle and escorted them to harbour. Later she found the coble *Betty*, which she also escorted to harbour. After standing by at the harbour entrance until the keel boats had all safely returned, the life-boat reached her station at 1.25. Rewards to the crew, £14 ; rewards to the helpers on shore, £7 9s.

ESCORT FOR FISHING FLEET IN FULL GALE

Bridlington, Yorkshire. At 8.30 on the morning of the 13th of November, 1959, the coxswain told the honorary secretary that some local motor fishing vessels, which were out in a full south-south-easterly gale and a very rough sea, would be reaching harbour when the tide was about half flood. At 9.15, about low water, the life-boat *Tillie Morrison, Sheffield II* was launched. She made her way through heavy breaking seas into deeper water off the harbour, where she stood by until the fishing fleet had entered harbour. She then returned to her station, arriving at two o'clock. Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £12.

MOTOR BARGE ESCORTED IN GALE

Walton and Frinton, Essex. At 12.15 on the afternoon of the 13th of November, 1959, the coastguard informed the honorary secretary that the motor barge *Pepita* had broken down with engine trouble near Andrew's Spit. At 12.45 the life-boat *Edian Courtauld* left her moorings in a southerly gale. There was a very rough sea and it was two hours after high water. When the life-boat reached her the barge's engine had been repaired, and the life-boat escorted her into Harwich harbour. The life-boat reached her station at 3.5. Rewards to the crew, £12 ; rewards to the helpers on shore, £4 18s.

PILOT PUT ABOARD FISHING VESSEL

Fleetwood, Lancashire. At 12.37 on the afternoon of the 13th of November, 1959, the coastguard informed the honorary secretary that the vessel *Dropford* was towing the fishing vessel *Southwards*, which had engine trouble, towards Morecambe Bay. Her position was sixteen miles south-east-by-east of Manghold Head, and the report stated that a further message would be sent if the life-boat was needed. Arrangements were made for the sister ship of the *Southwards*, *Westwards*, to meet the two vessels near the Morecambe Bay lightvessel and take over the tow. This was done, but when the *Westwards*, with the *Southwards* now in tow, reached King's Scar a message was sent asking for a pilot. The pilot boat was not afloat, and the help of the life-boat was asked for. The life-boat *Ann Letitia Russell* was launched at 1.5 early on the morning of the 14th of November in a rough sea. A fresh north-easterly wind was blowing and the tide was half ebb. The life-boat put a pilot aboard the *Westwards* and escorted both vessels to harbour. She reached her station at 3.45. Rewards to the crew, £11 10s. ; rewards to the helpers on shore, £2 16s.

VELLUM AWARD TO COXSWAIN

On the 13th of November, 1959, the Appledore life-boat was launched to the s.s. *Gliwice*, of Szczecin, Poland. For this service, a full account of which appears on page 386, Coxswain Sydney Cann was accorded the thanks of the Institution inscribed on vellum.

DOCTOR TAKEN TO DANISH TANKER

Great Yarmouth and Gorleston, Norfolk. At 7.8 on the evening of the 13th of November, 1959, the honorary secretary learnt from the pilots of a wireless message received from the tanker *Elsa Tholstrup*, of Middelfart, Denmark, that she had a very sick man on board. The tanker had no large-scale charts of that part of the coast and was therefore lying off the Corton light-vessel. The pilot boat was unable to put to sea because of the weather conditions, and at 7.16 the life-boat *Louise*

Stephens was launched with a doctor on board. There was a southerly gale with a rough sea, and it was almost high water. The doctor boarded the tanker and decided that the man was too ill to be transferred. The life-boat returned for a pilot and the tanker was brought into harbour, where the sick man was landed and taken to hospital by ambulance. The owners of the tanker expressed their thanks. Rewards to the crew, £11 5s. ; rewards to the helpers on shore, £7 10s.

LAUNCH FROM TRINITY HOUSE VESSEL RECOVERED

Cullercoats, Northumberland. At 8.37 on the morning of the 13th November, 1959, the coastguard informed the coxswain that a launch from the Trinity House vessel *Triton* was in difficulty and drifting. A strong south-easterly gale was blowing at the time. The *Triton* had tried to recover the launch, but had been unable to do so and was standing by two miles east of Cullercoats. At 8.48, when the life-boat *Isaac and Mary Bolton* was launched, it was low water and the sea was rough. There were frequent heavy rain squalls. The life-boat made for the position given and a line was passed to the launch. On the second attempt the launch was taken in tow. She entered the river, where she was returned to the *Triton*. As the conditions at Cullercoats were too bad for the life-boat to be rehoused, she remained at moorings in the river Tyne until the following day, when she returned to her station, arriving at eleven o'clock in the morning. Rewards to the crew, £14 4s. ; rewards to the helpers on shore, £12 16s.

TRAWLER TOWED TO QUAY

Valentia, Co. Kerry. At 4.15 on the afternoon of the 17th of November, 1959, a message was received from Valentia radio that the trawler *Ros Airgead* of Dublin was drifting with a trawl foul of her propeller seven miles west of Bray Head. At 4.30 the life-boat *Rowland Watts* left her moorings in a moderate south-easterly wind and a moderate sea. The tide was flooding. The life-boat found the trawler, with a crew of six, and took her in tow to

Portmagee quay, reaching her station at 8.5. Rewards to the crew, £10 10s. ; reward to the helper on shore, 15s.

PARENTS OF FISHERMEN ASK FOR LIFE-BOAT

Barra Island, Hebrides. At 8.20 on the evening of the 17th of November, 1959, the parents of two fishermen aboard the motor fishing vessel *Dunottar Castle* told the honorary secretary they were worried about their sons, who had left early in the morning and had not returned. At 8.50 the life-boat *R. A. Colby Cubbin No. 3* left her moorings in a rough sea. A strong south-easterly wind was blowing and it was one hour after low water. The fishing vessel was found off Sandray Island about four miles from Castle Bay. Her engine had broken down, and the life-boat took her in tow to Vatersay Island, reaching her station at 11.30. Rewards to the crew, £12 15s. ; reward to the helper on shore, 15s.

HERRING DRIFTER ESCORTED IN GALE

Peterhead, Aberdeenshire. On the afternoon of the 18th of November, 1959, the skipper of the herring drifter *Xmas Morn*, on passage from Great Yarmouth to Fraserburgh, decided because of the weather conditions at Fraserburgh to enter Peterhead harbour. The life-boat *Julia Park Barry of Glasgow* was launched at 2.10 to escort her in. It was high water, a strong gale was blowing from the east-south-east, and the sea was very rough. The life-boat escorted the *Xmas Morn* into harbour and reached her station at 3.10. Rewards to the crew, £9 ; rewards to the helpers on shore, £3 8s.

TRAWLER ESCORTED IN GALE

Hartlepool, Co. Durham. At 2.10 on the afternoon of the 18th of November, 1959, the coastguard informed the honorary secretary that the steam trawler *Longscar*, which was making for Hartlepool, had boiler trouble. At 2.30 the life-boat *The Princess Royal (Civil Service No. 7)* was launched in an east-south-easterly gale with a very rough sea. It was two and a half hours after low water. The life-boat met the trawler and escorted her into

harbour, reaching her station at 3.30. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £1 16s.

FISHING SKIFF ESCORTED IN

Wicklow. At 10.30 on the morning of the 19th of November, 1959, the second coxswain came to the conclusion that a 16-ft. fishing skiff with an out-board motor, which had put out at six o'clock and had not returned, might be in danger. The sea was very rough, and at 10.45 the life-boat *J. W. Archer* was launched with the second coxswain in command. There was a fresh south-easterly wind and the tide was ebbing. The life-boat found the boat three miles north of Wicklow, with a crew of three, heading for harbour. She escorted her to the harbour and reached her station at noon. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £3 2s.

LIGHTER BREAKS ADRIFT FROM TUG

Dover, Kent. At 11.30 on the night of the 19th of November, 1959, Lloyd's agent informed the honorary secretary that a lighter had broken adrift from the Dutch tug *Titan*. At 11.59 the life-boat *Southern Africa* left her moorings in a south-south-westerly gale. It was one hour before high water. The tug's crew informed the coxswain by radiotelephone that the tow had parted half a mile off the South Foreland, and the life-boat searched the area indicated but could not find the lighter. A message was then received from the signal station on the eastern arm that the lighter could be seen half a mile south-east of Dover. The life-boat made for this position and found the lighter with two men on board, who did not want to be taken off as a tug was coming out from Dover. The lighter anchored and the life-boat stood by until the tug arrived. She then returned to her station, arriving at 3.19. The owner of the tug made a gift to the life-boat crew. Rewards to the crew, £14 5s.

ESCORT FOR MOTOR VESSEL IN TOW

Stornoway, Hebrides. At 2.40 on the afternoon of the 23rd of November,

1959, the coastguard informed the honorary secretary that the motor vessel *Glencloy* of Glasgow, bound for Stornoway, needed help as she had engine trouble. Her position was then about eight miles south-east of Stornoway. At 3.5 the life-boat *The James and Margaret Boyd* left her moorings in a south-westerly gale. The sea was rough and the tide half flood. Shortly afterwards a message was received that the *Glencloy* had been taken in tow by the fishing cruiser *Brenda*. The life-boat escorted the vessels to harbour and reached her station at 5.50. Rewards to the crew, £10 10s.

BOATS WARNED OF DANGER NEAR HARBOUR

Gourdon, Kincardineshire. On the morning of the 26th of November, 1959, there was a very heavy swell at the entrance to the harbour, and the local fishing fleet were having difficulty in entering. Danger signals were hoisted, and the coxswain decided to launch the life-boat to warn the boats of the danger of entering Gourdon harbour. The life-boat *Edith Clauson-Thue* put out at noon in a very rough sea. There was a light south-easterly wind and it was two hours before high water. Ten boats after being warned of the conditions made for Stonehaven harbour, three others being escorted into Gourdon. The life-boat reached her station at 2.30. Rewards to the crew, £9; rewards to the helpers on shore, £8.

TOW FOR YACHT AGROUND

Yarmouth, Isle of Wight. At 2.25 on the afternoon of the 28th of November, 1959, the coastguard told the honorary secretary of a report received by the police at Lyndhurst that a yacht was aground off the entrance to the Beaulieu river. After the report had been confirmed by the honorary secretary the life-boat *S.G.E.* was launched at 2.55. It was low water, and there was a rough sea with a strong southerly wind. The life-boat found the yacht, the eight-ton cutter *Vynesta*, off Needs Oar Point. She was aground with her canvas badly torn. The life-boat towed her to harbour, reaching her station at 6.30. Rewards to the crew, £10 10s.

PILOT CUTTER TAKEN IN TOW

Lytham-St. Anne's, Lancashire. At 8.20 on the morning of the 29th of November, 1959, a watchman on board the navigation barge moored off Lytham told the honorary secretary that a passing vessel had reported that the pilot cutter *St. Anne* of Preston had broken down off the Salters Bank. At 8.55 the life-boat *White Star*, on temporary duty at the station, was launched in a rough sea. There was a moderate westerly wind and it was one hour before high water. The life-boat found the pilot cutter, with a crew of six, anchored off the Salters buoy. She took her in tow to moorings alongside the navigation barge. On her way back the life-boat temporarily slipped her tow to take a pilot off an outward bound ship. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £3 5s.

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

Rhyl, Flintshire.—November 2nd.—Rewards, £19 9s.

Hartlepool, Co. Durham.—November 3rd.—Rewards, £12 6s.

Stornoway, Hebrides.—November 5th.—Rewards, £7 10s.

Anstruther, Fifeshire.—November 9th.—Rewards £25 14s.

Howth, Co. Dublin.—November 9th.—Rewards, £14.

St. Ives, Cornwall.—November 13th.—Rewards, £31 13s.

Padstow, Cornwall.—November 13th.—Rewards, £16 17s.

Hartlepool, Co. Durham.—November 13th.—Rewards £16 11s.

Eastbourne, Sussex.—November 13th.—Rewards, £25 2s.

Girvan, Ayrshire.—November 14th.—Rewards, £8 2s.

Portpatrick, Ayrshire.—November 14th.—Rewards, £19 5s.

Stronsay, Orkneys.—November 14th.—Rewards, £12 12s.

Galway Bay.—November 17th.—Rewards, £9 8s.

Montrose, Angus.—November 18th.—Rewards, £15 3s.

Cromarty.—November 18th.—Rewards, £13 10s.

Penlee, Cornwall.—November 18th.
—Rewards, £21 3s.

Whitehills, Banffshire. — November 18th.—Rewards, £81 19s. (see page 387).

Howth, Co. Dublin.—November 19th.
—Rewards, £8 1s.

Hartlepool, Co. Durham.—November 21st.—Rewards, £40 1s.

Holyhead, Anglesey. — November 24th.—Rewards, £15.

Arranmore, Co. Donegal.—November 24th.—Rewards, £38 19s.

Newcastle, Co. Down.—November 25th.—Rewards, £19 13s.

Plymouth, Devon.—November 28th.
—Rewards, £9.

DECEMBER

DURING December life-boats were launched on service 62 times and rescued 52 lives.

ESCORT FOR ELEVEN FISHING BOATS

Arbroath, Angus. At 3.45 on the afternoon of the 1st of December, 1959, the coastguard informed the honorary secretary that it would be very dangerous for local boats to cross the bar at the entrance to the harbour because of the heavy sea and swell. As eleven local fishing boats were at sea he advised the launching of the life-boat. At 3.54 the life-boat *Duke of Montrose* put out in a strong wind and a very rough sea. It was two hours after high water. The life-boat escorted the fishing boats to harbour and reached her station at five o'clock. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £1 16s.

FIVE MEN RESCUED FROM MOTOR BOATS

Ramsgate, Kent. At 7.50 on the evening of the 1st of December, 1959, the watchman at the east pier informed the honorary secretary that two motor boats, which had left the harbour earlier in the day, had not returned as expected. Visibility was poor because of fog, and at 7.55 the life-boat *Michael and Lily Davis* left her moorings. There was a light west-north-westerly wind and a slight sea. It was two hours after high water. The life-boat carried out an extensive search and at 12.19

found the two boats some three to four miles east of Ramsgate. Rockets had been sent up from the boats and a fire lit in a bucket, but these signals could not be seen earlier because of the bad visibility. One of the motor boats had taken the other, the *Marjansu*, which had engine trouble, in tow. There were three people in one boat and two in the other. They were all suffering from exposure and were given hot drinks. The life-boat then towed both boats to harbour, arriving at 1.15 in the morning. The rescued men made a gift to the life-boat crew. Rewards to the crew, £16 15s.

CREW RESCUED FROM FISHING BOAT

Fleetwood, Lancashire. At 10.55 on the morning of the 2nd of December, 1959, a message reached the life-boat-house that cries for help had been heard from a half-decked fishing boat ashore on the beach a quarter of a mile west of the life-boat station. At eleven o'clock the life-boat *Ann Letitia Russell* was launched in a rough sea. There was a strong south-westerly wind and it was one hour before high water. The life-boat found the fishing boat *Peggy* of Fleetwood, rescued her crew of two, and returned to her station, arriving at 11.20. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £2 12s.

FISHING VESSEL ESCORTED TO HARBOUR

Newhaven, Sussex. At 12.50 on the afternoon of the 2nd of December, 1959, the fishing vessel *Pandora* of Newhaven, which had left for the fishing grounds at noon on the 1st of December, had not returned, and the local fishermen were worried about her safety. After the coastguard had made checks along the coast the life-boat *Kathleen Mary* was launched to search for the missing vessel. The weather was cloudy with a moderate south-south-westerly wind blowing and a moderate sea. The tide was half ebb. The *Pandora* was found two miles south of Seaford Head, making for Newhaven. She was not then in difficulty, although her crew had had trouble with a blocked fuel pipe during the night,

which they had cleared. The life-boat escorted the *Pandora* to harbour and reached her station at 4.15. Rewards to the crew, £10 ; rewards to the helpers on shore, £3 13s.

CREW OF THREE RESCUED FROM FISHING VESSEL

Wick, Caithness-shire. At 3.15 on the afternoon of the 2nd of December, 1959, the coastguard informed the honorary secretary that the fishing vessel *Rosebank* of Wick appeared to be in distress in Sinclair Bay. At 3.40 the life-boat *City of Edinburgh* was launched in a south-easterly wind of nearly gale force. The sea was rough with a heavy swell. It was two hours before low water. When the life-boat came alongside, the skipper of the *Rosebank* decided to abandon her as she was making water rapidly. The life-boat took off her crew of three and then anchored to await the flood tide before returning to her station. At eight o'clock the life-boat weighed anchor and made for her station, arriving at 9.15. The *Rosebank* became a total loss. Rewards to the crew, £16 5s. ; rewards to the helpers on shore, £1 4s.

LIFE-BOAT TOWS IN STEAM TUG

Shoreham Harbour, Sussex. At 9.25 on the evening of the 2nd of December, 1959, the coastguard informed the honorary secretary that a vessel six miles south-west-by-south of Shoreham was making distress signals. At 9.35 the life-boat *Rosa Woodd and Phyllis Lunn* was launched in a south-westerly wind of nearly gale force. The sea was rough and the tide half ebb. The life-boat found the steam tug *Useful* of Newhaven with a crew of four. She was shipping a great deal of water, and after a tow rope had been connected to the life-boat she was taken into Shoreham harbour, where firemen pumped the water out of her. Afterwards she was put in a safe berth, and the life-boat returned to her station, arriving at 12.30. Property salvage case.

CREWS OF TWO, TRAWLERS JUMP ASHORE

Dunmore East, Co. Waterford. At 9.10 on the evening of the 3rd of December, 1959, a Mayday message was

received from two trawlers that they were ashore on the rocks four miles north-east of Dunmore East. The life-boat *Annie Blanche Smith* left her moorings at 9.20 with the boarding boat in tow. There was a moderate north-westerly wind with a rough sea. It was one hour after high water. When the life-boat reached the trawlers three members of the life-boat crew went alongside in the boarding boat. They found that the crew of one trawler had managed to jump ashore, and the other crew said they would do the same. The life-boat stood by until the crew of the second trawler were safely ashore and then returned to her station, arriving at 11.25. Rewards to the crew, £10 10s. ; reward to the helper on shore, 14s.

LIFE-BOAT STANDS BY AS VESSEL ENTERS HARBOUR

Bridlington, Yorkshire. At 5.15 on the morning of the 6th of December, 1959, the local fishing fleet began to leave harbour for the fishing grounds. During the morning the weather deteriorated considerably, and by 12.30 all the fleet had returned with the exception of the motor fishing vessel *Seafarer*. It soon became apparent that she had missed the tide and would have to enter harbour during darkness. At 4.35 the life-boat *Tillie Morrison, Sheffield II* was launched two hours after low water in a very rough sea and a south-easterly gale and found the *Seafarer* waiting for the tide. At 4.45, with the life-boat standing by, the fishing vessel entered the harbour. The life-boat reached her station at 6.10. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £7 13s.

SICK MAN TAKEN IN GALE FROM LIGHTVESSEL

Mumbles, Glamorganshire. At 10.30 on the morning of the 6th of December, 1959, the honorary secretary received a request from the Trinity House Superintendent at Swansea for the services of the life-boat to land a very sick member of the crew of the Helwick lightvessel, who needed hospital treatment. At 11.10 the life-boat *The William Gammon — Manchester and*

District XXX was launched with a doctor on board in a very rough sea. An east-south-easterly gale was blowing, and it was high water. The sick man was transferred to the life-boat and landed at Swansea, where an ambulance took him to hospital. Because of bad weather the life-boat had to remain at Swansea and could not be rehoisted until the 8th of December. Letters of appreciation were received from Trinity House and the sick man. Rewards to the crew, £38 ; rewards to the helpers on shore, £17 4s.

BATTERY LENT TO MOTOR BOAT

Poole, Dorset. At 6.45 on the evening of the 6th of December, 1959, the police at Poole told the honorary secretary that the motor boat *Sandbanks Queen* was overdue from a fishing trip in the harbour with nine or ten people on board. The owner had sent another motor boat to look for the *Sandbanks Queen*, and at seven o'clock the life-boat *Thomas Kirk Wright* was launched to assist in the search. There was a rough sea, a strong south-easterly wind was blowing, and it was low water. The life-boat found the motor boat off Brownsea Island. She had a flat battery and the crew could not start her engine. The life-boat's motor mechanic lent them a battery, the engine was started, and the *Sandbanks Queen* made for Sandbanks. The life-boat then returned to her station, arriving at eight o'clock. Rewards to the crew, £7 10s. ; rewards to the helpers on shore, £1 16s.

TWO MEDAL SERVICES ON SAME DAY

On the 7th of December, 1959, the Cromarty and Torbay life-boats carried out services for which medals for gallantry were awarded. Full accounts of these services begin on page 389.

On the same day the Longhope life-boat also carried out an arduous service, a full account of which appears on page 388.

LIFE-BOAT STANDS BY LIBERIAN VESSEL IN GALE

Lowestoft, Suffolk. At 7.32 on the morning of the 7th of December, 1959,

the coastguard informed the honorary secretary that distress rockets had been fired by the Liberian motor vessel *National Fighter* three miles south-east of Lowestoft. The life-boat *Michael Stephens* left her moorings at 7.45 in a south-easterly gale. There was a very rough sea and it was nearly low water. The life-boat found the Liberian vessel, whose steering was defective, anchored close to Newcombe Sands. Her second anchor cable had parted, and the master was trying to manoeuvre the vessel in order to reduce the weight on the remaining cable, but being in ballast he was unable to do so. While the life-boat was standing by the motor vessel took a sudden sheer and parted her cable. Her master then found he was able to make headway to the eastward by steaming stern first into the wind, and the life-boat stood by until the motor vessel was five miles off shore. The life-boat then returned to her station, arriving at two o'clock. Rewards to the crew, £18 5s. ; rewards to the helpers on shore, £1 4s.

NORWEGIAN TRAWLER ESCORTED IN GALE

Lerwick, Shetlands. At 5.50 on the morning of the 9th of December, 1959, the coastguard informed the honorary secretary that the trawler *Ertman*, of Kristiansund, whose position was twenty-two mile east of Bressay Light, had asked for a pilot, but was not in immediate danger. After more information had been obtained the life-boat *Claude Cecil Staniforth* left her moorings at 1.31 just after low water. A strong south-easterly gale was blowing and there was a very rough sea. The coxswain steered a course to intercept the trawler, but the course had to be altered when the *Ertman* signalled that she was making for Skerries harbour. The life-boat met the vessel and escorted her to the north entrance of the Skerries, where she was met by the fishing vessel *Snowdrop* and led into harbour. The *Ertman* had lost her heavy anchor and had no chart of the Shetland Isles on board. Her crew of fifteen were exhausted through lack of sleep. The coxswain decided to remain at the

Skerries overnight and escort the trawler to Lerwick the following morning. At 7.52 on the morning of the 10th of December the life-boat and trawler left harbour and made passage to Lerwick, arriving at 12.32, when the *Ertnan* was berthed. Rewards to the crew, £52 5s.

TWO PATIENTS BROUGHT TO MAINLAND

Galway Bay. At 10.30 on the morning of the 10th of December, 1959, the local doctor asked the honorary secretary if the life-boat could take a patient, who urgently needed hospital treatment, from Inisheer to Rossaveal pier on the mainland, as no other suitable boat was available. At eleven o'clock the life-boat *Mabel Marion Thompson* left her moorings in a strong north-easterly wind. The sea was rough and the tide half ebb. The life-boat embarked the patient at Inisheer, and then made for Kilronan, where the doctor had another patient needing hospital treatment. When the life-boat reached Rossaveal the two patients were taken to hospital by ambulance. The life-boat finally reached her station at eight o'clock. Rewards to the crew, £22 5s. ; reward to the helper on shore, £1.

FIVE VESSELS ESCORTED TO HARBOUR

Whitby, Yorkshire. At two o'clock on the afternoon of the 10th of December, 1959, it was decided to launch the life-boat *Mary Ann Hepworth* to stand by while five local fishing vessels returned to harbour in very bad weather. At 2.20 the life-boat put out in a heavy swell with a fresh easterly wind blowing. It was two hours after high water. The life-boat stood by until the last vessel had entered harbour and then returned to her station, arriving at 6.30. Rewards to the crew, £14 5s. ; rewards to the helpers on shore, £1 16s.

INJURED MAN TAKEN OFF STEAMER

Barrow, Lancashire. At 11.35 on the morning of the 11th of December, 1959, a firm of shipping agents informed the honorary secretary that a radio message had been received from the s.s. *Ribblehead*, which had sailed

on the morning tide from Barrow, that the second engineer had been badly scalded and needed medical attention. At 12.15 the life-boat *Herbert Leigh* was launched with a doctor on board in a choppy sea. There was a moderate easterly wind and it was two hours before low water. The doctor was put aboard the *Ribblehead* one mile west of Lightning Knoll buoy at 12.48. After examination the injured man was transferred to the life-boat, which reached her station at 2.10. The doctor then took the seaman to hospital for treatment. Rewards to the crew, £5 ; rewards to the helpers on shore, £2 9s.

FATHER AND SON TAKEN OFF FISHING BOAT

Teesmouth, Yorkshire. At 6.10 on the evening of the 13th of December, 1959, the honorary secretary received a message that a man and his young son had not returned to Paddy's Hole as expected from a fishing trip. At 6.48 the life-boat *John and Lucy Cordingley* was launched two and a half hours after high water. There was a fresh south-south-westerly wind and a slight sea. The life-boat made for the last known position of the fishing boat, which was three miles north of Tees Fairway buoy, and found the boat *Ruth* with the man and his eight-year-old son aboard. Their engine had broken down and they were unable to start a spare outboard motor, which they had taken with them. The man and the boy were taken aboard the life-boat, which towed the fishing boat, with two of the life-boat crew aboard, into Paddy's Hole. The life-boat reached her station at 7.52. A donation was received from the man. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £4 17s.

TOW FOR FISHING VESSEL IN GALE

Stronsay, Orkneys. At 12.5 early on the morning of the 14th of December, 1959, the coastguard informed the honorary secretary that red flares were being fired from a vessel near Ferness Point, Isle of Eday. The life-boat *The John Gellatly Hyndman* put out at 12.28 in a moderate to rough sea. A strong southerly wind was blowing, and

it was two hours after high water. The life-boat found the motor fishing vessel *Amber Queen* of Kirkwall, with a crew of three, a quarter of a mile off the Point of Scaraber, Island of Fara. Her engine had broken down and having lost her anchor she was drifting on to the rocks. The life-boat took her in tow into Fersness Bay for shelter, where a better tow rope was rigged, and then continued towing her to Stronsay harbour. The wind increased to gale force, and off Spurness Point the tow rope parted. It was reconnected, and the two boats reached Stronsay at 5.5. After mooring the *Amber Queen* the life-boat returned to her own moorings at 6.20. Rewards to the crew, £16 5s. ; reward to the helper on shore, 12s.

THREE OF LIFE-BOAT CREW JUMP ABOARD BOAT

Walmer, Kent. At 3.24 on the afternoon of the 14th of December, 1959, the honorary secretary heard a wireless message from the motor vessel *Beeding* to the coastguard at Deal stating that a fishing boat had broken down close in-shore under the cliffs where the memorial to the Dover Patrol stands. The life-boat *Charles Dibdin* (*Civil Service No. 32*) was launched at 3.40 in a rough sea. A strong west-south-westerly wind was blowing, and it was one hour before low water. On reaching the fishing vessel *Ellen* three of the life-boat's crew jumped aboard her to assist her crew of two, who were exhausted. They had been adrift throughout the night with engine trouble, and the *Ellen* was very close to the rocks two hundred yards from Leathercote Point. The life-boat took her in tow to Ramsgate harbour and reached her station at 8.15. Rewards to the crew, £18 ; rewards to the helpers on shore, £15 15s.

ESCORT FOR LAUNCH IN TOW IN GALE

Mallaig, Inverness-shire. At 1.10 on the afternoon of the 17th of December, 1959, the honorary secretary was informed that a launch, which had left Knoydart at eleven o'clock for Mallaig, was an hour and a half overdue. The life-boat *E.M.M. Gordon Cubbin* left her

moorings at 1.20, when the tide was half ebb, in a very rough sea with a strong west-south-westerly gale blowing. She found the missing launch, which had ten people on board, with her engine broken down in tow of the motor fishing vessel *Beulah*. The life-boat escorted the two boats to Mallaig, arriving at three o'clock. Rewards to the crew, £8 15s.

FISHING VESSEL TOWED CLOSE TO BEACH

Hastings, Sussex. At 12.30 on the afternoon of the 19th of December, 1959, the honorary secretary learnt that the fishing vessel *Valiant* had engine trouble and was having difficulty in making the beach at Hastings. At 1.6 the life-boat *M.T.C.* was launched in a strong south-westerly wind. There was a moderate swell and it was high water. The fishing vessel was in a dangerous position near rocks fifty yards east of the easternmost groyne. Local fishing boats which reached her first had difficulty in taking her in tow, but with the assistance of the life-boat the *Valiant* was towed as close to the beach as possible, after which she was warped ashore by hand. The life-boat reached her station at 2.10. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £35 6s.

TRAWLER FOUND BY PARACHUTE FLARE

Donaghadee, Co. Down. At 5.43 on the evening of the 19th of December, 1959, the coastguard informed the honorary secretary that a vessel was aground on the rocks at Groomsport. At six o'clock the life-boat *Sir Samuel Kelly* put out in a rough sea. There was a strong south-westerly wind and it was two hours before low water. The life-boat approached the position and the coxswain fired a parachute flare, which lit up the casualty. She was the trawler *Auk* of Fleetwood. The life-boat stood by until she re-floated and then returned to her station, arriving at 10.35. Rewards to the crew, £14 5s. ; reward to the helper on shore, 16s.

MAN RESCUED AFTER ALL-NIGHT SEARCH

Torbay, Devon. At 9.30 on the evening of the 19th of December, 1959, a local fisherman called at the coxswain's house to report that a 24-foot crab-boat, which had left harbour at two o'clock, had not returned. At 10.5 the life-boat *Princess Alexandra of Kent* left her moorings and made for the area in which the crabber was known to have been working. There was a moderate sea, a strong south-westerly wind was blowing, and it was one hour after high water. The coxswain could not find the boat in the area where she was expected to be and considered that if her engine had broken down she would probably have drifted towards West Bay. An extensive search was made from Torbay to Sidmouth in difficult weather conditions throughout the night, but without result. At 10.30 next morning the weather improved and an aircraft joined in the search. The life-boat and aircraft were in constant contact by very high frequency radio-telephone. Just before noon a report was received from a coast-watcher at Budleigh Salterton that a small boat had been seen between five and six miles off shore. The life-boat and aircraft made for this position and the aircraft dropped a marker flare. Shortly afterwards the life-boat went alongside the crabber and rescued the man aboard her. The boat, which had developed engine trouble, could not be taken in tow as she had by this time drifted well inshore. She became a total loss. The life-boat finally reached her station at 3.30 in the afternoon. Rewards to the crew, £40 5s. ; rewards to helpers on shore, £2 18s.

CREW OF THIRTEEN TAKE TO DINGHIES

Anstruther, Fifeshire. At 9.20 on the evening of the 20th of December, 1959, the coastguard informed the honorary secretary that a trawler was ashore on the north side of May Island. At 9.35 the life-boat *James and Ruby Jackson* was launched in a slight swell. There was a strong north-westerly wind and it was two hours before low water. The crew of thirteen of the trawler *Thomas*

L. Devlin of Granton had taken to two rubber dinghies, which had drifted clear of the island. They were taken on board the life-boat, which returned to her station, with the dinghies in tow, arriving at 11.30. Rewards to the crew, £10 ; rewards to the helpers on shore, £9 19s.

TWO FISHING BOATS TOW A THIRD

Thurso, Caithness-shire. At 7.15 on the morning of the 21st of December, 1959, the coastguard informed the honorary secretary that the motor fishing vessel *Friendly Star* of Lowestoft had broken down with engine trouble west of Dunnet Head. The life-boat *Pentland* (Civil Service No. 31) was launched at 7.30 in a north-westerly wind of nearly gale force and a rough sea. The tide was beginning to flood. Three fishing boats were seen making for the position given. Two of them, the *Girl Mary* and *Yukon Star*, took the *Friendly Star* in tow to Scrabster harbour, the life-boat escorting them. The life-boat reached her station at one o'clock. Rewards to the crew, £16 5s. ; rewards to the helpers on shore, £2 13s.

MAN TAKEN OFF LIGHTVESSEL

Tenby, Pembrokeshire. At three o'clock on the afternoon of the 21st of December, 1959, the life-boat *Henry Comber Brown* was returning to her station from an exercise, during which she had taken Christmas parcels to the Helwick and St. Gowan's lightvessels, when a message was received from the master of the Helwick lightvessel asking if the life-boat could land an electrician, who had been carrying out repairs aboard the lightvessel. The life-boat was then four miles off *Caldy Island*, but returned to the lightvessel and embarked the electrician. She landed him at Tenby and reached her station at 6.40. Rewards to the crew, £14 5s. ; rewards to the helpers on shore, £7 9s.

TOW FOR FISHING BOAT TO HARBOUR

Wicklow. At 10.30 on the morning of the 22nd of December, 1959, the local fishing boat *Miriam* had not returned although she had left harbour

at four o'clock. As the weather was deteriorating the life-boat *J. W. Archer* was launched at eleven o'clock in a very rough sea with a strong south-easterly wind blowing and a flood tide. She found the fishing boat, with her engine broken down, four miles north of the harbour. The fishing boat had a crew of three. The life-boat towed her to harbour, reaching her station at 12.30. Rewards to the crew, £8 15s. ; rewards to the helpers on shore, £3 2s.

TUG TOWED DOWN RIVER

Southend-on-Sea, Essex. At 9.8 on the evening of the 24th of December, 1959, the coastguard passed on to the honorary secretary a message received from the police at Sheerness that shouts for help had been heard near the Harty ferry in the river Swale. After further enquiries has been made the life-boat *Greater London II (Civil Service No. 30)* was launched at 10.5 in a moderate sea. There was a gentle south-easterly wind and the tide was half ebb. The life-boat proceeded up the river until she found the tug *Exchange* of Southampton, which was flashing lights. The tug was making water and the two men aboard her were transferred to the life-boat. Members of the life-boat crew boarded the tug, which was then taken in tow to Southend, where she arrived at 7.45. Property salvage case.

ESCORT FOR FIVE COBLES TO HARBOUR

Filey, Yorkshire. At 11.35 on the morning of the 28th of December, 1959, it was decided that the life-boat *The Isa and Penryn Milsted* should launch to escort several local fishing cobles, which were returning to harbour in rapidly worsening weather. At 11.50 the life-boat was launched in a rough sea. There was a strong north-westerly wind and the tide was half flood. The life-boat escorted five fishing cobles into harbour and reached her station at 4.45. Rewards to the crew, £12 5s. ; rewards to the helpers on shore, £8 3s.

TOW FOR FISHING BOAT IN GALE

Dover, Kent. At 2.18 on the afternoon of the 29th of December, 1959, the coastguard told the honorary

secretary that a small boat was in distress one mile north-east of Dover pier. The life-boat *Southern Africa* put out at 2.30 in a southerly gale. There was a very rough sea, and it was two hours before low water. The life-boat found the fishing boat *Ellen* of Rochester, with a crew of three, fifteen yards from the shore and took her in tow. The life-boat reached her station at 3.20. Rewards to the crew, £10.

LIFE-BOAT PUTS OUT TWICE TO COBLE

Blyth, Northumberland. At 2.30 on the afternoon of the 29th of December, 1959, the honorary secretary at Newbiggin asked the honorary secretary at Blyth if the crew of the coble *Morning Joy*, which had entered Blyth, had any information about the coble *Adventurer* of Newbiggin. The crew of the *Morning Joy* had reported that the *Adventurer* had last been seen three miles east of Blyth making for Blyth but with her engines not apparently very reliable. As the *Adventurer* had not reached Blyth, the life-boat *Winston Churchill (Civil Service No. 8)* was launched at three o'clock in a south-easterly gale and a rough sea. It was high water. The Newbiggin honorary secretary was informed of the action taken, and ten minutes later he reported that the *Adventurer* had entered Newbiggin. The Blyth life-boat was therefore recalled and reached her station at four o'clock, but five minutes later she put out again, as the *Adventurer* was seen approaching Blyth in heavy seas. The coble was escorted into Blyth harbour, and the life-boat finally reached her station at 5.30. Rewards to the crew, £11 10s. ; rewards to the helpers on shore, £2 8s.

ESCORT FOR GERMAN MOTOR VESSEL

Gt. Yarmouth and Gorleston, Norfolk. At 10.30 on the night of the 29th of December, 1959, the coastguard informed the honorary secretary that the Corton lightvessel had reported a flare seen south-east of the lightvessel. At 10.37 the life-boat *Louise Stephens* was launched in a slight sea. There was a moderate south-south-westerly wind,

and the tide was half ebb. The life-boat found the German motor vessel *Madeleine*. Her master was unsure of his position and asked for a pilot. The life-boat escorted the vessel until the pilot boat reached her. She then returned to her station, arriving at 11.30. Rewards to the crew, £13 10s.; rewards to the helpers on shore, £4 5s.

BODY OF WOMAN FOUND IN SEA

Newhaven, Sussex. At 10.22 on the morning of the 30th of December, 1959, the coastguard passed on to the honorary secretary a report from the police at Brighton that a woman had fallen in the sea off Saltdean. At 10.35 the life-boat *Kathleen Mary* was launched in a slight sea. There was a light south-westerly wind and it was one hour before high water. The woman was found and taken on board the life-boat. Artificial respiration was given, but she did not recover. The life-boat reached her station at 12.15. Rewards to the crew, £8 15s.; rewards to the helpers on shore, £3 13s.

PROVISIONS TAKEN OUT TO LIGHTHOUSE

Port St. Mary, Isle of Man. At 3.10 on the afternoon of the 30th of December, 1959, the life-boat *R. A. Colby Cubbin No. 2* was launched to take provisions to the light-keepers on Chicken Rock lighthouse, who had been cut off for nearly three weeks because of continuous bad weather. There was a strong south-westerly wind and a rough sea. It was one hour below low water. The life-boat could not get alongside the lighthouse landing, but the provisions were successfully hauled ashore by line. The life-boat then returned to her station, arriving at 5.40. Rewards to the crew, £10 10s.

SICK LIGHTKEEPER LANDED

North Sunderland, Co. Durham. At 5.53 on the evening of the 30th of December, 1959, the honorary secretary was informed by the local Trinity House depot that a man had been taken ill in the Longstone lighthouse. As the sea was too rough for the Trinity House tender to put out, the life-boat *Grace Darling* was launched at 6.12 with the

honorary medical adviser on board. There was a strong south-westerly wind and the tide was half ebb. The life-boat reached the lighthouse, but conditions were such that she could not use the landing stage, and members of the life-boat crew had to be landed at Sunderland Hole, where they reached the lighthouse by a narrow path. The sick man was carried to the life-boat, which then returned to North Sunderland, arriving at 8.13. Rewards to the crew, £12; rewards to the helpers on shore £12 4s.

BODY OF AIRMAN LANDED

Wells, and Cromer, Norfolk. At 10.48 on the morning of the 31st of December, 1959, the coastguard told the motor mechanic of the Wells life-boat that an aircraft had crashed into the sea off South Race Bank buoy. At eleven o'clock the Wells life-boat *Cecil Paine* left her boathouse. There was a strong south-westerly wind and a moderate sea. The tide was half ebb. The life-boat searched the area, but found nothing and returned to her station at 6.15. In the meantime the coastguard had informed the coxswain of the Cromer no. 1 life-boat *Henry Blogg* that the Wells life-boat had launched, and at 11.12 the coxswain was asked if he would launch to meet the motor vessel *Broughty*, of Dundee, which wanted to land an airman's body which she had picked up. At 12.3 the Cromer no. 1 life-boat *Henry Blogg* put out with a doctor on board. She met the *Broughty* off Sheringham, and after the doctor had examined the body it was taken on board the life-boat and landed at Cromer at 1.30. Rewards to the crew: Cromer, £11 5s.; Wells, £17 10s.; rewards to the helpers on shore: Cromer, £6 12s.; Wells, £14 15s.

LAUNCH IN TOW OF PILOT BOAT ESCORTED

Barry Dock, Glamorganshire. At 11.55 on the morning of the 31st of December, 1959, the coastguard informed the honorary secretary that a small half-decked launch appeared to be in difficulties off Sully hospital. At 12.13 the life-boat *Rachel and Mary*

Evans was launched in a moderate south-westerly wind. There was a choppy sea, and it was two hours before low water. The Barry pilot boat, which had also gone to the help of the launch, reached her first and took her in tow to Barry Dock. The life-boat escorted both boats and reached her station at 1.15. Rewards to the crew, £9; rewards to the helpers on shore, £2 14s.

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

Islay, Hebrides.—December 2nd.—Rewards, £12 5s.

Arranmore, Co. Donegal.—December 2nd.—Rewards, £22 5s.

Wick, Caithness-shire.—December 3rd.—Rewards, £7 10s.

Islay, Hebrides.—December 5th.—Rewards, £17 6s.

St. Peter Port, Guernsey.—December 6th. Rewards, £10 12s.

Bridlington, Yorkshire.—December 7th.—Rewards, £23.

Humber, Yorkshire.—December 7th.—Paid permanent crew, Additional rewards, £2.

Buckie, Banffshire.—December 7th.—Rewards, £42 17s.

Longhope, Orkneys.—December 7th.—Rewards, £21 13s.

Broughty Ferry, Angus.—December 8th.—Rewards, £38 1s. (see page 391).

Lerwick, Shetlands.—December 8th.—Rewards, £16 17s.

Portrush, Co. Antrim.—December 16th.—Rewards, £14 1s.

Islay, Hebrides.—December 16th.—Rewards, £12 7s.

Howth, Co. Dublin.—December 17th.—Rewards, £10 11s.

Howth, Co. Dublin.—December 18th.—Rewards, £7 8s.

Fraserburgh, Aberdeenshire.—December 22nd.—Rewards, £47 6s.

Lytham-St. Anne's, Lancashire.—December 22nd.—Rewards, £10 8s.

Peterhead, Aberdeenshire.—December 23rd.—Rewards, £27 8s.

Swanage, Dorset.—December 26th.—Rewards, £13 6s.

St. Ives, Cornwall.—December 26th.—Rewards, £16.

Arranmore, Co. Donegal.—December 28th.—Rewards, £13 5s.

Ramsey, Isle of Man.—December 30th.—Rewards, £27 12s.

Wells, Norfolk.—December 31st.—Rewards, £32 5s.

Newcastle, Co. Down.—December 31st.—Rewards, £22.

The following account of a service by the Newhaven, Sussex, life-boat on the 27th of September, 1959, was received too late for inclusion in the December 1959 number of the *Life-boat*.

At 12.5 in the afternoon, the coast-guard informed the honorary secretary that a small boat was in difficulties twelve miles south of Newhaven, and that the tanker *Atonality*, of London, was going to her help. At 12.18 the life-boat *Kathleen Mary* was launched in a slight sea. There was a light northerly wind and it was nearly low water. Shortly afterwards the *Atonality* wirelessly that she had taken the yacht *Jenny III*, which had a crew of four, in tow. The life-boat met the tanker and took over the tow to Newhaven, reaching her station at 3.30. Rewards to the crew, £11 4s.; rewards to the helpers on shore £3 15s.

Centenary of Fowey Station

At a ceremony in the Council Chamber at Fowey, Cornwall, on the 7th of December, 1959, Lieut.-Commander H. H. Harvey, Western District Inspector, handed the vellum commemorating the hundredth anniversary of the establishment of a life-boat station at Fowey to the Mayor of Fowey, Alderman A. L.

Evans, for safe keeping. Major D. R. Carter, the honorary secretary of the station, outlined the station's history, pointing out that the station's first life-boat had been placed at Polkerris in 1859. Since the station was established Fowey life-boats have been launched on service 144 times and have rescued 114 lives.

Obituary

CAPTAIN E. S. CARVER.

Captain E. S. Carver, who died at Littlehampton on the 12th of December, 1959, at the age of 81, first joined the Institution's staff as Eastern District Inspector in 1919 after service in the first war, in which he had commanded a Q-ship. After nine years as Eastern District Inspector he served as Western District Inspector for two years and as Superintendent of the Depot from 1931 to 1939, when he became Acting Chief Inspector. He had reached the normal retiring age in 1938, but stayed on at the request of the Committee of Management until December 1943, when he retired on medical advice. For the part he played in the rescue from the *Hopelyn* in 1932 he was awarded the Institution's silver medal for gallantry.

MR. STANHOPE BONE.

Mr. Stanhope Bone, who died on the 30th of October, 1959, at the age of 79, was the Institution's Surveyor of Life-boats from 1929 to 1940. He first joined the Institution's surveying staff in 1912 and later served as R.A.S.L. at Cowes and then as Assistant Surveyor of Life-boats. He had formerly been employed at the Thames Ironworks, where he worked on the detailed design and construction of the first motor life-boats built by that firm. During the last war he was employed by the Admiralty as a surveyor.

COXSWAIN JAMES CAMPBELL.

Coxswain James Campbell of Boulmer died on the 18th of May, 1959, at the age of 79. He first joined the Boulmer crew in 1906, was bowman for nearly a year in 1929, and was then second coxswain for ten years. He was coxswain from 1939 to 1947. For a wartime service in March 1941 he was awarded the bronze medal when the Boulmer life-boat rescued two men from a salvage vessel, who were aboard the s.s. *Somali* when she blew up.

COXSWAIN GEORGE LISLE.

Coxswain George Lisle of Tynemouth died on the 6th of December, 1959, at the age of 80. He first joined the Tynemouth crew in 1921. He was second coxswain from 1925 to 1938 and then coxswain for four years. He was awarded the bronze medal for gallantry for a service carried out on the 8th of December, 1940, when the crew of 22 of the Norwegian vessel *Oslo Fjord* were rescued by the Tynemouth life-boat.

COXSWAIN JOSEPH PARKINSON.

Coxswain Joseph Parkinson of Lytham-St.-Anne's died while still in the service of the Institution on the 17th of March, 1959, at the age of 59. He was assistant mechanic from 1931 to 1957 and coxswain from 1947 to 1959. In July 1955 the Lytham-St. Anne's life-boat rescued five men from a yacht which was aground in a very dangerous position. For this service Coxswain Parkinson was awarded the bronze medal.

The Institution also deeply regrets the death of five other former coxswains :—

COXSWAIN SUPERINTENDENT WILLIAM ANDERSON, of the Humber.

COXSWAIN WILLIAM DYKE, of Swanage.

COXSWAIN ALEXANDER GALL, of Broughty Ferry.

COXSWAIN RONALD GRANT, of Broughty Ferry.

COXSWAIN THOMAS HENNY, of Arklow.

COXSWAIN THOMAS JAMES, of Rhoscolyn.

COXSWAIN WILLIAM JAMES, of Point of Ayr.

Services of the Life-boats of the Institution
during 1959

Date 1959	Station	Casualty	Service
Jan. 1	Humber	Fishing boat <i>Excelsior</i>	Saved boat and rescued 2.
.. 1	Dungeness	House boat <i>Petrina</i>	Gave help.
.. 1	Hastings	House boat <i>Petrina</i>	Stood by vessel.
.. 1	Newcastle, Co. Down	Fishing boat <i>Rosebud</i>	Saved boat and rescued 5.
.. 2	Poole	Sailing boat	Saved boat and rescued 1.
.. 2	Arranmore	Conveyed a corpse	Landed a body.
.. 3	Margate	S.S. <i>Seaford</i>	Landed a body.
.. 4	Moelfre	Fishing boat <i>Isabel May</i>	Saved boat and rescued 2.
.. 4	Stornoway	M.V. <i>Inga</i>	Landed sick child, saving her life.
.. 5	Shoreham Harbour ..	S.S. <i>Panaghia</i>	Landed sick man, saving his life.
.. 6	Barra Island	S.S. <i>Fridtjof Nansen</i>	Landed a sick man.
.. 7	Yarmouth, I.o.W. ..	S.S. <i>Sandstar</i>	Landed injured man.
.. 7	Lowestoft	M.V. <i>Borthwick</i>	Stood by vessel.
.. 7	Lytham-St. Anne's ..	Rubber dinghy	Saved boat and rescued 3.
.. 8	Appledore	Restoring communications on Lundy Island.	Landed G.P.O. engineers.
.. 8	Anstruther	Fishing boat <i>Coral Isle</i>	Landed a sick man.
.. 9	Wick	Fishing cruiser <i>Freya</i>	Recovered wreckage.
.. 13	Stornoway	M.V. <i>Magna</i>	Landed injured man.
.. 13	Buckie	Aircraft	Recovered wreckage.
.. 14	Torbay	Trawler <i>Jean Charles Francois</i>	Escorted boat.
.. 15	Caister	S.S. <i>John Charrington</i>	Stood by vessel.
.. 22	Fenit	M.V. <i>Sheraton</i>	Escorted vessel.
.. 22	Whitby	4 fishing boats	Stood by vessels.
.. 23	Lerwick	Injured man	Conveyed injured man to mainland.
.. 26	New Brighton	Boat in distress	Escorted boat.
.. 26	Valentia	Trawler <i>Virgen de la Guia</i> ..	Escorted vessel.
.. 27	Anstruther	Fishing boat <i>Devotion</i>	Landed 2 bodies.
.. 28	Broughty Ferry	Fishing boat <i>Devotion</i>	Recovered wreckage.
.. 30	Dover	Coaster <i>Minorca</i>	Stood by vessel.
Feb. 1	Lowestoft	Fishing boat <i>Marina</i>	Gave help.
.. 2	Penlee	S.S. <i>Asia</i>	Landed sick man, saving his life.
.. 4	Stromness	Trawler <i>Strathcoe</i>	Stood by vessel.
.. 4	Longhope	Trawler <i>Strathcoe</i>	Rescued 14.
.. 6	Eastbourne	Ships <i>Juan Illueca</i> and <i>Friargate</i>	Stood by vessels.
.. 7	Fenit	Trawler <i>Marie Brigette</i>	Recovered wreckage.
.. 7	Valentia	Trawler <i>Marie Brigette</i>	Landed 2 bodies.
.. 8	St. Ives	Coaster <i>Fleuo</i>	Escorted vessel.
.. 11	Campbeltown	Trawler <i>Tonton Alexandre</i> ..	Gave help.
.. 13	Dunmore East	Cargo boat <i>Helemar H</i>	Rescued 10.
.. 13	Hastings	Fishing boat <i>Breadwinner</i>	Gave help.
.. 13	Dungeness	Fishing boat <i>Breadwinner</i>	Stood by vessel.
.. 16	Barra Island	Sick boy	Conveyed sick boy to hospital. Rescued 1.
.. 19	Great Yarmouth and Gorleston	Tanker <i>Oarsman</i>	Landed an injured man. Rescued 1.
.. 20	Southend-on-Sea	S.S. <i>City of Perth</i>	Landed a sick man.
.. 21	Clacton-on-Sea	Yacht <i>Herga</i>	Gave help.
.. 26	Galway Bay	Sick child	Conveyed a sick child to the mainland.
Mar. 2	Arbroath	Fishing boats <i>Bairns Pride</i> and <i>Lassie</i>	Escorted vessels.
.. 3	Wick	S.S. <i>Stellatus</i>	Rescued 26.
.. 5	Howth	Maternity case on Lambay Island	Took a doctor to island.
.. 5	Galway Bay	—	Took a woman to the mainland.
.. 6	Peel	Fishing boat <i>Prevalent</i>	Saved boat and rescued 3.

Date 1959	Station	Casualty	Service
Mar. 7	Blackpool	Dinghy	Saved boat and rescued 2.
" 8	Great Yarmouth and Gorleston	Sailing boat <i>Daisy</i>	Rescued 5.
" 8	Humber	Admiralty vessel <i>DGV.400</i>	Took out a doctor and landed 1.
" 11	Blyth	S.S. <i>Holderness</i>	Rescued 4.
" 13	Stromness	Fishing boat <i>Enterprise</i>	Saved boat and rescued 4.
" 14	Peterhead	F.V. <i>Girl Petrina</i>	Gave help.
" 15	Selsey	Yacht <i>Sevona</i>	Saved boat and rescued 2.
" 19	St. Peter Port	Person stranded on cliff	Gave help.
" 19	Buckie	Launch <i>Rosaline</i>	Saved boat and rescued 2.
" 24	Weston-super-Mare	Dinghy <i>Mild and Bitter</i>	Gave help.
" 27	Ramsgate	Yacht <i>Gleaner</i>	Escorted yacht.
" 28	Tenby	Sailing dinghy	Saved boat and rescued 2.
" 28	Fishguard	2 motor boats	Saved 2 boats and rescued 4.
" 30	Dunbar	Motor boat <i>Kestrel</i>	Saved boat.
Apr. 1	Aldeburgh	Aircraft	Gave help.
" 1	Penlee	Crabber <i>Pluie de Rose</i>	Landed 4.
" 3	Barmouth	Dinghy in tow by rowing boat	Saved 2 boats and rescued 4.
" 3	Tenby	Cows over cliff	Landed 2 cows.
" 3	Southend-on-Sea	Tanker <i>Ramso</i>	Escorted vessel.
" 6	Eastbourne	Yacht <i>Winifred</i>	Saved boat and rescued 5.
" 7	Walton & Frinton	Yacht <i>Sea Knight</i>	Gave help and landed 2.
" 7	Campbeltown	Launch <i>Ben Challenger</i>	Gave help.
" 7	Port St. Mary	S.S. <i>Ben Maye</i>	Gave help.
" 9	Fleetwood	Boy in sea	Landed a body.
" 10	Margate	Sailing dinghy	Saved boat.
" 11	Walton and Frinton	Yacht <i>Rose</i>	Landed 3.
" 11	Walton and Frinton	Yacht <i>Rose</i>	Saved boat.
" 11	Margate	Yacht <i>Minette</i>	Gave help.
" 12	Ramsgate	Fishing boat <i>Garland</i>	Saved boat and rescued 2.
" 12	Ramsgate	Yacht <i>Sea Clipper</i>	Gave help.
" 15	Margate	Yacht <i>Straight Flush</i>	Saved boat and rescued 1.
" 15	Margate	Canoe <i>Silver Spray</i>	Saved boat and rescued 2.
" 16	St. Peter Port	F.V. <i>Victory</i>	Gave help.
" 16	Lerwick	Fishing boat <i>Dyrhaug</i>	Rescued 8.
" 17	Walton and Frinton	Yacht <i>Rigel</i>	Saved boat and rescued 3.
" 17	Torbay	Yacht <i>Canores</i>	Gave help.
" 17	Sheringham	3 fishing boats	Escorted boats.
" 18	St. Ives	M.V. <i>Marjan</i>	Gave help.
" 18	Whitby	Fishing fleet	Stood by 7 boats.
" 18	Filey	Fishing cobles	Escorted 5 cobles.
" 20	Ramsgate	Yacht <i>Jan Bart</i>	Saved boat and rescued 5.
" 22	Dover	Dinghy	Saved boat and rescued 4.
" 23	New Brighton	Sailing boat <i>Volga</i>	Gave help.
" 25	Bembridge	Yacht	Escorted boats.
" 25	Walmer	Sailing boat <i>Santa Maria</i>	Saved boat and rescued 3.
" 25	Sunderland	Fishing boat <i>Blossom</i>	Stood by vessel.
" 26	St. Mary's	Tug <i>Helen N. MacAllister</i>	Saved boat and rescued 9.
" 26	Southend-on-Sea	Barge <i>Glenwood</i>	Saved boat and rescued 2.
" 30	Kirkcudbright	Fishing Boat <i>Liberty</i>	Saved boat and rescued 1.
" 30	Dover	Yacht <i>Satyr</i>	Saved boat and rescued 1.
May 2	Barra Island	Cargo vessel <i>Rusken</i>	Escorted vessel.
" 2	Islay	Cargo vessel <i>Rusken</i>	Gave help.
" 3	Mumbles	Yacht <i>Elizabeth Victoria</i>	Saved boat and rescued 5.
" 3	Margate	Yachts <i>Jonarra</i> and <i>Wings of the Morning</i>	Gave help.
" 9	Dun Laoghaire	Sailing boat	Gave help.
" 10	Bridlington	4 dailing dinghies	Escorted boats.
" 10	Gt. Yarmouth and Gorleston	Motor vessel <i>Angela</i>	Took out 2 doctors.
" 10	Montrose	Ex-ship's boat <i>Helen</i>	Rescued 2.
" 11	Holy Island	Fishing boat <i>Sarah-Ann</i>	Escorted boat.
" 13	Exmouth	Yacht <i>Dona</i>	Saved boat and rescued 3.
" 16	Dover	2 people cut off by tide	Landed 2.
" 17	Selsey	Sailing boat	Rescued 1.

Date 1959	Station	Casualty	Service
May 17	Caister	Fishing boat <i>Eileen Summer</i>	Escorted boat.
" 17	Newhaven	Sailing boat	Gave help.
" 17	Falmouth	Motor boat <i>Culdrose</i>	Escorted vessel.
" 17	Margate	Barge and 3 yachts	Gave help.
" 17	Margate	Yacht <i>Eloise</i>	Saved boat and rescued 2.
" 17	Swanage	4 canoes	Saved boats and rescued 5.
" 18	Mumbles	Dinghy	Saved boat and rescued 2.
" 18	Filey	4 fishing cobbles	Escorted boats.
" 18	Eyemouth	Fishing boat <i>Dougals</i>	Gave help.
" 18	Portpatrick	Man over cliff	Landed injured man, saving his life.
" 18	Torbay	Dinghy	Saved boat and rescued 2.
" 18	Whitby	Fishing boat <i>Remembrance</i> ..	Stood by boat.
" 20	St. Peter Port	Fishing boat No. 160	Escorted boat.
" 23	Southend-on-Sea	Yachts	Saved 2 boats and rescued 4.
" 23	Swanage	Yacht <i>Frolic</i>	Saved boat and rescued 4.
" 23	Shoreham Harbour	Rowing boat	Saved boat and rescued 2.
" 23	Shoreham Harbour	Dinghy	Saved boat and rescued 2.
" 23	Selsey	Sailing boat	Saved boat.
" 24	St. Peter Port	Fishing boat <i>Happy Return</i>	Landed 2.
" 24	Mallaig	Fishing boat <i>Melinka</i>	Gave help.
" 29	St. Mary's	Trawler <i>Jose Ramon</i>	Gave help.
" 30	Mumbles	Sailing boat	Saved boat and rescued 2.
" 30	Tynemouth	Sailing boat <i>Sarus</i>	Saved boat and rescued 3.
" 30	Falmouth	Vessel <i>Mitera Marigo</i>	Landed 31.
" 31	Anstruther	Fishing boat <i>Thalassa</i>	Saved boat and rescued 3.
" 31	Beaumaris	Sailing dinghy	Saved boat and rescued 2.
June 3	Peterhead	Launch <i>Scottish Maid</i>	Saved boat and rescued 1.
" 4	Selsey	Sailing dinghy <i>Paul</i>	Saved boat and rescued 2.
" 6	Clovelly	Sailing boat	Saved boat and rescued 1.
" 6	Margate	Yacht <i>Charmaine</i>	Gave help.
" 7	Shoreham Harbour	Yacht <i>Frambee</i>	Saved boat and rescued 4.
" 7	Exmouth	Motor boat <i>Donald</i>	Saved boat and rescued 4.
" 7	Barry Dock	People cut off by tide	Landed 19.
" 7	Walmer	Sailing boat <i>Shetlander 1</i> ..	Saved boat.
" 9	Dunmore East	Fishing boat	Escorted boat.
" 12	Anstruther	Ship's boat <i>Tangle</i>	Saved boat and rescued 3.
" 12	Barry Dock	Aircraft	Recovered wreckage.
" 12	Donaghadee	Vessel D.G.V.400	Gave help.
" 15	Cloughy	Motor cruiser <i>Pathfinder</i>	Gave help.
" 16	Margate	M.V. <i>New Golden Spray</i>	Escorted boat.
" 16	Yarmouth, I.o.W.	Dinghy	Saved boat.
" 16	Barra Island	F.V. <i>Dunottar Castle</i>	Escorted boat.
" 17	Padstow no. 1	Motor boat <i>Susan Ann</i>	Saved boat and rescued 3.
" 17	Tenby	Motor boat <i>Himeros</i>	Saved boat and rescued 2.
" 19	Porthdinllaen	Fishing boat <i>Lone Star</i>	Saved boat.
" 20	Bembridge	Sailing boat <i>Sweetie Pie</i>	Saved boat and rescued 2.
" 20	Newbiggin	Motor boat <i>Joyce</i>	Saved boat and rescued 2.
" 20	Broughty Ferry	Yacht <i>Volare</i>	Saved boat and rescued 3.
" 20	Angle	Sailing dinghy	Gave help.
" 22	Angle	Cow over cliff	Landed a cow.
" 22	Troon	Launch <i>Serpae</i>	Saved boat and rescued 2.
" 23	Girvan	F.V. <i>Harvest Hope</i>	Stood by boat.
" 25	Margate	Yacht <i>Lalage</i>	Gave help.
" 26	Sheringham	Yacht <i>Present Mirth</i>	Gave help.
" 26	Margate	Yacht <i>Lalage</i>	Saved boat and rescued 9.
" 26	Newbiggin	Sailing boat <i>Hazel</i>	Gave help.
" 27	Aldeburgh	M.V. <i>Staniel</i>	Stood by vessel.
" 27	Lowestoft	M.V. <i>Staniel</i>	Rescued 7.
" 27	Aberdeen	F.V. <i>Huiberdina Gijsbertha</i> ..	Gave help.
" 27	Margate	Sailing dinghy <i>Dagon</i>	Saved boat and rescued 2.
" 27	Margate	Yacht <i>Panda</i>	Stood by boat.
" 28	Eastbourne	Sailing dinghy <i>Venus</i>	Stood by boat.
" 28	Dover	Fishing boat	Escorted boat.
" 28	Dover	Catamaran	Saved boat and rescued 3.
" 29	Dungeness	Rubber dinghy	Saved dinghy.
July 1	Barrow	S.S. <i>Baxtergate</i>	Landed a boy.
" 1	Beaumaris	Yacht <i>Nanny</i>	Saved boat and rescued 3.

Date 1959	Station	Casualty	Service
July 2	Torbay	Launch <i>Christina</i>	Saved boat and rescued 4.
" 2	Tenby	Trawler <i>Concordia</i>	Escorted boat.
" 4	Fishguard	Fishing boat	Saved boat and rescued 3.
" 4	Sunderland	Yacht <i>Caribou</i>	Landed 3.
" 4	Gt. Yarmouth and Gorleston	Rowing boat	Saved boat and rescued 2.
" 4	Barra Island	Trawler <i>Skogaland</i>	Took out a doctor.
" 6	Portrush	People marooned on rocks ..	Landed 2.
" 7	Dungeness	Cabin cruiser <i>Kaye</i>	Gave help.
" 7	Hoylake	Bathers	Rescued 1.
" 7	Shoreham Harbour	M.V. <i>Scharhorn</i>	Landed 2 injured men.
" 7	Southend-on-Sea	Yacht <i>Annasona</i>	Stood by yacht.
" 8	Southend-on-Sea	Bathers	Landed 2.
" 9	Caister	Fishing boat <i>Seahawk</i>	Escorted boat.
" 9	Lizard	Cabin cruiser <i>Dream</i>	Saved boat and rescued 2.
" 10	Cullercoats	Sailing dinghy <i>Dinkie</i>	Saved boat and rescued 2.
" 11	Hastings	Yacht <i>Panda</i>	Gave help.
" 11	Shoreham Harbour	Yacht	Escorted yacht.
" 11	Eastbourne	Sailing dinghy	Saved boat and rescued 1.
" 11	Clacton-on-Sea	Catamaran	Saved boat and rescued 1.
" 11	Clacton-on-Sea	Yacht <i>Kestrel</i>	Saved boat and rescued 4.
" 11	Margate	Dinghy	Saved boat and rescued 3.
" 11	Walmer	Collision <i>Ronan</i> and <i>Mount Athos</i> .	Took out a doctor.
" 12	Tenby	Yacht <i>Crackerjack</i> and a canoe	Saved 2 boats and rescued 3.
" 12	Weymouth	Yacht <i>Scaldis</i>	Saved boat and rescued 7.
" 12	Dungeness	Rubber dinghy	Rescued 4.
" 12	Clacton-on-Sea	M.V. <i>Bermuda</i>	Stood by vessel.
" 12	Walton and Frinton	M.V. <i>Scarcity</i>	Escorted vessel.
" 12	North Sunderland	Canoe	Rescued 1.
" 12	Walmer	Motor boat <i>Fiver 2</i>	Gave help.
" 12	Dover	Yacht <i>Clai</i>	Gave help.
" 12	Newhaven	Yacht <i>Santa Maria</i>	Escorted yacht.
" 13	Stornoway	Trawler <i>Star of Freedom</i>	Escorted vessel.
" 13	Walmer	Yacht <i>Tango</i>	Saved boat and rescued 3.
" 16	Islay	Yacht <i>Brig O' Doone</i>	Gave help.
" 16	Rhyl	F.V. <i>Ocean Queen</i>	Gave help.
" 18	Moelfre	Sailing boat	Saved boat and rescued 4.
" 18	St. Abbs	Motor boat	Saved boat and rescued 3.
" 18	Dover	Boat fishing	Saved boat and rescued 3.
" 19	Penlee	S.S. <i>Lindl</i>	Landed sick man.
" 19	Appledore	Motor boat	Gave help.
" 21	Coverack	Rowing boat	Saved boat and rescued 2.
" 22	Walton & Frinton	Yacht <i>Rivale</i>	Saved boat and rescued 2.
" 23	Southend-on-Sea	SS. <i>John Orwell Phillips</i>	Took out a doctor.
" 24	Humber	Fishing boat <i>Meggies</i>	Escorted vessel.
" 25	New Brighton	Cabin cruiser <i>Seagull</i>	Gave help.
" 26	Tenby	Motor boat <i>Tubby</i>	Gave help and landed 5.
" 26	Humber	Cabin Cruiser <i>Cormorant</i>	Gave help.
" 27	Yarmouth, I.o.W.	Yacht <i>Katie</i>	Saved boat and rescued 4.
" 27	Clacton-on-Sea	Rowing boat	Saved boat and rescued 1.
" 27	Margate	Yacht <i>Spray</i>	Saved boat.
" 28	Arranmore	F.V. <i>Pride of Arran</i>	Escorted boat.
" 28	Broughty Ferry	Floating body	Recovered a body.
" 29	Skegness	M.V. <i>Rivergate</i>	Landed 4.
" 29	Peterhead	F.V. <i>Light</i>	Escorted boat.
" 30	Humber	Cabin cruiser <i>Ethnein</i>	Saved boat and rescued 3.
" 30	Galway Bay	Sick child	Conveyed child to main- land, saving life.
" 30	Great Yarmouth and Gorleston	S.S. <i>Fidra</i> (sick man)	Took out doctor.
" 31	Arranmore	M.V. <i>Catharina-W</i>	Gave help.
Aug. 1	Clacton-on-Sea	Yacht	Rescued 1.
" 1	Donaghadee	Yacht <i>Alva</i>	Saved boat.
" 2	Weston-super-Mare	Ship's boat	Saved boat.
" 2	Port Erin	Yacht <i>Guan</i>	Gave help.
" 3	St. Peter Port	Motor boat <i>Vesta</i>	Saved boat and rescued 4.
" 3	Humber	Yacht <i>Sea Rover</i>	Gave help.

Date 1959	Station	Casualty	Service
Aug. 4	Margate	Motor boat <i>Ropa</i>	Gave help.
" 5	Coverack	Man over cliff	Landed injured man.
" 6	St. Ives	M.V. <i>Kindrance</i> (Man over-board)	Took out a doctor.
" 7	Salcombe	Boy over cliff	Landed a body.
" 9	Portrush	Yacht <i>Sea Sprite</i>	Gave help.
" 10	Lytham-St. Anne's	Yacht <i>Avis</i>	Gave help.
" 10	Salcombe	Motor boat <i>Hermione</i>	Gave help.
" 11	Scarborough	Dredger <i>St. Giles</i> (Injured man).	Gave help.
" 13	Campbeltown	Yacht <i>Suantrai</i>	Saved boat and rescued 4.
" 13	Arranmore	Fishing boat	Saved boat and rescued 3.
" 14	Arranmore	Fishing boat	Gave help.
" 14	Valentia	Trawler <i>Marujita Lopez</i>	Gave help.
" 14	Clogher Head	Ship <i>Dundalk</i> (Injured man)	Took out a doctor.
" 14	Hoylake	Yacht <i>Helge</i>	Saved boat and rescued 2.
" 15	Moelfre	Motor boat <i>Elaine</i>	Saved boat and rescued 3.
" 15	Tenby	People over cliff	Gave help.
" 15	Tynemouth	Fishing boat	Saved boat and rescued 2.
" 15	Hartlepool	Yacht	Escorted yacht.
" 17	Cromer No. 1	Yacht	Saved boat and rescued 2.
" 17	Berwick-upon-Tweed	Girl on lilo	Landed 1.
" 17	Stromness	Fishing boats <i>Fulmar</i> and <i>Morning Star</i>	Gave help.
" 17	St. Ives	Yacht <i>Taiseer</i>	Gave help.
" 18	Swanage	People on cliff	Gave help.
" 18	Blyth	Cabin cruiser <i>Cramond</i>	Landed 3.
" 18	Southend-on-Sea	S.S. <i>Persic</i>	Took out a doctor.
" 19	Beaumaris	Cabin cruiser <i>Kami-No-Michi</i>	Stood by a yacht.
" 21	St. Helier	Yacht <i>Guisane</i>	Gave help.
" 21	Humber	Yacht <i>Witez II</i>	Stood by vessel.
" 22	Scarborough	Hospital ship <i>De Hoop</i>	Landed 2 sick men.
" 23	Holyhead	Pleasure boat	Saved boat and rescued 22.
" 23	Flamborough	Trawler <i>Staxton Wyke</i>	Landed 16.
" 23	Dover	Collision <i>Naranco</i> and <i>Goldstone</i> .	Rescued 1 and landed 19.
" 23	Torbay	Man over cliffs	Landed injured man.
" 24	Scarborough	Rowing boat	Saved boat and landed 2.
" 25	Humber	Yacht <i>Laertes</i>	Gave help.
" 26	Walton and Frinton	Yacht <i>Jabberwock</i>	Gave help.
" 27	Arbroath	Fishing boat <i>White Rose</i>	Escorted 2 boats.
" 28	Holyhead	Sailing dinghy <i>Honeybird</i>	Saved 2 boats and rescued 1.
" 28	Boulmer	Sailing boat <i>Parakeet</i>	Saved boat and rescued 1.
" 29	Walton and Frinton	M.V. <i>Britta</i>	Gave help.
" 29	Galway Bay	Open boat	Saved boat and rescued 9.
" 31	Swanage	Yacht <i>Shearwater</i>	Landed 3.
" 31	Eastbourne	Yacht <i>Alsatia</i>	Saved boat and rescued 3.
Sept. 2	Dungeness	Yacht <i>Glenshane</i>	Escorted yacht.
" 3	Whitby	S.S. <i>Valga</i>	} Transferred injured man.
" 3	Whitby	S.S. <i>Valga</i>	
" 3	St. Ives	M. V. <i>Crescence</i>	
" 4	Pwllheli	Motor boat <i>Marijon</i>	Gave help.
" 4	Aberystwyth	Yacht <i>Wild Goose</i>	Gave help.
" 4	Teesmouth	S.S. <i>Cairnavon</i>	Stood by vessel.
" 4	Wick	Fishing boat <i>Swiftsure</i>	Gave help.
" 5	Porthdinllaen	M.V. <i>Sobo</i>	Landed injured man.
" 5	Howth	Yacht <i>Noella</i>	Gave help.
" 6	Porthdinllaen	Motor boat <i>Heron</i>	Saved boat and rescued 2.
" 6	Lowestoft	Fishing boat <i>Young Paul</i>	Saved boat and rescued 2.
" 6	Cromer No. 1	Motor launch <i>Gay Crusader</i>	Saved boat and rescued 8.
" 7	Fishguard	Yacht <i>Beni-Mora</i>	Gave help.
" 8	Mallaig	Motor boat <i>Curlew</i>	Gave help.
" 8	Cromarty	Cabin cruiser	Saved boat and rescued 1.
" 10	Barrow	Fishing boat <i>Gina</i>	Gave help.
" 11	Barra Island	Fishing boats	Escorted 2 boats.
" 11	Montrose	Fishing boat <i>Random Harvest</i>	Escorted boat.
" 12	Penlee	M.V. <i>San Blas</i>	Landed injured man, saving his life.
" 13	Arranmore	Fishing boat <i>Siobhan</i>	Saved boat and rescued 4.

Date 1959	Station	Casualty	Service
Sept. 13	Hastings	Fishing boat <i>Resolute</i>	Saved boat and rescued 4.
" 14	Bembridge	M.V. <i>Wanderlust</i>	Saved boat and rescued 5.
" 14	Appledore	People stranded on rocks	Rescued 3.
" 15	Torbay	Motor dinghy	Saved boat.
" 17	Shoreham Harbour	Cabin cruiser <i>Venture</i>	Gave help.
" 19	Moelfre	Tanker <i>Naess Falcon</i>	Landed sick man, saving his life.
" 21	Dover	Rowing boat	Escorted boat.
" 21	Ramsgate	Canoe	Rescued 1.
" 23	Swanage	Yacht <i>Little Zakery</i>	Saved boat and rescued 1.
" 23	Penlee	Tanker <i>London Resolution</i>	Landed sick man, saving his life.
" 26	Seaham	Fishing boat <i>Little Mary</i>	Saved boat and rescued 5.
" 26	Gt. Yarmouth and Gorleston	Motor boat <i>Sandra</i>	Landed 2.
" 26	Flamborough	Fishing cobbles <i>Silver Ring</i> and <i>Boys Own</i>	Escorted 2 boats.
" 27	Newhaven	Yacht <i>Jenny III</i>	Gave help.
" 29	Flamborough	Fishing boat <i>Onaway</i>	Saved boat and rescued 3.
" 30	Aldeburgh	M.V. <i>Emergo III</i>	Stood by vessel.
Oct. 1	Padstow No. 1	Yacht <i>Empress of England</i>	Gave help.
" 4	Tenby	Motor boat	Stood by vessel.
" 4	Aldeburgh	Fishing boat <i>Flood tide</i>	Gave help.
" 4	Cullercoats	Sailing dinghy <i>Norseman</i>	Saved boat and rescued 2.
" 4	Llandudno	Yacht <i>Sea Hogg</i>	Escorted boat.
" 4	Llandudno	Speed boat <i>Airess</i>	Saved boat and rescued 2.
" 4	Llandudno	Rowing boat	Saved boat and rescued 4.
" 4	Beaumaris	Motor boat <i>Dandy</i>	Landed 3.
" 4	Porthdinllaen	Sailing dinghy	Saved boat and rescued 1.
" 4	Skegness	Fishing boat <i>Our Boys</i>	Saved boat and rescued 2.
" 4	Torbay	Motor boat <i>Lottie</i>	Saved boat and landed 1.
" 5	Scarborough	Fishing boat <i>Betty Sheader</i>	Escorted boat.
" 5	Porthdinllaen	M.V. <i>Arvon</i>	Saved boat.
" 5	Donaghadee	Fishing boat <i>C. Risager</i>	Saved boat and rescued 3.
" 8	Cloughy	Fishing boat <i>Confide</i>	Saved boat and rescued 3.
" 9	Caister	Fishing boat <i>Happy Spring</i>	Saved boat and rescued 3.
" 10	Portrush	Yacht	Escorted yacht.
" 10	Ramsgate	Yacht <i>Selmar</i>	Saved boat and rescued 3.
" 12	Salcombe	Yacht <i>Christine</i>	Saved boat and rescued 1.
" 12	Ramsgate	Yacht <i>Mayfly</i>	Saved boat and rescued 2.
" 17	Portrush	Trawler <i>Schell-Ficher</i>	Landed sick man.
" 18	Dover	Yacht <i>Polonia</i>	Gave help.
" 21	Aldeburgh	Launch <i>Raffa</i>	Saved boat and rescued 4.
" 21	Bembridge	Rowing boat	Saved boat and rescued 2.
" 21	Walmer	Motor boat <i>Secret</i>	Saved boat and rescued 4.
" 22	Galway Bay	Sick child	Landed sick child, saving her life.
" 23	Portrush	Trawler <i>Flensburg</i>	Landed sick man.
" 23	Peterhead	F.V. <i>Iris</i>	Escorted vessel.
" 24	St. David's	Injured man on Skomer Island	Landed injured man, saving his life.
" 25	Holyhead	Sailing boat <i>Alethea</i>	Saved boat and rescued 3.
" 27	Peterhead	7 fishing boats	Escorted vessels.
" 27	Fraserburgh	F.V. <i>Ocean Swell</i>	Rescued 2.
" 27	Mallaig	M.V. <i>Hinrich Sieghold</i>	Rescued 14.
" 27	Islay	F.V. <i>May</i>	Rescued 4.
" 27	Berwick-upon-Tweed	3 fishing boats	Escorted boat.
" 27	Dover	Tug <i>Sally</i>	Escorted vessel.
" 27	Amble	3 fishing boats	Escorted boats.
" 27	Amble	F.V. <i>Jean</i>	Escorted boat.
" 27	Moelfre	M.V. <i>Hindlea</i>	Rescued 8.
" 27	Beaumaris	Tanker <i>Essar I</i>	Stood by vessel.
" 27	Moelfre	Tanker <i>Essar I</i>	Stood by vessel.
" 27	Ballycotton	Tanker <i>Breeda J.</i>	Gave help.
" 28	Moelfre	Tanker <i>Essar I</i>	Stood by vessel.
" 28	Aldeburgh	Launch <i>Raffler</i>	Rescued 2.
" 28	Aberdeen No. 1	Trawler <i>David Ogilvie</i>	Landed 1.
" 28	Aberdeen No. 1	Trawler <i>David Ogilvie</i>	Gave help.

Date 1959	Station	Casualty	Service
Nov. 2	Hoylake	Canoe	Landed a body.
" 3	Portrush	S.S. <i>Friedi</i>	Gave help.
" 6	Workington	F.V. <i>Two Sisters</i>	Gave help.
" 9	Dunbar	Sailing boat <i>Mudlark</i>	Saved boat and rescued 3.
" 9	Lerwick	Trawler <i>The Way</i>	Escorted vessel.
" 11	Rosslare Harbour	Fishing boat <i>Oak Leaves</i>	Saved boat and rescued 3.
" 11	Clogher Head	M.V. <i>Selectivity</i>	Landed injured man, saving his life.
" 13	Appledore	S.S. <i>Gliwice</i>	Escorted vessel.
" 13	Scarborough	3 fishing boats	Escorted boats.
" 13	Bridlington	Fishing fleet	Stood by 9 vessels.
" 13	Cullercoats	Launch	Saved boat and rescued 2.
" 13	Walton and Frinton	Motor barge <i>Pepita</i>	Escorted boat.
" 13	Gt. Yarmouth and Gorleston	Tanker <i>Elsa Thorstrup</i>	Took out a doctor and saved a life.
" 14	Fleetwood	F.V. <i>Southwards</i>	Gave help.
" 17	Barra Island	F.V. <i>Dunooth Castle</i>	Saved boat and rescued 3.
" 17	Valentia	F.V. <i>Ros Airgead</i>	Saved boat and rescued 6.
" 17	Teesmouth	Trawler <i>Rosa Luxemburg</i>	Escorted vessel.
" 18	Hartlepool	Trawler <i>Longscar</i>	Escorted vessel.
" 18	Peterhead	F.V. <i>Xmas Morn</i>	Escorted boat.
" 19	Dover	Lighter <i>Cosray 10</i>	Stood by vessel.
" 19	Wicklow	Fishing boat	Escorted boat.
" 23	Stornoway	M.V. <i>Glenclay</i>	Escorted vessel.
" 26	Gourdon	Fishing fleet	Gave help.
" 28	Yarmouth	Yacht <i>Vynesta</i>	Saved boat and rescued 2.
" 29	Lytham-St. Anne's	Pilot Cutter <i>St. Anne</i>	Gave help.
Dec. 1	Arbroath	Fishing fleet	Escorted 11 boats.
" 1	Ramsgate	Motor boat <i>Marjanso</i> and Boat <i>Cassu</i>	Saved boats and rescued 5.
" 2	Fleetwood	F.V. <i>Peggy</i>	Rescued 2.
" 2	Shoreham Harbour	Tug <i>Useful</i>	Saved boat and rescued 4.
" 2	Newhaven	F.V. <i>Pandora</i>	Escorted boat.
" 2	Wick	F.V. <i>Rosebank</i>	Rescued 3.
" 3	Dunmore East	2 trawlers	Stood by boats.
" 6	Poole	Motor boat <i>Sandbank Queen</i>	Gave help.
" 6	Mumbles	Helwick lightvessel	Landed sick man.
" 6	Bridlington	F.V. <i>Seafarer</i>	Escorted vessel.
" 7	Lowestoft	M.V. <i>National Fighter</i>	Stood by vessel.
" 7	Cromarty	Coaster <i>Servus</i>	Rescued 8.
" 7	Torbay	Barge	Rescued 1.
" 9	Lerwick	Trawler <i>Ertnan</i>	Escorted vessel.
" 10	Galway Bay	Sick people	Landed 2 sick people.
" 10	Whitby	5 fishing boats	Escorted 5 boats.
" 11	Barrow	S.S. <i>Ribble Head</i>	Landed injured man.
" 13	Teesmouth	F.V. <i>Ruth</i>	Saved boat and rescued 2.
" 14	Stronsay	F.V. <i>Amber Queen</i>	Saved boat and rescued 3.
" 14	Walmer	F.V. <i>Ellen</i>	Saved boat and rescued 2.
" 17	Mallaig	Launch	Escorted boat.
" 19	Hastings	F.V. <i>Valiant</i>	Gave help.
" 19	Torbay	F.V. <i>Marjorie</i>	Rescued 1.
" 19	Donaghadee	Trawler <i>Auk</i>	Gave help.
" 20	Anstruther	Trawler <i>Thomas L. Devlin</i>	Rescued 13.
" 21	Tenby	Helwick lightvessel	Landed an electrician.
" 21	Thurso	Trawler <i>Friendly Star</i>	Escorted vessel.
" 22	Wicklow	F. V. <i>Miriam</i>	Saved boat and rescued 3.
" 24	Southend-on-Sea	Tug <i>Exchange</i>	Saved boat and rescued 2.
" 28	Filey	5 fishing cibles	Escorted 5 boats.
" 29	Dover	F.V. <i>Ellen</i>	Saved boat and rescued 3.
" 29	Blyth	F.V. <i>Adventure</i>	Escorted coble.
" 29	Gt. Yarmouth and Gorleston	M.V. <i>Madeleine</i>	Gave help.
" 30	North Sunderland	Longstone lighthouse	Landed sick man.
" 30	Port St. Mary	Chicken Rock lighthouse	Transferred provisions.
" 30	Newhaven	Woman in the sea	Recovered a body.
" 31	Barry Dock	Small boat <i>Sully Belle</i>	Escorted boat.
" 31	Cromer No. 1	Aircraft	Landed a body.

SUMMARY OF THE YEAR'S WORK

Lives rescued by life-boats	551
Lives rescued in other ways for whose rescue the Institution gave rewards	58
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Total of Lives Rescued	609
Persons landed from vessels in which they might have been in danger	152
Boats and vessels which life-boats saved or helped to save	150
Boats and vessels which life-boats stood by, escorted to safety, or helped	256
Total number of launches, including those in which for various reasons no services were rendered	865

New Members of the Committee of Management

BRIGADIER N. B. Brading, C.M.G., C.B.E., Mr. J. P. W. Mallalieu, M.P., and the Duke of Atholl have been co-opted members of the Committee of Management of the Institution.

Brigadier Brading served as an officer of the East Surrey Regiment in both world wars, in the second war commanding a beach sub-area in the D-Day landings. He was later Area Commander in Holland until the Netherlands Government was able to resume control, and was appointed Knight Commander of the Order of Orange Nassau. After the war he was lent to the United Nations staff and after returning to regular duty was appointed Chief of Staff in the South-West District. He served for ten years in the National Health Service, being lent to the Nigerian Government to establish

the first teaching hospital. He lives in Woodstock, Oxfordshire.

Mr. Mallalieu has served as Labour M.P., first for Huddersfield and then for Huddersfield East, since 1945. He was educated at Cheltenham and Trinity College, Oxford, being president of the Oxford Union and winning a Rugby football blue. After going to the University of Chicago as a Commonwealth Fellow, he worked as a journalist before the last war. During the war he served in the Royal Navy, and among his publications are *Very Ordinary Seaman* and *Extraordinary Seaman*. He lives near Aylesbury, Buckinghamshire.

The Duke of Atholl, who was educated at Eton and Christ Church, Oxford, succeeded to the title in 1957.

Notice

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

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

The next number of the LIFE-BOAT will be published in June, 1960.