

# THE LIFE-BOAT.

The Journal of the Royal National Life-boat Institution.

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No. 340.

## THE LIFE-BOAT FLEET

Motor Life-boats, 145 :: Pulling & Sailing Life-boats, 15

### LIVES RESCUED

from the foundation of the Institution in 1824  
to 31st December, 1939 - - - - 67,506

## Four Months of War.

THE first four months of war, from 3rd September to the 31st December, have been the most crowded and hazardous in the whole history of the life-boat service.

Its crews have gone out to the rescue more often, and they have rescued more lives, than in any previous four months in war or in peace. Here are the figures:

Life-boats put out to the rescue 419 times. They rescued 1001 lives. In those four months they rescued more lives than in any four months of the last war, even during 1917 when the attack of the German submarines was most severe. In those four months they rescued more lives than in two years of peace.

### 59 Lives a Week.

For the 116 years since the Institution was founded, the average of lives rescued is eleven a week.

For the years of the last war the average is 21 lives a week.

For the first four months of this war it is 59 lives a week.\*

Those figures speak for themselves. They need no words to emphasize them. But it is interesting to see how many of those launches were to vessels in distress on account of the war, and how many

to vessels in distress from the ordinary perils of the sea.

192 of those launches were to vessels in distress through the war and 596 lives were rescued from them. 227 launches were to vessels in distress from the ordinary perils of the sea, and 405 lives were rescued from them.

### The Perils and Difficulties of the Service.

Whatever the cause of distress those 419 launches were made, and those 1001 lives were rescued, in face of all the dangers and difficulties of war. Life-boats, like other vessels, have been exposed to the dangers of attack by mines, by the torpedoes of submarines, by the bombs and machine-guns of aeroplanes. By night they have not only had to navigate at sea without the help of coast lights, but they have had to launch without the help of the usual floodlights, in complete darkness. Even the maroons used for summoning the crews have had to be discontinued, as they might be mistaken for air-raid warnings, and life-boatmen have had to be called out individually. Each station has made its own arrangements to do this as quickly as possible. At some stations special alarm parties have been organised, each member of which has the duty of calling out certain members of the crew.

\* The weekly averages for the 116 years and for the last war include lives rescued by shore-boats for which the Institution rewarded the rescuers. The average for the present war is for lives rescued by life-boats alone.

The work of launching and navigating under the conditions of war, the dangers of attack while at sea, the great increase in the numbers of vessels in distress, the loss of life-boatmen who have joined the Navy, all these have made new and severe demands on the Institution's crews.

In spite of these difficulties there has been no failure to launch, or to carry out any service that was needed, nor even any exceptional delay in launching. There has been no serious damage to life-boats, and no serious breakdown in machinery. During those four months in which 1001 lives were rescued, there was no loss of life among the life-boat crews.

#### **On the East Coast.**

It is on the east and south-east coasts that the burden has been heaviest. From Aldeburgh in Suffolk on 10th September, 1939, the first life-boat was launched to the help of a ship in distress through the war, the Newcastle steamer *Magdapur*, with a crew of 80, sunk by enemy action. The Aldeburgh life-boat rescued 74 men from her. From that day onwards hardly a day has passed without life-boats going out to the rescue somewhere round our coasts.

The Humber life-boat was launched 17 times in these four months, and rescued 160 lives; Cromer was launched 20 times and rescued 99 lives; Great Yarmouth and Gorleston was launched 18 times and rescued 20 lives.

Further south, launches were still more numerous. Ramsgate was launched 16 times and rescued 34 lives. Walmer was launched 26 times and rescued 45 lives. Margate was launched 23 times and rescued 96 lives. Eight of those launches from Margate were made, and 53 of those lives were rescued, in eight days.

On the east coast of Scotland launches have been fewer than on the English coast, but the services have been long and arduous.

Wick was out five times in six days and in those five services rescued 17 lives. On one service Lerwick was out for 17 hours and Aith for 30. On another Lerwick was out for 21 hours and Aith for 27. Two days later, in the same gale, Aith was out again for 27 hours.

Stromness was out five times in the four months and rescued 22 lives. In those five services the life-boat travelled over 600 miles in very bad weather around and through the islands and reefs of those dangerous and stormy coasts, without aid of lighthouses and light buoys.

#### **Forty Medals for Gallantry.**

During the four months the Institution awarded 11 silver and 29 bronze medals for gallantry.

In the same time it made money rewards to the crews and launchers amounting to over £9,000. That is more than twice as much as the rewards made in the same four months at the end of 1938 and the beginning of 1939.

#### **To the Rescue of Foreign Vessels.**

At no time has the life-boat service more faithfully fulfilled what it undertook when the Institution was founded, to go to the rescue of those in peril round our coasts, in peace and in war, whatever their nationality. During the four months, life-boats went out to the help of 66 vessels of foreign countries and rescued from them 276 lives. They belonged to sixteen different countries. Three of these foreign vessels were German aeroplanes attacking our coasts which had crashed in the sea or been brought down by our fighter aeroplanes.

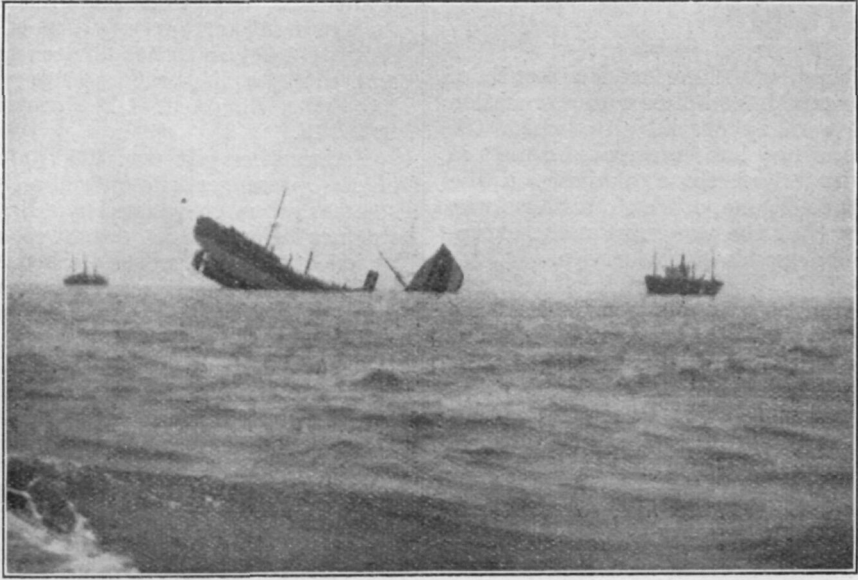
Of one of those foreign ships a Danish ship, sunk by enemy action, the coxswain of the life-boat which rescued her crew wrote in his report:

"Five minutes later she went over on her beam ends and sank. Her crew stood to attention and took off their caps as she heeled over. It was a pitiful sight to see such a beautiful ship go to her doom."

#### **New Motor Life-boats.**

When the war began the Institution had under construction 17 motor lifeboats. It was decided to complete them. Seven were completed before the end of the year, and six of the seven went by sea to their stations. Four of the six travelled together from the building yard at Cowes up the east coast, through those waters where shipping was most exposed to attack.

THE FIRST WAR SERVICE.



SUNK BY ENEMY ACTION.

The British oil tanker "Magdapur" broken in two off Aldeburgh on 10th September  
The photograph was taken by the motor mechanic of the life-boat.



*By courtesy of]*

SEVENTY-FOUR RESCUED.

*[Keystone*

Helping lascars of the "Magdapur's" crew ashore. They were covered with oil.  
(See page 198.)

One of those four boats, the new boat for Aberdeen, travelled 561 miles.\*

### Gifts.

No review of these first four months of war would be complete without mention of the many special gifts which the Institution has received, some in gratitude from those to whose aid life-boats had gone, others from those who knew that the war must make exceptional demands on the service.

British, French Dutch, Greek and Swedish shipping companies have all sent special gifts. The master of one from small English steamer sent £2 himself and his crew, saying that they all put aside twopence a week for the life-boat service. The crew of another English steamer which had

\* A full account of this journey will be found on page 139.

stranded were rescued by a lifeboat and were put aboard the steamer again next day when she refloated. As she went on her way one of her crew went below, rushed on deck again, and threw a life-boat collecting box into the life-boat. It contained £2 3s. 7d.

Yet another gift was £20 from the officers, passengers and crew of a Dutch steamer, who were rescued by a Belgian steamer when their own was sunk by enemy action, were wrecked with their rescuers when the Belgian steamer went ashore, and were rescued for a second time by a life-boat.

The gifts have varied in amount from £7,500 from the widow of a distinguished English admiral to provide a motor life-boat in his memory, to two shillings from a boy and girl, aged eight and nine, in Southern Rhodesia.

## Economy in Paper.

THE great increase in the number of services since the outbreak of war would make it necessary nearly to double the size of *The Life-boat* if each quarterly number were to contain accounts of all life-boat services for three months.

If only because of the economy in the use of paper which all have been asked to observe in the national interest, any such enlargement is impossible. Each number must be kept strictly to 48 pages.

To cut down the accounts of all services so as to get them into that space would mean reducing them so severely

as largely to destroy their value as records of the work of the life-boats. It is felt to be better to keep them to the full length and to delay publication. Accounts of medal services will be published first. Accounts of other services will be published in order of date as promptly as space allows. There will be one advantage in this delay. It will mean that fuller accounts can be given than would be possible, in the national interest, were they to be published soon after the services took place. In the present number services for two months are published instead of for three.

## Medals for Gallantry.

SILVER and bronze medals for gallantry have been awarded at the Humber, Whitby, Yarmouth (Isle of Wight), Clacton-on-Sea, Blackpool, Lytham St. Annes, Dover, Broughty Ferry, Great

Yarmouth and Gorleston, Salcombe, Torbay, and Falmouth.

Full accounts of these services will appear in later numbers of *The Life-boat*.

## Seven Times as Much.

THE London Fire Brigade collected £78 for the life-boat service in 1939. This

is seven times as much as its gift for 1938, when it collected £10.

**CROMER'S SERVICE TO THE "MOUNT IDA."**



*By courtesy of]*

**THE "MOUNT IDA'S" CREW.**

*[H. H. Tansley, Cromer*



*By courtesy of]*

**THE LIFE-BOAT'S CREW.**

*[P. A. Vicary, Cromer*

Left to right: G. Cox, Robert Cox, J. R. Davies, J. J. Davies, junior, W. H. Davies, J. J. Davies, senior (second coxswain), Henry Blogg (coxswain), J. W. Davies, H. T. Davies, F. Davies, R. C. Davies and H. W. Davies (motor mechanic). Robert Cox and G. Cox are father and son, and all the Davies's are members of the same family, and are relatives of Coxswain Blogg. This crew have won between them 14 gold, silver and bronze medals and 19 vellums inscribed with the thanks of the Institution.

## Service to a Greek Steamer at Cromer.

At 6.25 in the morning of the 9th October, 1939, the Cromer coxswain learned through the Humber radio and the coastguard that a vessel had gone ashore on Haisborough Sands, thirteen miles to the east. A breeze was blowing with increasing force from S.E. by E. A very heavy sea was running. The tide was at half ebb. There was mist and rain. At 6.45 the No 1 motor life-boat, *H. F. Bailey*, was launched. Before launching the coxswain had asked the coastguard to get the position of the vessel and shortly after eight o'clock the life-boat heard on its wireless the coastguard asking the Haisborough Light-vessel to tell her that the vessel had grounded on the Ower Bank. She was nowhere near the Haisborough Sands, but another nineteen miles further on.

At this time the life-boat was near the North Middle Haisborough Buoy. She went south towards Middle Haisborough Buoy and then across the sands to the gap between that buoy and the East Haisborough Buoy. From there she set a course for the Ower, to the north-east. About one o'clock she crossed the Leman Bank, and shortly afterwards saw the vessel aground on the Ower. She was a Greek steamer, the *Mount Ida* of Piraeus, of 4,275 tons, loaded with grain and timber and on her way from Vancouver to Hull. She had a crew of twenty-nine on board.

The steamer was lying nearly head on to the seas, so that she offered the life-boat no lee. She had a list to starboard. Part of her bridge had been smashed. Her starboard life-boats had been carried away. A very heavy sea was running on the bank.

### A Dozen Ropes Snapped.

It was now about 12.30 P.M., and the coxswain approached her on the port side, but before a rope could be thrown the life-boat was struck by two heavy seas and flung back. The coxswain made a second attempt to get alongside, but he found that the ship had set up such strong cross currents in the tide as made it impossible for the life-boat to remain alongside her. He decided to

wait until slack water before making another attempt. He took the life-boat clear of the sands and signalled to the ship what he intended to do.

At 2.15 in the afternoon the coxswain decided that the tide had slackened enough for another attempt to be made. Wind and sea, however, had by this time considerably increased. The life-boat got alongside and ropes were thrown to her from the wreck, but they snapped almost at once from the strain put upon them by the heavy seas. At least a dozen ropes were snapped. There was no hope of being able to keep the life-boat alongside the steamer by ropes. Instead the coxswain used the life-boat's engines. He drove ahead as the seas broke alongside the ship, and so prevented them from sweeping the life-boat away from her.

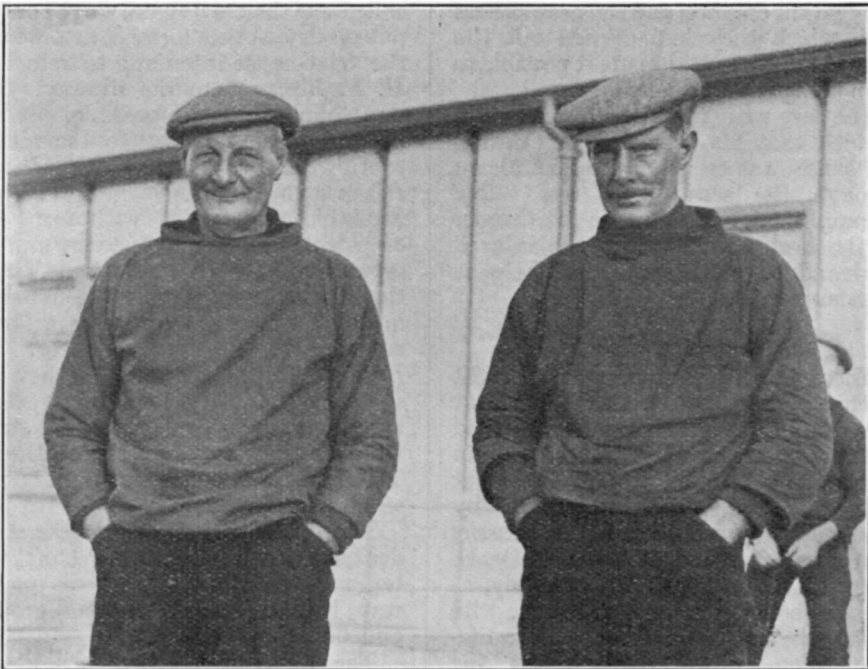
A rope ladder was dropped over the steamer's side and six men climbed down into the life-boat. A seventh man began the attempt, but when about half-way down he hesitated. The life-boat's crew shouted to him to jump. Instead he started to climb back, but before he could get aboard the steamer again a big sea lifted the life-boat right to the top of the ladder and the man's leg was crushed between her and the steamer's side. His comrades pulled him aboard and did their best to stop the flow of blood from his mangled leg. Then they tied him in blankets and lowered him by ropes from the steamer's port life-boat into the life-boat.

While the injured man was being attended to, no other members of the steamer's crew would come down the ladder. Then only about six of the remaining twenty-two would venture to use it. The others slid down a rope from the port life-boat.

### Twenty-nine Rescued.

It was not until about 3.30 in the afternoon that the last of the twenty-nine men had been rescued. The life-boat had been alongside the steamer, held in position there by her engines, for well over an hour. She had been swept almost continuously by heavy seas. She had been flung against the

**CROMER'S SERVICE TO THE "MOUNT IDA."**



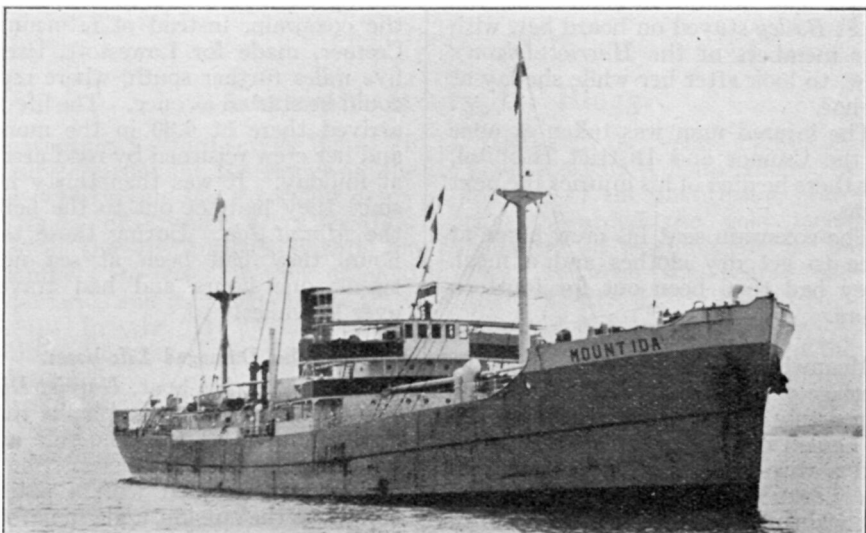
*By courtesy of]*

*[P. A. Vicary, Cromer*

**EIGHT MEDALS FOR GALLANTRY.**

Coxswain Henry Blogg (two gold and three silver medals).

Second Coxswain J. J. Davies (three bronze medals)



*By courtesy of]*

*[P. A. Vicary, Cromer*

**THE "MOUNT IDA."**

wreck and badly damaged. Only the bold seamanship of the coxswain, the care with which the mechanics had handled the engines, and the promptness with which they had carried out the coxswain's orders had made it possible to keep alongside the steamer at all.

The last man rescued, the coxswain decided that his best way of clearing the sands was to drive straight ahead through the seas. This was safely accomplished, and he made for Cromer as the best place to land the injured man and to get him medical help as soon as possible.

#### A Launching Mishap.

There the life-boat arrived at eight in the evening, but, with the sea that was running, it was impossible to land the man on the slipway. The coxswain thereupon called out the No. 2 life-boat *Harriot Dixon*, which is launched by tractor off the open beach. The *Harriot Dixon* was launched at 8.25, with Dr. D. Vaughan on board. Unfortunately, as she was being launched, a throttle wire broke, the engine stalled, and the life-boat was thrown right across the carriage. A hole was knocked in her port quarter, the carriage was broken, and the life-boat was launched stern first. In spite of this mishap she got safely away, and brought ashore the injured man, the other twenty-eight rescued men, and the *H. F. Bailey's* crew. The motor mechanic of the *H. F. Bailey* stayed on board her, with four members of the *Harriot Dixon's* crew, to look after her while she lay at anchor.

The injured man was taken at once to the Cromer and District Hospital, but there he died of his injuries the next night.

The coxswain sent his crew home at once to get dry clothes and a meal. They had then been out for fourteen hours.

#### A Second Call.

Meanwhile, the tractor and the carriage of the *Harriot Dixon* had been completely submerged. They had to be hauled out by means of the winch and a wire hawser, a difficult task in the darkness, wind and rain. The coxswain remained on the beach until this had been done. He then went home, but he had only just got inside,

when news was brought him that a vessel was in distress off Bacton, nearly ten miles south-east of Cromer. He called out the crew again, stayed only to put on dry clothes himself, and went to the boat-house intending to refuel the *H. F. Bailey* from the slipway. This was found to be impossible. It was impossible also, owing to the mishap to the tractor, to launch the *Harriot Dixon* again, so the biggest shoreboat available was loaded with forty tins of petrol, and she took them and the crew out to the *H. F. Bailey*. Two of the life-boatmen brought the shoreboat in again. They narrowly escaped being capsized in the broken water. The *H. F. Bailey* stood by until they had signalled that they were safely ashore, and then made for Bacton. A strong wind was blowing from the south-east. There was haze and heavy rain, but the sea was now moderate.

The vessel in distress was the steam drifter *Vera Creina*, of Lowestoft, with ten men on board. She was on her way home from the fishing grounds and had run aground.

The life-boat reached her at one o'clock next morning. She was hailed from the shore and told that the drifter's crew had already been rescued by the Board of Trade's life-saving rocket apparatus. The drifter herself was refloated two days later.

As the life-boat had been damaged during the service to the *Mount Ida*, the coxswain, instead of returning to Cromer, made for Lowestoft, twenty-five miles further south, where repairs could be started at once. The life-boat arrived there at 6.30 in the morning and her crew returned by road arriving at midday. It was then thirty hours since they had set out to the help of the *Mount Ida*. During those thirty hours they had been at sea nearly twenty-one hours and had travelled over 100 miles.

#### The Damaged Life-boats.

The smaller life-boat, *Harriot Dixon*, was found to have six planks in her skin fractured on the port side and a hole in one of the air-cases. She was temporarily repaired with a patch of copper on the outside, and strengthened with timber on the inside. These repairs were completed by the 12th



and the life-boat was then again ready for service.

The larger life-boat, the *H. F. Bailey*, was found to have her stem badly damaged at the forefoot. Four inner skin planks, two ribs and two deck beams had been fractured. Twenty feet of the fender on the starboard side had been broken to splinters. The foot-wale was badly split all along the starboard side. Stanchions had been bent and the guard chains broken. The repairs were completed late on the night of 20th October. The life-boat was launched next day. She returned to Cromer, ready for service again, on the 22nd October.

#### The Rewards.

This was a very fine service, carried out in very severe weather, and the Institution has made the following awards:

To COXSWAIN HENRY G. BLOGG a third-service clasp to the silver medal for gallantry which he already holds, accompanied by a copy of the vote inscribed on vellum;

To SECOND COXSWAIN J. J. DAVIES, SENIOR, a third-service clasp to the bronze medal and clasp which he already holds, accompanied by a copy of the vote inscribed on vellum;

To the MOTOR MECHANIC H. W. DAVIES, a second-service clasp to the bronze medal which he already holds, accompanied by a copy of the vote inscribed on vellum;

To the ASSISTANT MOTOR MECHANIC J. W. DAVIES, a second-service clasp to the bronze medal which he already holds, accompanied by a copy of the vote inscribed on vellum;

To the BOAT SIGNALMAN H. T. DAVIES, and to each of the seven other members of the crew, R. C. DAVIES, F. DAVIES, J. J. DAVIES, JUNIOR, W. H. DAVIES, R. DAVIES, R. COX and G. COX, the thanks of the Institution inscribed on vellum;

To the coxswain and each of the eleven members of the crew of the *H. F. Bailey*, who went out to the *Mount Ida*, a reward of £3 in addition to the ordinary scale reward of £3 6s. Standard rewards, £41 6s. 6d.; additional rewards, £36; total rewards, £77 6s. 6d.;

To the coxswain and crew of the *Harriot Dixon* who, owing to the accident with the tractor were on duty for eleven hours, £1 17s. 6d. each; total rewards, £33;

To the coxswain and crew (some of whom had manned the *H. F. Bailey* and some the *Harriot Dixon* in the service to the *Mount Ida*) who went out to the *Vera Creina*, £1 17s. 6d. each; total rewards, £23 2s.;

Total rewards for the services to the *Mount Ida* and the *Vera Creina*, £133 8s. 6d.

The owners of the *Mount Ida* gave £50 to the Institution.

### Coxswain Henry G. Blogg.

By winning a third-service clasp to his silver medal for the rescue of the crew of the *Mount Ida*, Coxswain Henry G. Blogg, of Cromer, takes the first place in the Institution's records for gallantry. He has now won its gold medal twice and its silver medal three times. In the 115 years of the Institution's history no other man has such an achievement.

It is a remarkable fact also that of the five services for which these medals have been awarded, four have been to foreign steamers, Swedish, Dutch, Italian and Greek. The other service was to an English barge.

Between the years 1828 and 1830 Lieut.-Col. Sir William Hillary, Bt., the founder of the Institution, was three times awarded the gold medal for gallantry in rescuing life in Douglas Bay. Between the years 1838 and 1848, Lieut. J. Bulley, R.N., chief officer of coastguard at Atherfield, Isle of Wight, was twice awarded the gold medal and twice the silver medal.

That achievement of Sir William Hillary and Lieut. Bulley remained unchallenged for eighty-five years. It was then equalled by Coxswain Blogg himself when, by winning a second-service clasp to his silver medal, he

had been awarded two gold and two silver medals.

Now Coxswain Blogg has beaten it, and, although Sir William Hillary still remains the only man who has won the gold medal three times, Coxswain Blogg may fairly be said to have surpassed him.

Apart from these three men only five other men have won the gold medal twice, and of those five only three have won the silver medal also. One man has won one gold and three silver medals. One man has won the silver medal five times. These figures show how great is Coxswain Blogg's achievement and how rare the distinction he has won.

Coxswain Blogg became a member of the Cromer crew in January, 1894, at the age of eighteen. In 1902 he was appointed second coxswain and in 1909 coxswain. Thus he was a member of the crew for eight years and second coxswain for seven years. He has now been coxswain for thirty years and, at the age of sixty-three can look back upon forty-five years of service in the Cromer life-boats. During that time the Cromer life-boats have been on service 245 times and have rescued 502 lives. During his thirty

years as coxswain the life-boats have been out on service 214 times and have rescued 448 lives.\*

The following are the awards which Coxswain Blogg has received:

In 1917, the gold medal of the Institution for the rescue of eleven men of the crew of the Swedish steamer *Fernebo*.

In 1924, the medal of the Order of the British Empire, which he received from the King at Buckingham Palace.

In 1927, a second-service clasp to his gold medal for the rescue of fifteen men of the Dutch oil-tanker *Georgia*, and a gold watch from the Queen of Holland.

In 1932, the silver medal of the Institution, for the rescue of thirty men from the Italian steamer *Monte Nevoso*, and the silver medal of the Canine Defence League for the rescue of a dog from the same steamer.

In 1933, a second-service clasp to his silver medal for the rescue of the two men of the barge *Sepoy*, of Dover.

In 1939, he won a third-service clasp to his silver medal for the rescue of the crew of twenty-nine of the Greek steamer *Mount Ida*.

\* The above figures are to the 31st December, 1939.

## To the Rescue of a London Barge at Walton-on-Naze.

THE barges *Esterel* and *Yampa*, of London, were on their way from London to Norwich with cargoes of maize on the 4th November, 1939. When nearly opposite Orfordness they were caught by an easterly gale. Both barges turned back. They struck the Cork Sands. The *Esterel* succeeded in getting off, with her sprit carried away. She was out of control; the heavy seas stove in her hatches; she was driven ashore east of Walton Pier. It was then nine in the morning, and the tide was at half flood.

The barge was lying 100 yards from the shore, aground in about six feet of water. She was surrounded by heavy breaking seas, which were smashing the bathing huts on the shore. The Board of Trade life-saving rocket apparatus was quickly on the scene, and managed to send a line to her, but

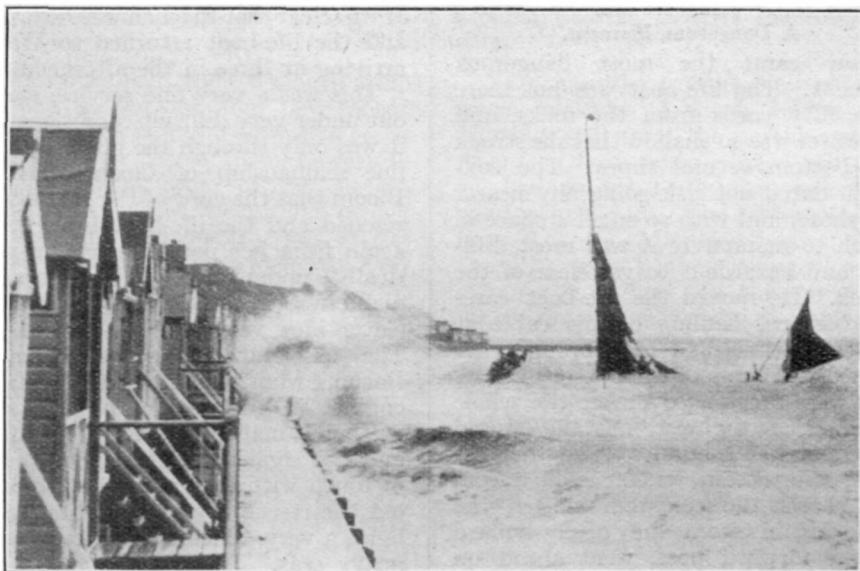
she swung round, and the line got under her bottom and was useless.

At 9.50 the Walton and Frinton motor life-boat *E.M.E.D.* was launched and a quarter of an hour later she reached the barge.

### A Clever Manœuvre.

The coxswain anchored to windward and dropped down stern first towards the bow of the barge. When he was off her bow he moved the cable from the forward post of the life-boat to the starboard after bollard and then steamed in under the lee side of the barge. By this manœuvre, which brought his cable tight round the barge's bow, he drew the stern of the life-boat against the barge. Lines were thrown from the life-boat to the barge, fore and aft, and by keeping the boat still steaming ahead, the

**SERVICE TO THE BARGE "ESTEREL."**



*By courtesy of*

*[Planet News*

**ASHORE AT WALTON-ON-THE-NAZE.**



**AFTER THE RESCUE.**

The Walton and Frinton motor life-boat "E.M.E.D." refuelling after the service to the "Esterel."

coxswain held her long enough alongside for the master, his wife, the mate and the dog to jump aboard her.

#### A Dangerous Moment.

Now came the most dangerous moment. The life-boat was not more than fifty yards from the rocks, and the water was so shallow that she struck the bottom several times. The coxswain dared not risk going any nearer the shore, and with so small a space in which to manœuvre it was most difficult and hazardous to get clear of the wreck. He moved the life-boat carefully astern, hauling on his cable at the same time, and thus brought her clear of the bows of the barge. Heavy seas were breaking over her the whole time. The slightest mistake would have put her ashore. When the life-boat, going astern, was far enough from the shore, the coxswain shifted the cable again from the after bollard to the forward post, went ahead on his engines, and picked up his anchor.

The life-boat arrived back at her station at 11.30, an hour and forty minutes after putting out. As soon as she had landed the rescued she put out again for, fifty minutes before, the coastguard had received from the Cork Light-vessel a signal that a vessel was in distress. The honorary secretary of the station, Captain William J. Oxley, went out with her. There was a very big swell running, with a confused sea, and the gale was blowing fresh from the north-east.

#### A Long Search.

The coxswain made straight for the Cork Sands, as he could see a barge ashore there. He reached her in an hour and twenty minutes and found her completely submerged. She was the *Yampa*, the sister barge to the *Esterel*, which had been with her when she put back off Orfordness. Nothing could be seen of her crew. Very heavy seas were running on the sands, and to make certain that no one was in the rigging, the life-boat made two complete circles of the barge. Then she made a call on the light-vessel, spoke a mine-sweeper, and searched the Wallet, the channel between the mainland and Gunfleet Sound, for six miles, but she could neither learn nor

find anything of the men. Finally, the coxswain spoke the Walton coastguard, but they had no information to give. It was clear that the men were drowned, and the life-boat returned to Walton arriving at three in the afternoon.

This was a very fine service, carried out under very difficult conditions, and it was only through the great skill and fine seamanship of Coxswain T. H. Bloom that the crew of the *Esterel* were rescued and the life-boat brought out again from her perilous position practically undamaged. The coxswain's manœuvre in shifting his cable was a clever idea very skilfully carried out. The assistant motor mechanic, F. Bacon, who was in charge of the engines in the absence of the motor mechanic, managed them very skilfully, and the signalman, F. Williams, kept in touch with the coastguard throughout the rescue by means of the searchlight, a very difficult thing to do in the heavy seas.

#### The Rewards.

The Institution has made the following awards:

To COXSWAIN T. H. BLOOM, the silver medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To SECOND COXSWAIN WALTER J. OXLEY, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To ASSISTANT MOTOR MECHANIC F. BACON, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To BOAT SIGNALMAN F. WILLIAMS, the bronze medal for gallantry, accompanied by a copy of the vote inscribed on vellum;

To each of the other five members of the crew, E. OXLEY, A. HALLS, G. ALDRICH, A. E. COOK and G. SHARMAN, the thanks of the Institution inscribed on vellum;

To the coxswain and each of the eight members of his crew a reward of £3 in addition to the ordinary scale reward of 19s.—Standard rewards, £10 16s.; additional rewards, £27; total rewards for the service to the *Esterel*, £37 16s.; rewards for the launch to the *Yampa*, £10 16s.

## A War-time Journey up the East Coast.

By COMMANDER J. M. UPTON, R.D., R.N.R., Eastern District Inspector of Lifeboats.

EARLY in October, 1939, a month after war had broken out, four new motor life-boats were ready at Cowes to go to their stations. Two of them, Lowestoft and Hartlepool, were of the 46-foot Watson type, with a cockpit and cabin; the third, for Tynemouth, was of the 41-foot Watson type, which has two cockpits, but no cabin. The fourth, for Aberdeen, was of the light 35-foot 6-inches Liverpool type, which has a shelter over the engine controls but neither cabin nor cockpits.

As these four boats were all for east coast stations it was decided that they should go together in convoy. The Royal Navy was told of our plans, and the honorary secretaries of the life-boat stations at all ports of call were asked to be ready for us with accommodation and fuel. Each boat was manned by the coxswain and a skeleton crew from the station to which it was going. Mr. J. P. Grant, inspector of machinery, was in charge of the engines, and a travelling mechanic was on board each of the four boats. Our party numbered altogether twenty-two.

### Cowes to Newhaven.

We set out at 8.30 in the morning on 19th October, choosing that time so that the flood tide would be with us all the way to Newhaven, fifty-six miles away. An hour after leaving we set course for the Owers Lightvessel. A moderate breeze was blowing from the north, and the Aberdeen boat, which carries a full set of sails, set all sails and was able to keep sail on for the whole passage to Newhaven. The wind freshened as we approached the Owers and heavy rain fell. Patrolling aircraft were busy above us. They came down almost to mast height on several occasions to examine the convoy, satisfied themselves of our identity, and went on their way with a friendly wave. At Newhaven we spoke to the examination vessel before being allowed to enter the harbour. It was then 3.30 in the afternoon. Our average speed for the fifty-six miles was eight knots.

Next morning we left Newhaven at seven o'clock. A fresh breeze was blowing, still from the north, and the Aberdeen boat again carried sail until we had passed Dungeness, when the wind went ahead. The Lowestoft boat then took the Aberdeen boat in tow, the other two boats keeping close on either side of her. In this formation we continued our journey to Ramsgate. The Aberdeen boat was taking spray on board all the time that she was in tow. A Norwegian oil tanker entered the Downs with us. We said to one another what a fine-looking ship she was, painted grey and white. We were to see her again two days later.

### Submarine Seen.

The tide was against us and we did not reach Ramsgate until six in the evening. Our average speed for the seventy-four miles was 6.73 knots. The inner dock had been kept open for us and there we lay all night.

On the third morning, 21st October, we left Ramsgate at 6.30. A moderate breeze was blowing from the north-north-east. The wind and tide made a confused sea and towing would have been both difficult and uncomfortable, so the Aberdeen life-boat went under her own power until we had passed the Kentish Knock Lightvessel at ten in the morning. The Hartlepool boat then took her in tow all the way to Gorleston.

Off the Suffolk coast we saw the periscope of a submarine within 200 yards of our port hand. We could not tell its nationality, and we kept our course.

The Lowestoft boat left the convoy at its own harbour entrance, and the other three boats continued on their way to Gorleston, where we arrived at 6.30 in the evening. For that day's journey of eighty-four miles our average speed was 7 knots.

At 6.30 next morning, 22nd October, our fourth day out, we left Gorleston. The weather was fine, with a light head wind. The Hartlepool boat again took Aberdeen in tow. On our way

we saw the masts of a ship. It was our Norwegian friend the oil tanker, which had entered the Downs with us two days ago, and which we had so much admired. Later that day she had been sunk by a mine. For ten miles we steamed through thick oil fuel which covered the white bottom paint of all the boats.

Our port of call was Spurn, where we arrived at six in the evening. We had covered the ninety miles at an average speed of 7.83 knots. At Spurn all sixteen of us were put up at the life-boat station by Coxswain Robert Cross, who gave us a grand meal night and morning.

We left Spurn at seven in the morning of the 23rd, with a light wind blowing from the west, and after clearing the Binks the Hartlepool boat again took the Aberdeen boat in tow and towed her all the way to Whitby. We ran into fog about nine in the morning. The visibility was under a mile. Just south of Flamborough Head we passed through a large convoy of ships coming south, and one of the cruisers gave me a bearing of the head, which we passed in the afternoon. The fog then lifted and we reached Whitby at five in the afternoon. We had travelled sixty-six miles that day, and our average speed was 6.6 knots. Most of the day the tide had been against us.

#### **Rumours of a Naval Battle.**

We set out from Whitby at 6.15 on the morning of the 24th and the Hartlepool boat left the convoy and made for her own station. The Tynemouth boat now took the Aberdeen boat in tow. A fresh breeze was blowing from the north-west. The sea was short and sharp. The Aberdeen boat took a lot of water on board. We reached Tynemouth at 12.15 that afternoon, having travelled forty-three miles at an average speed of 7.17 knots. There the Tynemouth honorary secretary boarded his life-boat from the examination vessel. He told me that the combination of fog, the convoy of ships going south and the three life-boats, all seen off Flamborough Head at the same time, had started a rumour that there had been a naval action in the North Sea. All day long messages had been coming to him asking him for information.

The Tynemouth Ladies' Life-boat Guild provided meals for us all and had accommodation ready for the Aberdeen crew.

It was now six days since we had left Cowes. We had travelled 413 miles. We had been at sea for fifty-seven and a half hours. Our average speed had been 7.18 knots. That was a very good speed considering that we had had head winds all the way from Dungeness to Tynemouth and that for most of the way we had had one of the boats in tow. Our average speed in fact was only a knot and a quarter less than the maximum speed on trials of the Hartlepool boat, the fastest in the convoy.

#### **A Tribute to the Crews.**

I was now on the boundary of my district and Commander T. G. Michelmores, R.D., R.N.R., the northern district inspector, was waiting to take over the Aberdeen boat from me, but before I let him take up the story I would say that the arrangements made for us by the honorary secretaries at all ports of call were excellent, and that the travelling mechanics not only kept continual watch on their engines to hold the convoy together, but in harbour, where it was their business to look after the refuelling, they were always last off the boats in the evening and the first on board them again in the morning.

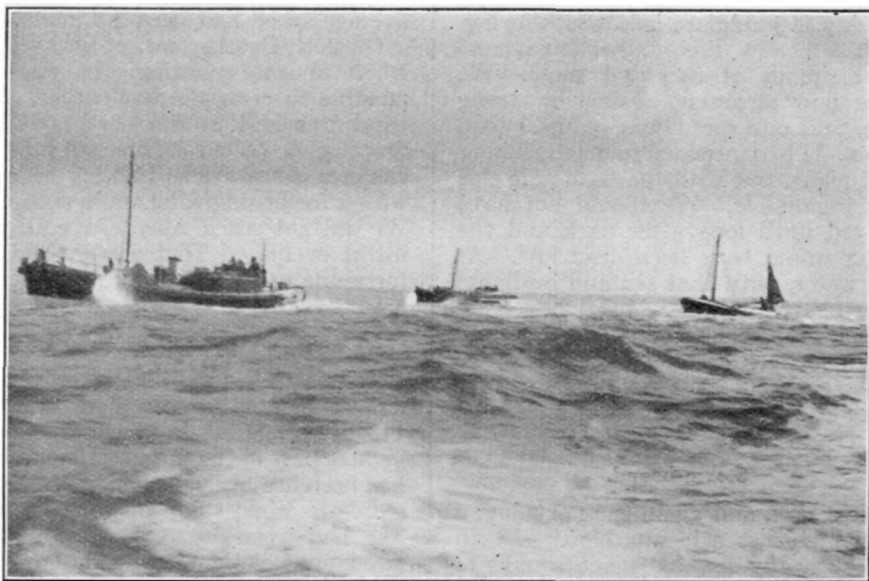
Every man of our party of twenty-two pulled his weight, and I understand that during the evenings ashore "a good time was had by all." They were a grand lot of men. I would mention by name Coxswain Thomas Sinclair, of Aberdeen, three times a medallist for gallantry. He and his crew of four had the worst of the trip. While they were being towed, which was most of the time, they got very wet, but they were always cheerful at the end of the day.

#### **Commander Michelmores' Story.**

Commander Michelmores writes:

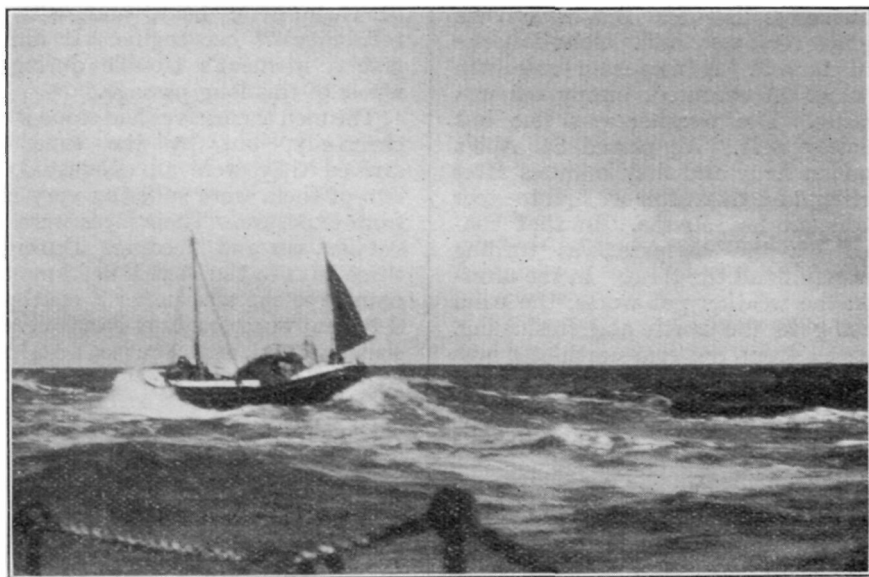
I took over the Aberdeen life-boat from Commander Upton in the afternoon of 24th October, and at seven next morning cast off from Tynemouth. A strong breeze was blowing from the north-north-west, with a moderate swell running from the north-east. The

**A WAR-TIME JOURNEY UP THE EAST COAST.**



**THE CONVOY.**

The Hartlepool, Tynemouth and Aberdeen motor life-boats



**THE ABERDEEN LIFE-BOAT IN TOW.**

Both photographs were taken by Mr. J. P. Grant, inspector of machinery, from the fourth life-boat in the convoy, the Lowestoft motor life-boat, on the passage from Ramsgate to Lowestoft.

weather was fine when we started but got steadily worse as the wind veered to the north. When we passed the Inner Farne Lighthouse, just after midday, a moderate gale was blowing, with a heavy, lumpy, head sea, and hard squalls of hail and snow. We were now steaming against a strong tide, and our speed was reduced to 3 knots. I had intended to reach Dunbar that night, but with the head gale this was impossible. We should not have arrived until long after dark and the water would have been dead low. At low water, with that sea and no lights showing, it would have been very risky to get into the harbour. Instead we put into Berwick-on-Tweed, where we arrived at 4.30. We had run fifty-three miles at an average speed of 5.5 knots.

#### **Storm-bound.**

Next day, and again the next day, a full north-east gale was blowing, with a very heavy sea and fierce squalls of hail and snow. For those two days we lay at Berwick waiting for the weather to moderate, and although we were glad not to be at sea in these conditions, we were very impatient at the delay. At 8.30 in the morning of the 28th October we put out. A heavy sea was breaking right across Berwick Bar which the life-boat took very well. Once only she filled herself. A moderate gale was blowing. A confused, lumpy sea was running. The weather was fine but intensely cold. We passed St. Abb's Head an hour and fifty minutes after starting, and thereafter we had to steer by distant land-marks. In that confused sea the compass was turning somersaults all the time. In the afternoon the weather got worse, the wind backing to the north and freshening. The sea from the east-north-east was increasing. All day the boat was being

flung about by the confused seas. It was not until 6.10 in the evening that we reached Arbroath. We had run fifty-four miles that day and our average speed had been 5.5 knots.

On 29th October we set off again at 10.30 in the morning. It was not possible to cross the bar earlier. The wind was still in the north. It had dropped to a fresh breeze, but the weather got worse as the day wore on, with a freshening wind and a rising sea. We did not reach Aberdeen until 6.25 in the evening. That day we had run forty-one miles at an average speed of 5.4 knots.

#### **561 Miles.**

It was then five days since we had left Tynemouth. We had travelled 148 miles against head winds. For a greater part of the journey the life-boat had been heavily punished by the heavy seas. She had stood up to them well. She had averaged 5.5 knots, making two knots less than her maximum speed on trials in smooth water, but she had had the tide against her much more often than with her.

Since she had left Cowes, ten days before, the life-boat had travelled 561 miles, and her crew were highly pleased with the behaviour and seaworthiness of their little boat, and with the reliability of her engine. It did not give a moment's trouble during the whole of this long passage.

The men themselves had stood it very cheerfully, but by the time they arrived they were all exhausted, and two of them were suffering very much from exposure. Their faces were very swollen, cut and bleeding. During my three days in the boat I could make no notes, for she was under a continuous deluge of water, and my hands were too swollen from exposure to be able to write.

### **Portrait on the Cover.**

THE portrait on the cover is of Coxswain William Henry Glendewar, of St. Helier, Jersey. He was an officer of the life-boat for twenty-six years, serving as second-coxswain from

January 1913 to March 1919, and then as coxswain until January 1939, when he retired. On his retirement he was awarded a pension and a certificate of service.



## Services of the Life-boats.

Reported to the September and October Meetings of the Committee of Management.

**Launches 123. Lives rescued 253.**

*Services to vessels in distress through enemy action are marked ●●.*

*Other services arising out of the war are marked ●.*

### September Meeting.

**Peterhead, Aberdeenshire.**—At 2.25 P.M. on the 13th July, 1939, a message was received from the Rattray Head coastguard, through the Peterhead coastguard, stating that a steam drifter was ashore at Rattray Head. A light E.N.E. breeze was blowing, with a slight sea, and the visibility was very poor. The new motor life-boat *Julia Park Barry*, of Glasgow, was launched at 2.30 P.M. She found the steam drifter *Ocean Harvest* of Great Yarmouth, with a crew of ten and 100 crans of herrings on board. She was rolling, and striking very heavily on her port side. The life-boat stood by the drifter until about 5 P.M. when it was evident that she would not refloat with the flood tide. The life-boat then took aboard her crew, with their personal belongings, and returned to her station at 6.30 P.M.—Rewards, £4 11s.

**Lynmouth, Devon.**—At about 7.30 P.M. on the 13th July, 1939, a motor yacht was seen flying a distress signal. A squally southerly wind was blowing, with a choppy sea. The pulling and sailing life-boat *Prichard Frederick Gainer* was launched at 7.50 P.M. She found the motor yacht *Doric*, of Upton-on-Severn, a quarter of a mile off Lynmouth beach, with a crew of three on board. One of her engines had broken down and the dinghy that she was towing had been swamped. A life-boatman was put on board her and her engine was started. The life-boat then escorted her into Lynmouth and returned to her station at 8.45 P.M. The owner of the *Doric*, who was on board her, has made a donation to the Institution's funds.—Rewards, £30 14s.

**Clacton-on-Sea, Essex.**—During the evening of the 15th July, 1939, a message was received from the coastguard that a yacht was ashore on the Buxey Sands, but was not showing any distress signals. A gentle S.E. breeze

was blowing, with a slight sea. The motor life-boat *Edward Z. Dresden* was launched at 6.45 P.M. with the honorary secretary, Mr. J. S. Potter, on board. She found the auxiliary yacht *Marosa*, of West Mersea, with a crew of two, on passage to Sudbury, Suffolk. The life-boat spoke to her and was informed that help was not needed. The life-boat stood by until the *Marosa* refloated, and returned to her station at 9.50 P.M.—Rewards, £10 14s.

**Peterhead, Aberdeenshire.**—At 4.15 A.M. on the 16th July, 1939, a message was received from the coastguard that a vessel had gone ashore at North Head. A light N.E. breeze was blowing, with a slight sea, and there was a thick fog. The motor life-boat *Julia Park Barry*, of Glasgow, was launched at 4.25 A.M. She found the s.s. *St. Ninian*, of Aberdeen, on passage from Wick to Leith, with passengers and crew numbering thirty-four and a general cargo. As she was lying in a dangerous position and the tide was ebbing the life-boat, at her captain's request, took off eighteen passengers and three of the crew. She landed them at Peterhead at 5.10 A.M. and then returned and stood by until the *St. Ninian* refloated. The life-boat escorted her until it was known what water she was making. When her captain was satisfied that she could go on her way in safety, the life-boat returned to her station, arriving at 11.45 A.M. The owners of the steamer, the North of Scotland & Orkney & Shetland Steam Navigation Co., Ltd., sent a donation of £20 in gratitude for this service.—Rewards, £6 14s. 6d.

**Stromness, Orkney.**—At about 6.10 P.M. on the 16th July, 1939, a message was received from the Broughness coastguard that distress signals had been heard in the Pentland Firth. This was confirmed by a wireless message from a trawler saying that she was

ashore in the firth. A light N.E. breeze was blowing, with a moderate sea. There was a dense fog. The motor life-boat *J.J.K.S.W.* was launched at 6.30 P.M. Owing to the fog she was guided by wireless. She found the steam trawler *Lynx*, of Grimsby, anchored near Swona. She had refloated after going ashore and had lost her propeller blades. The steam trawler *Beaumaris Castle* was standing by her. The life-boat stood by until midnight when the *Beaumaris Castle* took the *Lynx* in tow. The life-boat escorted the two trawlers to safety and returned to her station at 3 A.M.—Rewards, £11 17s.

**Lowestoft, Suffolk.**—At 8.21 P.M. on the 17th July, 1939, a message was received from the coastguard that a canoe, with a boy on board, had capsized off Ness Point. A gentle S.W. breeze was blowing, but the sea was rough. The reserve motor life-boat *John and Mary Meiklam* of Gladswood, on temporary duty at the station, was launched at 8.20 P.M. Within seven minutes the life-boat reached the canoe and found that a young woman had swum out to the boy, who could not swim, and was holding him up. They were hanging on to the bottom of the canoe, both exhausted and suffering from shock and cold. The life-boat took them on board, recovered the canoe and returned to her station at 9.10 P.M. The Royal Humane Society awarded the young woman, Miss Ethel Steward, its bronze medal and certificate.—Rewards, £25 2s. 6d.

**Holy Island, Northumberland.**—At 8.15 P.M. on the 19th July, 1939, a message was received from the Seahouses coastguard that distress signals had been heard from the direction of Longstone Lighthouse. A light easterly breeze was blowing, with a smooth sea and fog. The motor life-boat *Milburn* was launched at 8.25 P.M. She found the s.s. *Helmsdale*, of Ipswich, loaded with 750 tons of cement, on passage from Greenhithe to Aberdeen, aground on the Crumstone Rock. The life-boat stood by for a while to see if the *Helmsdale* could be refloated, but as she was half sunk the captain decided to abandon her and

the life-boat took on board her crew of eleven. She landed them at Seahouses and returned to her station at 7 A.M.—Rewards, £12 18s.

**The Humber, Yorkshire.**—While returning to Hull after a visit to Spurn on the 23rd July, the small sailing yacht *Pinta*, of Hull, manned by five sea scouts, was forced to put back by a rising wind. The sea was moderate, but a fresh westerly breeze was blowing with heavy gusts. The scouts were in difficulties with the sails so they dropped anchor, but the anchor dragged and the yacht was in danger of going ashore. At 1.45 P.M. the motor life-boat *City of Bradford II* was launched, and towed the yacht to Grimsby, which was reached at 3.25 P.M. After her crew had been given a meal by the Royal National Mission for Deep Sea Fishermen the life-boat returned, arriving at 8.30 P.M. Thanks and donations were sent to the Institution.—Permanent paid crew: Rewards, 9s.

**Walmer, Kent.**—At 1 P.M. on the 29th July, 1939, the coastguard informed the life-boat station that the South Goodwin Lightvessel had reported a small open boat with a crew of two, drifting on to the Goodwin Sands. A strong S.W. wind was blowing and the sea was rough. The motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched at 1.10 P.M. and going towards the South Goodwin saw the boat near the "race" over old wrecks on the sands. Before the life-boat could reach her she capsized. She had two men on board and the life-boat rescued them from the sea. Then she took in tow their boat, the *Lou Mani* and got back to her station at 3.25 P.M. The two men were reported to be German refugees who had set out to row to England from Belgium.—Rewards, £9 13s. 6d.

**Ballycotton, Co. Cork.**—At 1.20 P.M. on the 30th July, 1939, a man reported to the life-boat coxswain that the motor fishing boat *Point Girl*, of Ballycotton, which was out with anglers, was flying a distress signal about two miles S.W. of Ballycotton Light. The motor life-boat *Mary Stanford* was launched at 1.34 P.M. She

## OLD AND NEW.

*By courtesy of]**[J. Smailes & Son, Rhyl***A TUBULAR LIFE-BOAT.**

The "Caroline Richardson" stationed at Rhyl from 1896 to 1939. She was the third and last of this type, which was designed in 1850. All three were at Rhyl. This type had a double hull, consisting of two floats, meeting at each end, with a grating deck in between.

*By courtesy of]**[J. Smailes & Son, Rhyl***THE "GORDEN WARREN."**

A motor life-boat of the 32-feet surf type which replaced the tubular life-boat at Rhyl in 1939.

found the boat, with her propeller fouled by a rope, drifting to sea and shipping water. She had a crew of four. As a strong westerly breeze was blowing, with a rough sea, it was not considered safe to take the life-boat alongside, so a rope was passed to the *Point Girl* and the life-boat towed her into harbour, arriving at 3.10 P.M.—Rewards, £5 10s.

**Moelfre, Anglesey.**—On the 1st August, 1939, three men, visitors to Moelfre, who were out in a rowing boat, got into difficulties in the strong tide. They signalled for help. The weather was fine, with a moderate S.W. wind and a slight sea. At 1.30 P.M. the motor life-boat *G.W.* was launched, picked up the boat when she was about one mile off Moelfre Island, and brought her into safety at 2.30 P.M.—Rewards, £5 5s. 6d.

**Galway Bay, Galway.**—At 6 P.M. on the 1st August, 1939, a message was received from Inishere that a Connemara boatman had reported that he had passed an upturned curragh half a mile north of Sandhead. A moderate S.W. breeze was blowing, with a choppy sea. The motor life-boat *K.E.C.F.* was launched at 6.30 P.M. She found the curragh, took it in tow, and made a wide search for the three men believed to have been on board, but could not find them. She returned to her station at 8 P.M.—Rewards, £5 14s.

**Tobermory, Isle of Mull.**—On the evening of the 5th August, 1939, a doctor asked for the life-boat to take a woman to Oban, to be sent thence to the Maternity Hospital, Glasgow. No steamer was available and he was afraid that she would bleed to death. The motor life-boat *Sir Arthur Rose* left at 6.45 P.M., and, after a smooth passage, reached Oban at 9.45, arriving back at her station at 1.40 A.M. next morning. A nurse, who went with the patient, stated that everything was satisfactory, and the latest report received was that the woman was as well as could be expected.—No expense to the Institution.

**Swanage, Dorset, and Yarmouth, Isle of Wight.**—At 6.10 P.M. on the 6th

August, 1939, the coastguard informed the life-boat station at Swanage that a sailing yacht had capsized off Christchurch Ledge Buoy, and the motor life-boat *Thomas Markby* was launched at 6.34 P.M. The sea was rough, with a strong W.S.W. breeze blowing. The life-boat found the sailing dinghy *Thais* empty, and took her to Swanage. Her crew of two had been picked up before the life-boat arrived. The life-boat reached Swanage again at eleven o'clock.

Information of the launching of the Swanage life-boat was sent to Yarmouth, Isle of Wight, but was misunderstood, and the motor life-boat *S.G.E.* put out at 7.15 P.M. Her services were not needed and she returned at 8.35 P.M.—Rewards: Swanage, £8 14s.; Yarmouth, £7 16s.

**Peel, Isle of Man.**—Shortly before six on the evening of the 9th August, 1939, information was received through the coastguard that the sailing yacht *Annie Alice*, of Port Erin, had been making signals for help about seven miles to the S.W. of Peel. A strong S.S.W. wind was blowing, with a rough sea. The motor life-boat *Helen Sutton* was launched at 6.10 P.M. and found the *Annie Alice*, with a crew of five, lying at anchor. Two life-boatmen were put on board and the life-boat towed her into Peel Harbour, arriving at 9.15 P.M.—Rewards, £15 3s. 6d.

**Minehead, Somerset.**—During the evening of the 9th August, 1939, a message was received from the Hurlestone Point coastguard that the motor yacht *Viking* was on fire six miles north of Porlock Weir and that the motor yacht *Loch Maree*, of Greenock, was standing by. A strong S.W. breeze was blowing, with a very rough sea. The new motor life-boat *Kate Greatorex* was launched at 7 P.M. with the second-coxswain in command. She found the motor yacht *Loch Maree*, but the *Viking* had sunk and the six people who had been on board her had been taken off by the *Loch Maree*. The *Loch Maree* herself now needed help as her engines had become overheated and the owner had been overcome by the fumes. Two life-boatmen boarded the *Loch Maree*, and the life-boat towed her to Minehead,

landing her crew of two and the six people from the *Viking*, at 9.30 P.M.—Rewards, £13 8s.

**Portrush, Co. Antrim.**—At about 4 P.M. on the 11th August, 1939, the second coxswain of the life-boat reported that the motor fishing boat *Dunluce*, of Portrush, with a crew of four on board, was in need of help off Curran Point. A moderate westerly wind was blowing, with a choppy sea and strong ebbing tide. The reserve motor life-boat *Duke of Connaught*, on temporary duty at the station, was launched at 4.15 P.M., and found the boat with her engine broken down. She towed her into the salmon fishing harbour.—Rewards, £3 11s. 6d.

**Swanage, Dorset.**—At 9.5 P.M. on the 14th August, 1939, a message was received from the coastguard that a small speed-boat was showing distress signals off the Anvil Point Lighthouse. The weather was fine and the sea was smooth. The motor life-boat *Thomas Markby* was launched at 9.27 P.M., and found the speed-boat with one man on board. She took her in tow and arrived back at Swanage at 9.51 P.M.—Rewards, £11 4s.

**Weymouth, Dorset.**—At 2 A.M. on the 16th August, 1939, a message was received from the Wyke Regis coastguard that a small yacht was showing red flares a quarter of a mile east of Portland Bill. The weather was fine and the sea calm. The motor life-boat *William and Clara Ryland* was launched at 2.25 A.M. She found the motor yacht *Jane*, of Poole, with a crew of two, her engine broken down. She took her in tow and returned to Weymouth at 5.30 A.M.—Rewards, £10.

**North Sunderland, Northumberland.**—During the evening of the 17th August, 1939, a message was received from the coastguard that the steam drifter *Excel IV* was aground on Gun Rock, Farne Islands. A light S.E. breeze was blowing. The sea was smooth. The motor life-boat *W.R.A.* was launched at 7.15 P.M., and found the *Excel IV* in a dangerous position on a submerged rock. At low tide she was left lying on the rock amidships with her stern and

stem overhanging the water. The life-boat stood by until she refloated with the next tide, and returned to her station at 5.45 A.M.—Rewards, £15 3s. 6d.

**Blackpool, Lancashire.**—At 7.30 P.M. on the 20th August, 1939, a message was received from the police stating that some boys in an open boat were missing and had been last seen drifting to sea. A moderate E.N.E. breeze was blowing. The sea was smooth. The motor life-boat *Sarah Ann Austin* was launched at 7.45 P.M. and found the boat with four boys on board. She took off the boys and towed in the boat, arriving at Blackpool at 9.50 P.M. Learning that a pleasure boat, which had also put out to help the boys, had not returned the life-boat set out again, and found the boat returning. They got back at 10.30 P.M.—Rewards, £11 13s.

**The Humber, Yorkshire.**—At 2.20 A.M. on the 22nd August, 1939, the watchman reported that a trawler had gone ashore on the *Inner Binks*. A light N.N.W. breeze was blowing, with a slight swell, and the weather was foggy. The motor life-boat *City of Bradford II* was launched at 2.45 A.M. She found that the steam trawler *Cape Palliser*, of Hull, with a crew of eighteen, had gone aground while returning to Hull from Bear Island. The life-boat coxswain advised the *Cape Palliser* and stood by until she had been refloated by a tug and was out of danger. She returned to her station at 9.30 A.M.—Permanent paid crew: Rewards, 18s.

**Peterhead, Aberdeenshire.**—At 12.30 A.M. on the 26th August, 1939, a message was received from the relatives of two men on board the motor fishing boat *Sarah Ross*, of Peterhead, that they were overdue. A light N.W. breeze was blowing, with a ground swell, and the weather was very foggy. As the fog was clearing it was decided to wait and see whether the *Sarah Ross* could make harbour, but as she was still missing at 2 A.M. the motor life-boat *Julia Park Barry*, of Glasgow, was launched. She was unable to find anything, and returned to harbour at 6.45

A.M. The boat had not arrived. The life-boat left again at 7.30 A.M., and this time found the missing boat, with her engine broken down, eight miles south of Buchanness. She towed her to harbour, arriving at 11 A.M.—Rewards, £12 19s.

**Anstruther, Fifeshire.**—At 3.10 A.M. on the 29th August, 1939, the coast-guard reported a vessel ashore on May Island. The weather was very thick, with a light easterly breeze and a smooth sea. The motor life-boat *Nellie and Charlie* was launched at 3.31 A.M. and found the s.s. *Hilda*, of Luvia, Finland, ashore on North Ness. The crew of seventeen wished to remain on board, so the life-boat took the mate ashore to communicate with the vessel's brokers. She then returned to the *Hilda* and stood by. An Admiralty tug failed to refloat the *Hilda*, but at about 2.30 P.M. she got off under her own power. She was holed and had a list, but the captain said that he needed no help, so the life-boat left and reached her station again at 3.30 P.M.—Rewards, £16 19s.

**Ilfracombe, Devon.**—Shortly before 6 P.M. on the 3rd September, 1939, information was received from the police that a small boat was in difficulties outside the breakers in Woollacombe Bay. A squally W. by S. wind was blowing, with a heavy ground sea. The motor life-boat *Rosabella* was launched at 6.11 P.M. and found the small boat with a man and two boys on board. They were keeping her afloat by baling. All three were wet through, and the boys were distressed and exhausted. They had been out since ten in the morning. The life-boat took them on board and towed the boat to Ilfracombe, arriving at 8.40 P.M. The rescue was witnessed from the shore at Woollacombe by a large crowd of visitors and residents.—Rewards, £19 6s.

#### THE FIRST WAR SERVICE.

●● **Aldeburgh, Suffolk.**—While bound for Newcastle the oil tanker *Magdapur*, of Liverpool, a vessel of 8,640 tons, carrying a crew of eighty, was sunk by enemy action off Aldeburgh on 10th

September, 1939. Information reached the life-boat station at 3.20 P.M. from the coastguard, and seventeen minutes later the motor life-boat was on her way. The sea was smooth, with a light S.W. wind. The life-boat found three steamers standing by the *Magdapur*, which was sinking, with her back broken. The water round her was covered with black oil. Some twelve survivors, most of them injured, were first rescued from the sea with the help of the ship's boat. The remainder were then taken on board the life-boat from the steamers. The injured were treated, and artificial respiration given by two of the life-boatmen. The honorary secretary, Mr. Walter Riggs, watched the rescue from the shore and when he saw the life-boat returning with a large number on board, he at once arranged for first-aid help. Dr. Robin Acheson, honorary surgeon to the branch, took charge when the boat reached the shore, and with the able and willing help of the St. John Ambulance, the Shipwrecked Mariners' Society and local first-aid organizations, gave help to all who needed it. Nine had to be brought ashore on stretchers. The others, though much exhausted, were able to walk.

The rescued were 18 white men and 56 lascars. All were smothered from head to foot in black oil. The second officer was brought ashore dead. Five other members of the crew were missing.

The service was carried out in fair weather, but it was marked by the prompt launching of the life-boat and the efficient co-operation of all who could in any way help.

The life-boat returned to her station at 5.30 P.M., two hours after putting out. She was covered with oil and blood, but she was cleaned, refuelled, and ready for service by 8 P.M.

A letter of thanks was sent to Dr. Robin Acheson, and in view of the fact that the life-boat crew's clothes were badly damaged by oil, an increase in the usual money award on the standard scale was granted to each member of the crew. Standard rewards to the crew, £16 3s.; additional rewards to crew, £5; total rewards, £21 3s.

The following life-boats were

launched but no services were rendered for the reasons given:

**Newhaven, Sussex.**—9th July, 1939. A canoe had capsized with two people on board, but the police rescued them from the shore with lines.—Rewards, £5 13s.

**Margate, Kent.**—13th July, 1939. An aeroplane was reported as having come down in the sea a few miles out, but though the life-boat searched over a wide area she could find nothing.—Rewards, £6 4s.

**Rosslare Harbour, Co. Wexford.**—13th July, 1939. Signals of distress were heard, but the life-boat could find nothing.—Permanent paid crew: Rewards, £4 7s.

**Clacton-on-Sea, Essex, and Walton and Frinton, Essex.**—17th July, 1939. A message had been received from the coastguard that an aeroplane had crashed into the sea between Walton Pier and Gunfleet Lighthouse and that a man had come down from it by parachute. Royal Air Force speed-boats and aeroplanes also took part in the search, and the pilot was picked up alive by one of the aeroplanes. A letter of thanks was received from the Royal Air Force.—Rewards: Clacton-on-Sea, £5 13s.; Walton and Frinton, £7 2s. 6d.

**Dunbar, Haddingtonshire.**—19th July, 1939. A steamer had stranded on the South Carr Rock in a fog, but she got off at high water and went on her way.—Rewards, £5 10s.

**Whitby, Yorkshire.**—20th July, 1939. News had been received from the coastguard that a trawler was in distress twenty-eight miles away, but she was picked up by another steamer.—Rewards, £16 10s.

**Thurso, Caithness-shire.**—21st July, 1939. Distress signals had been reported between Stroma and Pentland Skerries, but the life-boat could find nothing.—Rewards, £9 11s.

**Fenit, Co. Kerry.**—21st July, 1939. The life-boat put out at 8.45 P.M. in a

dense fog to the help of a trawler which was reported to have struck Sibyl Head and to be making for Blasket Sound in a sinking condition. Mr. T. Barrett, the honorary secretary, was on board the life-boat. A later message said that the trawler was making for Valentia, but it was not possible to recall the life-boat until she reached Sibyl Head. She arrived back at her station at five o'clock next morning having had a very difficult passage in the fog. The trawler sank before reaching Valentia and her crew were rescued by another trawler.—Rewards, £10 6s.

**Sunderland, Co. Durham.**—21st July, 1939. A vessel had gone ashore, but she refloated without needing help and went on her way.—Rewards, £12 18s.

**Torbay, Devon.**—22nd July, 1939. A motor launch with a number of passengers on board was overdue, but she was towed in by a motor trawler.—Rewards, £4 13s.

**Southend-on-Sea, Essex.**—23rd July, 1939. A message had been received that a yacht was flying distress signals two miles off the Nore Light Vessel, but no yacht in distress could be found.—Rewards, £6 10s.

**Weston-super-Mare, Somerset.**—23rd July, 1939. News had been received that an up-turned boat could be seen on Stert Flats, apparently drifting out to sea, with two people clinging to her. The boat, however, grounded on a mud bank and the two men on board got ashore.—Rewards, £5 8s. 6d.

**Eyemouth, Berwickshire.**—23rd July, 1939. A raft with two boys on board was drifting seawards, but one of the boys succeeded in swimming ashore. The other was drowned, and his body recovered by another boat.—Rewards, £10 11s. 6d.

**Dungeness, Kent.**—23rd July, 1939. A small yacht had capsized, but her crew of two were rescued by a motor boat from Rye Harbour.—Rewards, £11 3s. 6d.

**Holyhead, Anglesey.**—23rd July, 1939. A small yacht had gone aground

## THE PRICE OF WAR:



*By courtesy of]*

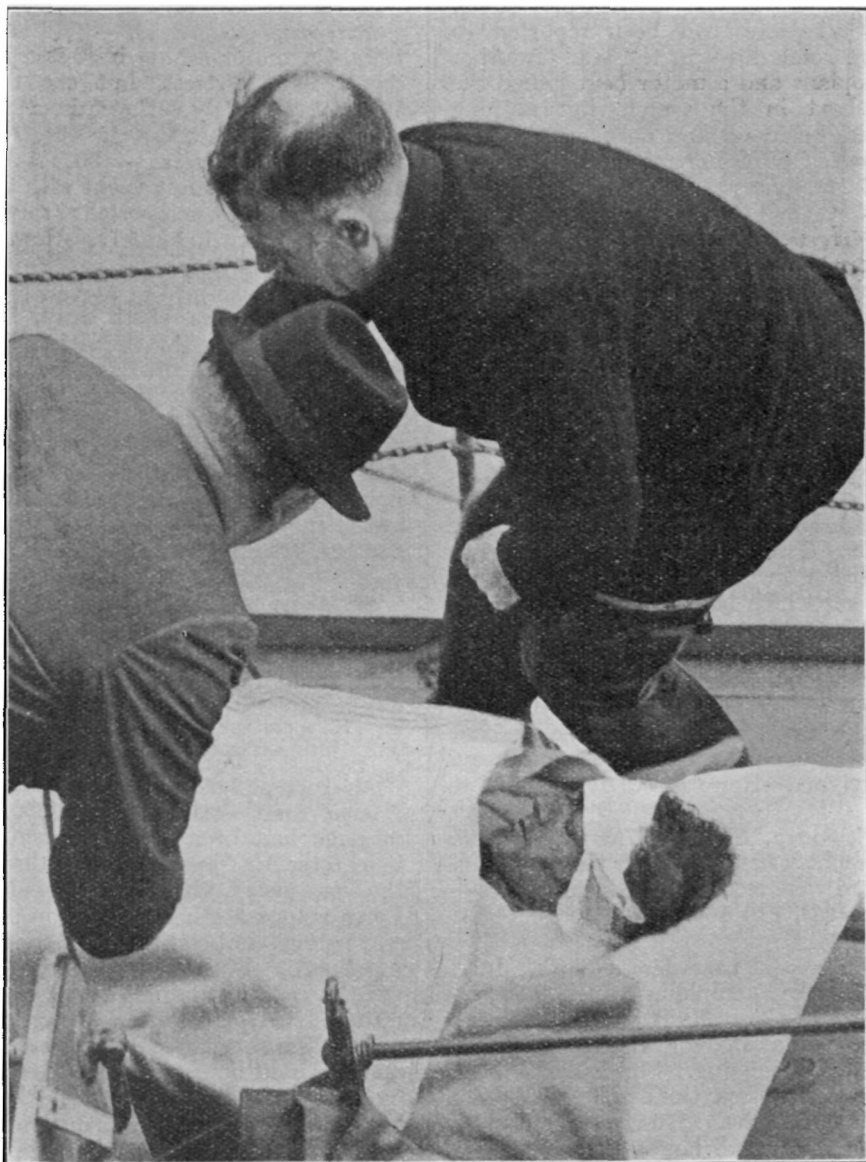
*[Photo Service, Ltd., Cliftonville*

**COMING ASHORE.**

One of the four survivors of a steamer which was blown up on 15th November, 1939, and sank in a few minutes with her crew of thirteen. Nine were drowned. Four were picked up from the sea by another steamer, three of them badly injured, and were brought ashore by the Margate life-boat.



**TWO SCENES AT MARGATE**



*By courtesy of]*

*[Photo Service, Ltd., Cliftonville*

**RESCUED FROM A MINESWEEPER.**

An injured man on board the Margate life-boat. He was one of four of the crew of a minesweeper who were seriously injured when she was blown up and sank on 20th November, 1939.

in a dangerous position, but she refloated with the rising tide.—Rewards, £7 10s.

**Hastings, Sussex.**—24th July, 1939. An aeroplane had been reported to have come down in the sea. Another aeroplane and a motor boat joined the life-boat in the search, but nothing could be found and no aeroplane was reported as being missing.—Rewards, £16 18s. 6d.

**Margate, Kent.**—25th July, 1939. A small rowing boat was drifting out with a boy in it, but before the life-boat arrived it was found by a motor boat. The boy was exhausted and, after he had been given water and chocolate from the life-boat, the motor boat took him to Herne Bay. (See "Shoreboat Services", Herne Bay.)—Rewards, £15 12s.

**Falmouth, Cornwall.**—27th July, 1939. Two steamers had been in collision in the morning, one an oil tanker which had caught fire. Ten of her crew lost their lives. The other twenty-four had been rescued by another steamer. At 8 P.M. it was reported by the coastguard that the tanker was still on fire, and the life-boat was launched, but she found no survivors.—Rewards, £9 1s.

**Newhaven, Sussex.**—27th July, 1939. A yacht was on fire, but the people on board were rescued by a fishing boat.—Rewards, £10 15s. 6d.

**Fleetwood, Lancashire.**—28th July, 1939. An aeroplane which had on board the Air Minister, Sir Kingsley Wood, making for Belfast, was reported as missing. She had last been seen out at sea three miles S.E.S. of Walney Light. After searching for three and a half hours without success the life-boat put into Heysham, and there learnt that the aeroplane, which had been compelled to return by bad weather, had made a forced landing at Kirby-in-Furness.—Rewards, £12 5s.

**Ramsgate, Kent.**—28th July, 1939. A man who had put out in a speed-boat was reported as missing, but he had returned safely.—Rewards, £10 11s.

**New Brighton, Cheshire.**—30th July, 1939. A motor boat had been reported in distress, but she was picked up by a pilot boat.—Rewards, £7 15s.

**Maryport, Cumberland.**—30th July, 1939. A motor fishing boat had been reported in distress, but she made Whitehaven safely.—Rewards, £12 7s.

**Eastbourne, Sussex.**—30th July, 1939. A small sailing yacht with three people on board was reported as missing, but she got in safely.—Rewards, £9 15s. 6d.

**Hoylelake, Cheshire.**—30th July, 1939. A red flare had been reported by a fisherman, but the life-boat could find nothing.—Rewards, £15 14s. 6d.

**Scarborough, Yorkshire.**—4th August, 1939. A motor boat was seen flying a distress signal, but she was towed in by another boat.—Rewards, £13 12s. 6d.

**St. Abbs, Berwickshire.**—6th August, 1939. A bather had been reported in difficulties by the pilots, but the life-boat could find no sign of him. He was already drowned.—Rewards, £5 11s. 6d.

**Aldeburgh, Suffolk, and Walton and Frinton, Essex.**—8th August, 1939. A message had been received from the Colchester Air Observers' Post, through the coastguard, that three Royal Air Force aeroplanes had crashed into the sea, seven or eight miles S.E. of Aldeburgh. Both life-boats searched a wide area, but found nothing, and returned to their stations after information had been received that the search would be continued by Government vessels.—Rewards: Aldeburgh No. 1, £29 15s. 6d.; Walton and Frinton, £14 5s.

**Exmouth, Devon.**—11th August, 1939. A ship had been reported by the coastguard as apparently on fire, but nothing could be found, and it was presumed that the ship had gone on her way.—Rewards, £17 17s. 6d.

**Coverack, Cornwall.**—14th August, 1939. A motor yacht was on fire a

mile E. by N. of Dollar Point, but when the life-boat arrived her crew of five had already taken to their boat and had been picked up by a fishing boat. The life-boat took the burning yacht in tow and beached her, but the fire could not be extinguished as she was a wooden vessel, and she was completely burned.—Rewards, £10 6s.

**Penlee, and Coverack, Cornwall.**—14th August, 1939. A French trawler had been reported in difficulties off the Lizard, but neither life-boat could find any sign of her.—Rewards: Penlee, £12 1s.; Coverack, £10 6s.

**Bembridge, Isle of Wight.**—16th August, 1939. A dinghy, with two men on board, had been reported as being carried out to sea by the strong tide. The motor life-boat put out in charge of Captain Sir Charles Campbell, Bt., in the absence of the coxswains, and searched a wide area before she was recalled by wireless, after a message had been received by the coastguard that the dinghy had returned safely.—Rewards, £4 0s. 6d.

**Hythe, Kent.**—18th August, 1939. It had been reported that a canoe was being carried away by the wind and tide, but the life-boat could find nothing, and it was learnt later that the canoe had come safely ashore.—Rewards, £23 16s.

**Selsey, Sussex.**—19th August, 1939. It had been reported that a rowing boat was drifting out to sea with a man on board shouting for help, but the life-boat could find nothing.—Rewards, £11 15s.

**Aith, Shetlands.**—20th August, 1939. Rockets had been seen by the coastguard, and a message was received that a Royal Air Force aeroplane was missing, but the life-boat found nothing.—Rewards, £8 15s.

**Barry Dock, Glamorganshire.**—23rd August, 1939. It had been reported that an over-turned boat could be seen with someone clinging to it, but it was found to be a tree trunk.—Rewards, £5 11s.

**The Humber, and Bridlington, Yorkshire.**—26th August, 1939. Rockets had

been seen, but the life-boats could find nothing. On her way back the Humber life-boat found the small racing yacht *Asia*, of Brough, which had lost her bearings, and towed her in.—Rewards: The Humber, permanent paid crew, 12s.; Bridlington, £13.

**Kilmore, Co. Wexford.**—26th August, 1939. Flares had been reported, but the life-boat could find nothing.—Rewards, £20 11s. 6d.

**Peterhead, Aberdeenshire.**—28th August, 1939. A trawler had gone on the rocks, but she floated unaided.—Rewards, £4 11s.

**Fraserburgh, Aberdeenshire.**—28th August, 1939. A motor fishing boat had been reported ashore, and the life-boat put out in a dense fog, but she was recalled as her help was not needed.—Rewards, £9 13s.

**Great Yarmouth and Gorleston, Norfolk.**—29th August, 1939. Guns had been heard in a fog, but the life-boat could find nothing. It was learnt later that a steam drifter had been sunk in a collision, but the crew had been rescued by another vessel.—Rewards, £7 13s.

**Clacton-on-Sea, Essex.**—31st August, 1939. A small sailing yacht with two men on board had broken adrift and was being carried out to sea in a dense fog, but when the motor life-boat found her she was safely at anchor and did not need help.—Rewards, £11 9s.

**Sennen Cove, Cornwall.**—A bather had got into difficulties in a rough sea, but the life-boat could find no sign of him and he was believed to have been drowned.—Rewards, £6 7s. 6d.

#### October Meeting.

**Wick, Caithness-shire.**—At 6.36 A.M. on the 2nd September, 1939, the coastguard informed the life-boat authorities that the trawler *Washington*, of Grimsby, was ashore near Duncansby Head. The weather was very foggy, with a fresh southerly breeze and a rough sea. The motor life-boat *City of Edinburgh* was launched at 7 A.M. and found the trawler, but she had already got off.

She was making a lot of water and the skipper decided to make for Wick, accompanied by another trawler and the life-boat. The *Washington* was safely berthed at twelve noon.—Rewards, £4 10s. 6d.

**Wick, Caithness-shire.**—At about 11.20 P.M. on the 2nd September, 1939, information was received from the coastguard that the trawler *Navarre*, of Grimsby, was ashore about five miles south of Duncansby Head. A fresh southerly wind was blowing, with a moderately rough sea. The weather was foggy. In the absence of the coxswain, who was ill, and second-coxswain, who was on naval service, a pilot took charge of the motor life-boat *City of Edinburgh* when she put out at 11.40 P.M. She found the *Navarre* on the rocks at Skirza Head. Another trawler was attempting to get her off. This was unsuccessful. The weather became worse and the trawler began to break up. Her skipper signalled for help and the life-boat immediately went to her and took off nine of the crew of eleven. As the life-boat drew away, she twice bumped on sunken rocks. The other two members of the crew were rescued from the shore by the Board of Trade's life-saving rocket apparatus. The life-boat returned to her station at 5.40 A.M.—Rewards, £8 15s.

**Walton and Frinton, Essex.**—At about 4.10 A.M. on the 3rd September, 1939, it was reported that a vessel was showing distress signals about one and a half miles south of Walton Pier. The weather was clear with a strong breeze. The sea was rather rough. The motor life-boat *E.M.E.D.* was launched at 4.50 A.M. and found the barge *Eureka*, of Harwich, with three men on board. Her main sail was damaged and she was completely unmanageable. At her skipper's request, life-boatmen boarded the *Eureka*. The life-boat then towed her to Harwich, arriving at 7.35 A.M. She arrived back at her station at 10.15 A.M.—Property Salvage Case.

**Longhope, Orkneys.**—At 10 P.M. on the 7th September, 1939, the life-boat station was informed by the coastguard that the steam trawler *Commander Nasmith* was ashore on the north side

of Stroma. A later message said that the vessel was ashore on the Lowther Rock, South Ronaldshay. A strong S.E. wind was blowing, with a moderate sea. The night was very dark, with rain. The motor life-boat *Thomas McCunn* put out at 10.45 P.M. The skipper of the trawler asked her to stand by until high water. She did so. The trawler refloated and went on her way, and the life-boat returned to her station, arriving at 8.30 A.M.—Rewards, £14 9s. 6d.

**Hastings, Sussex, and Dungeness, Kent.**—At 9.29 P.M. on the 9th September, 1939, the coastguard at Fairlight reported that an aeroplane had come down in the sea a mile to the east. The weather was clear and the sea was calm. At 9.35 the Dungeness life-boat station was told by the observer post at Dungeness that an aeroplane had come down in the sea about seven miles W.S.W. of Dungeness. At 9.40 Mr. R. Cooke, volunteer-in-charge of the life-saving corps at Pett, was told that an aeroplane had come down about one and a half miles south of Pett. The Hastings life-boat, *Cyril and Lilian Bishop*, was launched at 9.47 P.M.; the Dungeness motor life-boat, *Charles Cooper Henderson*, at 9.45 P.M. Mr. Cooke called for a crew to man his motor boat, and put out with three men. He was the first to find the aeroplane. Her crew, four in number, were on the top of the machine. Mr. Cooke landed them at Pett. At 10.40 the Hastings life-boat found the aeroplane, abandoned by her crew, and towed it into Hastings, arriving at 1.30 A.M. The Dungeness life-boat cruised about, using her searchlight, for an hour and a half, but found no trace of the aeroplane. Later she learned from a destroyer that the crew had been saved, and returned to her station, arriving at 1 A.M.—Rewards: Hastings, £28 14s. 6d.; Dungeness, £22 2s.; the four men who manned the motor boat, £2, and 5s. for the use of the boat.

**Shoreham Harbour, Sussex.**—On Sunday the 10th September, 1939, the coastguard reported that the sailing yacht *Wisp*, of Shoreham, had capsized about one and a half miles to the south-

ward of the harbour entrance. A fresh westerly wind was blowing, with a rather rough sea. The motor life-boat *Rosa Woodd and Phyllis Lunn*, was launched at 5.21 P.M. and rescued the crew of two. They were exhausted and had to be revived. She then took the yacht in tow and brought her into Shoreham, arriving at 6.10 P.M.—Rewards, £4 19s. 6d.

#### ENEMY ACTION OFF THE IRISH COAST.

●● **Courtmacsherry Harbour, Co. Cork.**—A telephone message was received from the Superintendent of the Coast Life Saving Service at about 6.30 A.M. on the 15th September, 1939, asking that the life-boat should be sent out to meet the Norwegian motor vessel *Ida Bakke*, which had on board the crew of a steamer which had been sunk by enemy action. The motor life-boat *Sarah Ward and William David Crossweller*, was launched in a calm sea at 6.45 A.M. and went to the Old Head of Kinsale. There she took on board the crew of forty-two of the oil tanker *British Influence*, of London. She then returned to her station and landed them at Courtmacsherry at 10 A.M.—Rewards, £4 10s. 6d.

● **Weymouth, Dorset.**—At 7.20 P.M. on the 15th September, 1939, the coastguards telephoned that four boats were adrift near the Shambles Lightship with the crew of a Belgian steamer on board. The weather was fine. The motor life-boat *William and Clara Ryland*, was launched at 7.40 P.M., and found the s.s. *Alex Van Opstal*, of Antwerp, which had been sunk. Her crew had got away in the ship's boats, and the life-boat found them in tow of a Greek steamer. She stood by the steamer until she reached a safe anchorage in Weymouth Bay and then returned to her station arriving 11.45 P.M.—Rewards, £8 15s.

●● **Courtmacsherry, Co. Cork.**—At 3.20 A.M. on the 16th September, 1939, a telephone message was received from the Superintendent of the Coast Life-Saving Service that the motor vessel *Cheyenne*, a tanker of Newcastle, had been sunk by enemy action, 200 miles off the Fastnet Lighthouse, on the

previous day and that her crew had been picked up by the Norwegian vessel, *Ida Bakke*. The life-boat was asked to meet the *Ida Bakke* off the Fastnet, and bring the rescued crew ashore. The motor life-boat *Sarah Ward and William David Crossweller* was launched at 4.30 A.M. A strong E. wind was blowing with a rough sea. The life-boat fell in with *Ida Bakke* at 8.30 A.M., took on board the thirty-seven rescued men, and landed them at Baltimore, returning to her station at 4.55 P.M.—Rewards, £14 16s. 6d.

**Holy Island, Northumberland.**—At 8.8 P.M. on the 22nd September, 1939, it was reported by the coastguard that a vessel was showing signals of distress near the Plough Seat Rocks. A fresh N.E. wind was blowing, with a heavy swell. The motor life-boat *Milburn* was launched at 8.18 P.M. and found the s.s. *Miltrap*, of Newcastle, with her engine broken down. The life-boat towed her to a safe anchorage in Holy Island Harbour, and returned to her station at 10.30 P.M.—Property Salvage Case.

**The Humber, Yorkshire.**—At 8.45 P.M. on the 22nd September, 1939, the signal station reported that red flares had been seen in an easterly direction. A fresh northerly wind was blowing, with a very rough sea. At 8.48 P.M. the motor life-boat *City of Bradford II* was launched. The steam trawler *Kopenes*, of Grimsby, was found aground on the Middle Binks, with a broken propeller. Signals were made to the shore for a tug, and the life-boat stood by until she arrived. The tug took the trawler in tow, and the life-boat escorted her into safety, returning to her station at 12.40 A.M.—Paid permanent crew: Rewards, 12s.

#### 24 RESCUED FROM FRENCH STEAMER.

●● **Aldeburgh, Suffolk.**—A message was received from the coastguard at 8 A.M. on the 24th September, 1939, that a steamer was sinking through enemy action, three or four miles E. by N. from the look-out. A N.W. breeze was blowing, with a heavy swell. The motor life-boat *Abdy Beauclerk* was got away in nine minutes. In the meantime the crew of the steamer,

some of them injured, had taken to the ship's boats. She was the *Phryne*, of Caen, of 3,500 tons, bound from Immingham to Bayonne, with coal, and carrying a crew of twenty-four. After taking on board the whole of the crew the life-boat took the two boats in tow, and in response to a signal from the shore made a good landing to leeward of the slipway which had been badly scoured away. The life-boat was ashore at 9.40 A.M. and the injured members of the *Phryne's* crew were sent by ambulance to Ipswich Hospital. A letter of thanks was received from the owners.—Rewards, £16 18s.

**Redcar, Yorkshire.**—While homeward bound for Grimsby, on the morning of the 25th September, 1939, the steam trawler *Oswaldian*, laden with fish and carrying a crew of eleven, ran ashore on the Salt Scar Rocks off Redcar. The weather was hazy with a heavy swell from the northward. She burnt flares and the motor life-boat *Louisa Polden* was launched to her help at 9 P.M. She took off four members of her crew. Four of the remaining men were taken off and landed by a boat which had put out from the shore, and the other three got away in their own boat and made for the life-boat. The life-boat then stood by for some hours, and as the weather had improved, she put the seven men on board the trawler again. At 1 A.M. they were able to refloat her under her own steam, and the life-boat returned to her station at 1.20 A.M.—Rewards, £14 4s.

(See "Shoreboat Services," Redcar.)

**Stromness, Orkneys.**—At 1.30 A.M. on the 27th September, 1939, the Kirkwall coastguard reported that a Norwegian steamer was ashore nearly fifty miles away. The weather was fine, with a light N.E. wind blowing. The motor life-boat *J.J.K.S.W.* was launched at 2.35 A.M., and found the motor vessel *Sardinia*, of Oslo at 7.30 A.M. The life-boat stood by until the vessel refloated and said that she did not need further help. The life-boat set out on her return journey at about 8.40 A.M., and reached her station again at 2 P.M.—Rewards, £14 18s. 6d.

**Walmer, and Ramsgate, Kent.**—At 6.45 A.M. on the 27th September, 1939, the Deal coastguard reported a motor barge drifting ashore to the N.E. of their station. A heavy sea was running with a strong easterly wind. At 7.5 A.M., the motor life-boat *Charles Dibdin* (Civil Service No. 2) was launched. She found the motor barge *Halcyon*, of Hull, with a crew of three. She was then gradually drawing away from the shore, and the life-boat escorted her into deep water. The life-boat returned to her station at 8.20 A.M. Eight minutes later another coastguard message was received that the *Halcyon* was again drifting ashore. The life-boat put out a second time at 9 A.M. Six minutes later the Ramsgate motor life-boat *Prudential*, also put out in response to a message from the coastguard that the *Halcyon* was driving ashore a mile north of Sandown Castle. She found the barge striking the ground, got ropes aboard her, with considerable difficulty; and took her in tow. Shortly afterwards the Walmer life-boat arrived on the scene, but, as her help was not needed, she returned to her station, which she reached at 11.30 A.M. The Ramsgate life-boat, with the barge in tow, reached Ramsgate at 10.57 A.M.—Rewards: Walmer, first launch, £9 13s. 6d., second launch, £9 13s. 6d.; Ramsgate, Property Salvage Case.

The following life-boats were launched, but no services were rendered for the reasons given:

**Howth, Co. Dublin.**—12th August, 1939. The civic guard had reported that a man was in the sea and was urgently in need of help. The life-boat put out with Mr. H. McCracken, a member of the committee, on board, and in the absence of the officers of the life-boat Patrick O'Connor, a member of the crew, took charge. The life-boat however was recalled as the man had been picked up by another boat.—Rewards, £1 15s.

**Tenby, Pembrokeshire.**—31st August, 1939. A cry for help had been heard by three boys from the Lydstep Caves. The motor life-boat was launched, and a coastguard search party went by car along the top of the cliff, and got down

it by the light of the life-boat's searchlight, but nothing could be found.—Rewards, £13 17s.

**Sunderland, Co. Durham.**—3rd September, 1939. A ship had gone ashore, but refloated under her own steam.—Rewards, £10 5s.

**Longhope, Orkneys.**—3rd September, 1939. A small vessel had been reported flying distress signals, and the life-boat searched a wide area but found nothing. It was learned later that the vessel had been taken in tow by a drifter.—Rewards, £4 11s. 6d.

**Appledore, Devonshire.**—4th September, 1939. A motor boat had been reported on fire, but nothing could be found.—Rewards, £7 17s. 9d.

**Portrush, Co. Antrim.**—5th September, 1939. A small boat out fishing had been kept under observation and, as the wind increased, the life-boat was launched at 9.20 P.M., but in the darkness failed to find the boat, which got in unaided.—Rewards, £7 3s.

**St. Helier, Jersey.**—5th September, 1939. It was reported shortly after eleven at night that Verey lights had been seen. The life-boat put out, with Lieut.-Commander T. Le B. Pirouet, the honorary secretary, on board. She made a wide search, but as nothing had been found by daybreak she returned to her station, arriving at 9.15 next morning.—Rewards, £15 8s. 6d.

● **Shoreham Harbour, Sussex.**—6th September, 1939. Information had been received that a steamer appeared to have blown up seven miles off Shoreham Harbour, but although the life-boat made a wide search she found nothing.—Rewards, £7 11s.

**Great Yarmouth and Gorleston, Norfolk.**—6th September, 1939. An explosion had been reported in the neighbourhood of the Corton Light-vessel, but the life-boat found that the light-vessel itself was all right, and there was no sign of any ship in distress.—Rewards, £6 10s. 6d.

● **Broughty Ferry, Angus.**—7th September, 1939. Shortly after 10 P.M.

information was received that an aircraft had dived into the sea three miles N.E. of the North Carr Lightvessel. The life-boat found nothing, spoke the lightvessel, and learned that the position was four miles N.N.E. She searched again, without success, and it was not until day came that she found oil on the sea. It was assumed that the aircraft had been lost. The life-boat returned to her station at 8.40 next morning.—Rewards, £13 1s.

**Arklow, Co. Wicklow, and Rosslare Harbour, Co. Wexford.**—8th September, 1939. Shortly before midnight reports had been received that flares from a vessel ashore on Blackwater Bank had been seen. Both life-boats searched without success, and the coxswains came to the conclusion that a mistake had been made in reporting flares.—Rewards: Arklow, £12 10s. 6d.; Rosslare Harbour, permanent paid crew, £4 13s.

● **Margate, Kent, and Southend-on-Sea, Essex.**—9th September, 1939. An aeroplane had been reported down in the sea off Leysdown. The Margate life-boat was launched just after eleven at night in a thick fog and reached Leysdown two hours and twenty minutes later. Owing to the fog she anchored until 5.15 in the morning and then made a search, but found nothing. Meanwhile the Southend-on-Sea life-boat had been launched at 11.30 and had searched a wide area. The two life-boats met at 6.30 next morning. At 7.50 a morse signal from the R.A.F. was received to say that all were saved. The Margate life-boat reached her station at 10.30 in the morning, and the Southend-on-Sea at 8.50.—Rewards: Margate, £18 12s.; Southend-on-Sea, £18 3s.

(See "Shoreboat Services," Herne Bay.)

● **Lytham-St. Annes, Lancashire.**—10th September, 1939. Information had been received that a yacht was in difficulties on the North Bank and a small motor launch aground. Both vessels were on a lee shore, with a strong S.W. gale blowing, and a heavy sea. Before the life-boat arrived the yacht had bumped clear over the bank and no longer needed help, and when the life-

boat reached the motor boat she found that she had been abandoned.—Rewards, £9 11s.

**Torbay, Devonshire.**—10th September, 1939. A small sailing dinghy, which had left Paignton at two in the afternoon had not returned at ten that night, but it was learned later that she had got in safely.—Rewards, £9 13s.

● **Lowestoft, Suffolk, and Great Yarmouth and Gorleston, Norfolk.**—13th September, 1939. Early in the morning information was received that two vessels had been in collision off Lowestoft. A N.E. gale was blowing with a rough sea, and it was very dark with heavy rain squalls. Both life-boats searched for some time and in the end found a vessel badly damaged, but not then in any need of help.—Rewards: Lowestoft, £16 3s. 6d.; Great Yarmouth and Gorleston, £18 19s. 6d.

**Ramsey, Isle of Man.**—18th September, 1939. A steamer had been reported ashore, but when the life-boat arrived she found that she had refloated without help and was able to go on her way.—Rewards, £11 5s.

#### TRAWLER'S HELP TO A LIFE-BOAT.

●● **Ballycotton, Co. Cork.**—14th September, 1939. At 2.20 P.M. the civic guard at Cork reported that a man had picked up a wireless S O S call from the s.s. *Vancouver City*, of Bideford. She was a vessel of about 5,000 tons and had been sunk by enemy action S.E. by S. of Ballycotton Light. The position was outside the normal range for the reserve motor life-boat *William Evans*, which was on temporary duty at the station, but she took a reserve supply of petrol on deck and set out. With her went Dr. Ted O'Connell, in case his services were needed. The life-boat picked up the coxswain, who was out fishing, four miles off, and went on until at 1.30 A.M. on the 15th the coxswain reckoned that he had reached the position given. Several destroyers were in the neighbourhood. The life-boat could obtain no definite news, but it was reported that several of the steamer's crew had been killed, and that the remaining thirty had been picked up by a Dutch tanker.

At 2.30 A.M. the life-boat turned for home, but when she was about fifty-two miles S.E. of Mine Head her engine broke down. Nothing could be done in the way of temporary repairs, and sail was set. The steam trawler *Gwam-aho* was sighted at about 9.30 A.M., when the life-boat was thirty-two miles S. by E. of Ballycotton, and she towed the life-boat home. They arrived at 2 P.M., over twenty-one hours after the life-boat had set out. The captain of the trawler said that he would make no claim for his services as he did not know when he might need a life-boat himself. Letters of thanks were sent to the captain of the trawler, to his owners and to Dr. O'Connell, and an increase in the usual money awards on the standard scale was made to each member of the crew.—Standard rewards to crew, £18 10s.; additional rewards to crew, £12; total rewards, £30 10s.

●● **Aberdeen, Aberdeenshire.**—15th September, 1939. A message had been received that a vessel was in distress through enemy action, but the life-boat found that her help was not required.—Rewards, £5 15s. 6d.

●● **Margate, Kent.**—16th September, 1939. A vessel had been reported with a bad list, which was thought to be the result of enemy action, and the life-boat put out in charge of the bowman, as both the coxswain and second coxswain were at sea fishing, but nothing could be found.—Rewards, £6 4s.

**Ramsgate, Kent.**—16th September, 1939. The Italian steamer *Liana* had been seen aground near the Goodwin Knoll, but by the time the life-boat arrived she had refloated.—Rewards, £5 3s.

**Torbay, Devonshire.**—17th September, 1939. A motor boat, with ten passengers on board, had not returned and the life-boat put out to search for her, but she got in without help.—Rewards, £9 7s.

● **Angle, Pembrokeshire.**—18th September, 1939. At one in the morning it was reported that an aeroplane had crashed in the sea. She sank just



after the life-boat reached her. There was no sign of her crew. The life-boat again searched in the daylight but found nothing except wreckage and this was handed over to the R.A.F.—Rewards, £15 8s. 6d.

**Shoreham Harbour, Sussex.**—18th September, 1939. A rowing boat with a boy and girl on board had been reported as missing and the life-boat put out, but was recalled as the boat had been found.—Rewards £10 5s.

● **Sennen Cove, Cornwall.**—18th September, 1939. An aeroplane had been reported down in the sea, but the life-boat was recalled by the coastguard as her services were not needed.—Rewards, £12 5s.

●● **Courtmacsherry, Co. Cork.**—24th September, 1939. A message had been received that a steamer was in distress, as a result of enemy action, about fifteen miles south of Fastnet Lighthouse. She was the steamer *Hazleside*, of Newcastle-on-Tyne, bound from British Columbia to Garston with a crew of thirty-four. As the Baltimore motor life-boat was off service the Courtmacsherry motor life-boat put out. She found nothing and put into Baltimore. There she learned that a shore-boat had two boats in tow. She put out again, with a local pilot on board, to help them, but by this time they had reached the Schull. After returning to Baltimore for food and rest the life-boat made for her station, arriving at 12.30 on 25th September. She had then been out for over twenty hours.—Rewards, £20 10s.

● **Hastings, Sussex.**—25th September, 1939. An aeroplane had been reported down in the channel between Hastings and Le Treport. No position was given. The life-boat and two aeroplanes searched for some time. In the meanwhile the distress call had been cancelled and the life-boat was recalled.—Rewards, £12 12s. 6d.

**Sunderland, Co. Durham.**—26th September, 1939. A fishing coble had been reported in distress, but a pilot cutter took her in tow.—Rewards, £5 2s. 6d.

**Newhaven, Sussex.**—27th September, 1939. A motor yacht had been reported broken down, but a tug took her in tow.—Rewards, £5 16s.

**Dover, Kent.**—28th September, 1939. A small boat had been reported as capsized six miles from Dover in a rough sea, but the life-boat could find nothing.—Partly permanent paid crew: Rewards, £1 17s. 6d.

**Peterhead, Aberdeenshire.**—1st October, 1939. A small trawler had been reported in a sinking condition fifty miles away, but another vessel took her in tow. The life-boat returned after being out for over nine hours.—Rewards, £16 2s. 9d.

**Ilfracombe, Devonshire.**—3rd October, 1939. A large lighter had been reported broken away from her tow in a heavy sea, with half a gale blowing. After two hours the life-boat came up with her, about twelve miles from Ilfracombe, but found that there was no one on board.—Rewards, £34 3s. 5d.

## A Fishing Fleet Calendar.

MESSRS. H. JENKINS, LTD., the photographers, of 2, Pier Terrace, Lowestoft, whose photographs will be well known to readers of *The Life-boat*, have, for the third year, issued "A Fishing

Fleet Calendar." It has fourteen pages, with a different photograph on each page, and it costs 3s., post free. All who enjoy beautiful pictures of ships and the sea should value it.

## Doubled.

THE Metropolitan Police contributed £247 in 1939.

That is more than twice as much as in 1938.

## Shoreboat Services.

For which Rewards were given at the September and October Meetings of the Committee of Management.

### September Meeting.

**Torbay, Devon.**—At about 6 P.M. on the 12th June, 1939, a sailing dinghy capsized in Fishcombe Bay. The weather was fine with a N.W. breeze and an almost smooth sea. The crew of three were seen clinging to the keel. The call for help was given by motorists from the Torbay Chalets Camp. Two motor boats put out from Brixham Inner Harbour, and the Torbay life-boat also put out. The motor boat *Lady Mildred*, manned by two men, rescued one, and the motor boat *Winsome*, manned by one man, rescued the other two. The rescued men had been in the water nearly forty minutes and were exhausted.—Rewards, £1 2s. 6d.

**Ringstead, Weymouth, Dorset.**—On the 29th June, 1939, two young naval seamen, brothers, hired a rowing boat from Portland and, accompanied by two girls, rowed to Ringstead. When they were preparing to return about 6.30 P.M., they were strongly advised by a London police sergeant, who was on holiday, not to attempt to row back but to return by bus. They ignored his advice and soon got into difficulties in a fresh westerly wind, with a choppy sea. The sergeant (whose hobby is boating with the Ringstead fishermen when on holiday) had kept the boat under close observation. When he saw that she was in danger he raised the alarm, and himself put out with a local fisherman and another visitor in a motor boat. When they reached the rowing boat they found the sailors nearly exhausted and the girls crying. They brought them ashore.—Rewards, 25s. to the fisherman for the use of his boat, and a letter to the Metropolitan Commissioner of Police strongly commending the initiative and action of Sergeant King, B.63.

**Whitby, Yorkshire.**—At 1.45 P.M. on the afternoon of Sunday the 16th July, 1939, the coastguard reported that a small vessel was ashore off North Cheek,

Robin Hood's Bay. The sea was smooth with no wind, although it was foggy, and it was decided that a life-boat launch was unnecessary, but as a precaution the life-boat coxswain, Mr. J. Murfield, put out in his own motor boat. He arrived to find that the vessel had got off and gone on her way.—Rewards, £1 for loss of business and fuel used.

**Barrow, Lancashire.**—A pilot who had been on the look-out reported to the life-boat coxswain at 1.45 P.M. on the afternoon of Sunday the 23rd July, that a sailing boat appeared to be in difficulties in Morecambe Bay, with something flying at half-mast. A strong N.W. breeze was blowing, with a choppy sea. A motor boat went out with a crew of four. They found five sea-sick men on board the sailing boat, but they refused all help.—Rewards, £1 10s., and 3s. for fuel used.

**Burnmouth (Eyemouth), Berwickshire.**—At about six o'clock on the evening of Sunday the 23rd July, 1939, two boy scouts drifted to sea on a raft from a position about two miles south of Burnmouth. The sea was smooth, with a light westerly wind. The motor boats *Braw Lads* and *White Heather* put out from Burnmouth manned by seven fishermen and a visitor. Before they reached the raft the boys attempted to swim to the shore. One succeeded; the other failed. His body was picked up by the *White Heather*, but it was impossible to revive him.—Rewards, £1 15s.

**Hastings, Sussex.**—On the afternoon of the 24th July, 1939, information was received through the police that an aeroplane had come down in the sea off Ecclesbourne Glen, near Fairlight. The sea was slight, with a S.W. breeze blowing. The life-boat was launched and, at the request of the police, a speed-boat also put off from the pier, without waiting to disembark two passengers. No trace of the aeroplane could be found.—Rewards, £1.

**Herne Bay, Kent.**—On the night of the 25th July, 1939, a boy on license from Borstal took a boat belonging to the Whitstable Council, at Tankerton, and put off without oars. A fresh southerly breeze was blowing, the sea was choppy, and the boy got into difficulties. He was seen and heard by two boys, shouting for help, but the information did not reach the coastguard until 11.30. The Margate life-boat put out, and Mr. A. Pressley, a Herne Bay fisherman, also put out in a motor boat, and joined in the search. An aeroplane dropped Verey lights to help them, but it was not until dawn that the boy was found by Mr. Pressley. He was then exhausted. After giving him water and chocolate from the life-boat's stores Mr. Pressley then took the boy ashore. Mr. Pressley was out for about four hours and covered over thirty miles.—Rewards, £1 5s., and 7s. for fuel used.

**Shoreham Harbour, Sussex.**—On the 26th July, 1939, it was reported that an aeroplane had come down in the sea off Shoreham. A speed-boat put out on the instructions of the honorary secretary of the life-boat station and the coastguard. She found nothing.—Rewards, £1.

**Whitby, Yorkshire.**—At 9.30 P.M. on the 27th July, 1939, a fisherman came ashore and reported to the life-boat coxswain that he had seen flares about four miles to the north. The sea was calm, with a light S.W. wind. The coxswain and three other men put out in the motor coble *Brighter Hope* and found that the flares came from the motor coble *Silver Line* which had a pleasure fishing party on board. Her engine had broken down. The *Brighter Hope* towed her into Whity Harbour.—Rewards, £2, and 2s 6d. for fuel used.

**Harwich, Essex.**—On the afternoon of the 4th August, 1939, four men, who were sailing in Harwich Harbour in a dinghy, capsized in a squally N.E. wind. The sea was rough and the tide was ebbing strongly. A local waterman put out with another man in a motor boat. They succeeded in picking up two of the men in the water, but,

unfortunately, the other two were drowned.—Rewards, 15s. to the two men.

**Runswick, Yorkshire.**—On the afternoon of Sunday the 6th August, 1939, two men visitors put out in a small canoe. There was some sea running and they capsized. One man swam ashore, but the other clung to the canoe. The life-boat second-coxswain and four other men put off in a rowing boat and picked up the man who had to be revived by artificial respiration.—Rewards, £2 10s.

**Ilfracombe, Devon.**—At about 4.30 P.M. on the afternoon of the 17th August, 1939, information was received from the coastguard that someone was in difficulties on Torr Cliffs between Ilfracombe and Lee. The life-boat's honorary secretary sent off the mechanic in his speed-boat, followed by the second-coxswain in his motor boat. Two people were in difficulties, a man and a woman. The man was hauled up the cliffs by the coastguard, the woman was taken on board his boat by the second-coxswain.—Rewards, 15s.

**Swanage, Dorset.**—At about 4.15 P.M. on the afternoon of Sunday, the 20th August, 1939, three small boats got into the tide-rip off Peveril Point in a strongly ebbing spring tide. One of the boats upset. At the request of the coastguard a boatman put out in his 20-feet open motor boat. He was on the spot in about ten minutes and searched for an hour, but could find neither the boat nor the man who had been on board. He was able, however, to help the other two boats. One of them had lost a rowlock, and the other could make no headway.—Rewards, £1.

**Walmer, Kent.**—At 6.30 P.M. on the 26th August, 1939, information was received that two boys who had put out in a home-made canoe at two in the afternoon, had not returned. The life-boat coxswain and six other men put off in a motor boat and found the boys about three miles away near Kingsdown. They were in no danger. The motor boat returned with them.—Rewards, £2 12s. 6d., and 5s. for fuel used.

**Llandudno, Caernarvonshire.**—At about 6 P.M. on the 29th August, 1939, the coastguard reported to the life-boat coxswain that a man had fallen off Orme's Head. The weather was misty, with a north-easterly wind and a moderate sea. Four life-boatmen put out in a motor boat. They found that the police had already arrived, but stood by in case it was necessary to take the man on board their boat. He was, however, hauled up the cliffs.—Rewards, £1 10s., and 3s. for fuel used.

#### October Meeting.

**Ilfracombe, Devon.**—At about 11 A.M. on the 12th June, 1939, information was received that a girl had fallen down the cliff at Hagginton Beach, Hele Bay. A strong N.N.W. inshore wind was blowing, with a choppy sea. A rowing boat put out manned by Mr. N. J. Lewis, a café proprietor, Mr. P. G. Burgess, beach attendant, and Mr. W. H. Galliver. They found the girl, a seventeen-year-old visitor, unconscious at the foot of the cliffs, and another girl about a hundred and twenty feet up.

The men then entered the sea, got the unconscious girl aboard and returned to Hele. Putting off again they went to the help of the girl on the cliffs, where Mr. Burgess and Mr. Galliver landed, Mr. Lewis remaining in the boat. Eventually coastguardman Beer helped the girl to the cliff top. Mr. Lewis, Mr. Burgess and Mr. Galliver then returned to Hele at 12.40 P.M. wet through.

At about 8 P.M. on the 1st July, Mr. Lewis and Mr. Galliver again put out in a rowing boat on learning that two visitors had been marooned on a rock, at Hele Bay, by the tide. A moderate W.S.W. wind was blowing, with a choppy sea. They took their boat close in and the two people were able to jump into it. A few minutes later the tide rose over the rock.

Coastguardman Beer and Mr. Burgess, the beach attendant, have received testimonials from the Royal Humane Society. Mr. Lewis has rendered similar services on many previous occasions.—Rewards, A framed letter of thanks to Mr. N. J. Lewis and 15s. to Mr. W. H. Galliver.

**Arklow, Co. Wicklow.**—At about 7 P.M. on the night of the 12th July, 1939,

a local seaman noticed that a boat appeared to be on Arklow Bank, several miles east from Arklow Harbour, for she did not move. The sea was rough, with a strong S.W. wind blowing. The motor boat *Willie Wag* with a crew of six put out at 8 P.M. and reached the distressed boat two hours later. She found her to be the French fishing boat *Java*, of Camaret. Her crew of six had taken to the ship's boat. From this the motor boat rescued them. Half an hour later the *Java* which was full of water, slipped off the bank and sank.—Rewards, £7 10s., and 7s. for fuel used; also 7s. to the man who gave the first information.

**Littlehampton, Sussex.**—At about noon on the 22nd July, 1939, information was received that the sailing boat *Idiot's Delight* had capsized off Rustington. The sea was choppy, with a fresh S.W. breeze. Manned by a crew of two the motor speed-boat *Miss Littlehampton* put off, but found the two people from the sailing boat swimming ashore. As they did not need help the speed-boat took the sailing boat in tow and brought her to Littlehampton.—Rewards, 15s, £1 for loss of business, and 7s. for fuel used; also a letter of thanks to Mrs. Reed Peebles, who gave first information of the accident.

**Broughty Ferry, Angus.**—While a party of three were boarding the dinghy belonging to the yacht *Black Dragon* at about 6 P.M. on the 1st August, 1939, the dinghy capsized. A fresh westerly wind was blowing, with a choppy sea. The tide was ebbing. Two men put off in a motor boat. The dinghy was about 200 yards away. They rescued two of the three people—a father and daughter—but the son was missing. They searched for him. Meanwhile, the life-boat coxswain and motor mechanic who were on the shore, saw a body in the water. They went out in a rowing boat, brought it in and applied artificial respiration, but, unfortunately, without result.—Rewards, 15s. between the two rescuers, and 2s 6d. for fuel used.

**Porthdinllaen, Caernarvonshire.**—At about 3.30 P.M. on the 15th August, 1939, a boatman, while out in his motor

boat, saw the sailing boat *Snark*, of Nevin, capsize when about two miles from Nevin Bay. The weather was fine and the sea smooth. The boatman hurried to the capsized boat, picked up the three men who had been on board, visitors from Manchester, and took their boat in tow.—Rewards, 10s., and 3s. for fuel used.

**Blackpool, Lancashire.**—At 4.30 P.M. on the 22nd August, 1939, a boy who was bathing and was about 150 yards out, near the South Pier, got into difficulties. It was high water, with a S.W. breeze and a slight sea. Mr. Edwin Smith, a member of the Blackpool Town Council, who was out in his motor launch with a boatman and passengers, hurried to the boy, took him on board and applied artificial respiration. After being landed the boy recovered.—Rewards, A framed letter of thanks to Councillor Edwin Smith, and 5s. to the boatman.

● **Hastings, Sussex.**—Mr. R. Cooke, Volunteer-in-Charge of the Life-saving Corps at Pett and three other men, rescued the crew of four of an aeroplane on the 9th September, 1939. The Hastings and Dungeness life-boats also went out.—Rewards, £2, and 5s. for use of boat.

(For a full account see "Life-boat Services," Hastings, Sussex, and Dungeness, Kent.)

**Broughty Ferry, Angus.**—Two boys in a sailing boat were seen to be in difficulties about a mile west of the Tay Bridge at 12.30 P.M. on the 11th September, 1939. The coxswain, motor mechanic and bowman, put off in a motor boat, picked up the boys, and towed their boat to Broughty Ferry. A boat was borrowed for the job, and the Institution's petrol was used.—Rewards, 7s 6d. to the bowman, and 10s. for the use of the boat.

**Tenby, Pembrokeshire.**—While out fishing in the motor trawler *Two Brothers*, in the afternoon of 15th September, 1939, two men saw a sailing boat in difficulties, about two miles off. She had a party of five young people on board. They did not know how to handle the boat. The sails had been blown away, and she was being carried out to sea. A fresh northerly wind was blowing, and the sea was choppy with a very strong tide running. Heaving up their gear the two men went to her help, rescued the five persons on board, and towed the boat into Tenby Roadstead.—Rewards, £1 5s.

● **Herne Bay, Kent.**—At about 11.30, on the night of the 9th September, 1939, a British aircraft crashed in the sea off Seasalter, and a number of boats, including the Margate and Southend life-boats, put out. The weather was calm. The crew of the aeroplane were safe, but one of the boats which had gone to her help with two boys aboard, did not return and early in the morning of the 10th September, Mr. Pressley, a boatman, put out at the request of the coastguard. He did not find the boat, but she got back safely, unaided.—Reward, £1.

(See Margate and Southend-on-Sea "Services of the Life-boats.")

**Redcar, Yorkshire.**—While homeward bound for Grimsby the steam trawler *Oswaldian* ran ashore on the Salt Scar Rocks at about 8.30 P.M. on the 25th September, 1939. The weather was hazy, with a heavy swell. The Redcar life-boat put out and also the motor fishing boat *Mayflower*, with a crew of four. Four of the *Oswaldian's* crew of eleven were landed by the fishing boat and remained ashore. The others after being taken on board the life-boat returned to the trawler which refloated later.—Rewards, £3, and 1s 6d. for fuel used.

(See Redcar "Services of the Life-boats.")

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### Life-boat Essay Competition.

OWING to the fact that so many schools have been moved on account of the war, it has been regretfully decided

not to hold the Duke of Northumberland's Life-boat Essay Competition for Elementary Schools in 1940.

## Naming Ceremonies of Motor Life-boats in 1939.

### ENGLAND.

ELEVEN naming ceremonies of motor life-boats were held during 1939, seven in England, three in Scotland and one in Wales. Three other ceremonies, one in England, and two in Ireland, were cancelled owing to the outbreak of war.

#### New Brighton, Cheshire.

A second motor life-boat was stationed at New Brighton in 1938. The station has a 60-foot Barnett cabin motor life-boat, the first of the type to be built since 1923. The second motor life-boat has taken the place of a pulling and sailing life-boat. The new boat is of the Watson type, 41 feet by 11 feet 8 inches. On service, with crew and gear on board, she weighs just over 15 tons. She is divided into eight water-tight compartments and is fitted with 156 air-cases. She has twin screws, driven by two 35 h.p. petrol engines. The engine-room is a water-tight compartment, and each engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is just under 8 knots, and she carries enough petrol to be able to travel 114 miles, at full speed, without refuelling. She carries a crew of eight, and in rough weather can take fifty people on board. She has two cock-pits, a line-throwing gun and an electric searchlight, and is lighted by electricity.

She has cost about £7,000 and has been built out of a gift from Mrs. Mary Robinson of Liverpool.

The naming ceremony took place on 4th February, 1939, in the South West Princes Dock, at Liverpool, with the very kind help of the Mersey Docks' and Harbour Board Coast Lines Ltd.

The Lord Mayor of Liverpool (Sir Sydney Jones), presided.

Mrs. Robinson, although eighty-nine years old and in very delicate health, herself presented the life-boat to the Institution. In doing so she said:

"The knowledge that I have done something to save a life—perhaps a soul—has filled me with a joy, present and abiding, which is to me without a parallel."

The boat was accepted by Sir Godfrey Baring, Bt., chairman of the Institution, who very warmly thanked Mrs. Robinson for her magnificent gift. He then formally handed the boat to the station on whose behalf she was received by Mr. W. W. Harris, J.P., its vice-chairman and honorary secretary. The Rev. W. S. Coad, M.A., vicar of New Brighton, dedicated the life-boat.

A vote of thanks to Mrs. Robinson, the Lord Mayor and Sir Godfrey Baring was proposed by Col. J. G. B. Beazley, M.C., T.D., J.P., deputy-chairman of the Port of Liverpool branch, and seconded by Mr. Stuart Deacon, J.P., chairman of the committee of the New Brighton station.

Mrs. Robinson then named the life-boat *Edmund and Mary Robinson* after her late husband and herself.

During the ceremony the Lord Mayor presented the silver and bronze medals and the Institution's thanks inscribed on vellum awarded by the Institution to the coxswain and crew for the rescue in the great gale of 23rd November, 1938, of the crew of the fishing boat *Progress*, of Hoylake and the schooner *Loch Ranza Castle* of Annalong.

Nine months later, on 31st October, Mrs. Robinson died. Her funeral was attended by Mr. W. W. Harris, vice-chairman and honorary secretary of the station, the coxswain, and four members of the crew who acted as bearers of the coffin.

#### Selsey, Sussex.

The motor life-boat, a gift from the Canadian Pacific Steamship Company, which was stationed at Selsey in 1928, was destroyed in a fire at the builders' yard at Cowes in 1937, while being overhauled. Another boat, to take her place, was sent to the station in 1938. She is of the same type, the Watson cabin, 46 feet by 12 feet 9 inches. On service, with crew and gear on board, she weighs 20 tons. She is divided into nine water-tight compartments, and is fitted with 158 air-cases. She has twin screws, and is driven by two 40 h.p. Diesel engines. The engine-room is a water-tight compartment, and each

engine is itself water-tight, so that it could continue running even if the engine-room were flooded. Her speed is 8 knots, and she carries enough fuel to be able to travel 212 miles, at full speed, without refuelling. She carries a crew of eight, and in rough weather can take ninety-five people on board. She has a line-throwing gun and an electric searchlight, and is lighted throughout by electricity. She has cost about £9,000.

The new boat was named by the Duchess of Norfolk on 30th May, 1939. Mr. E. G. Arnell, J.P., chairman of the Chichester Rural District Council, and chairman of the Selsey branch, presided. Sir Godfrey Baring, Bt., chairman of the Institution, presented the life-boat to the branch on behalf of the Canadian Pacific Steamship Company and the Institution, and she was received by Dr. A. Humphrys, a member of the Selsey committee.

The Bishop of Chichester (the Right Rev. Dr. G. K. A. Bell, D.D.) conducted a service of dedication at which the singing was led by the choir of St. Peter's, Selsey. A vote of thanks to the Duchess of Norfolk was proposed by the Lord Leconfield, G.C.V.O., Lord Lieutenant of Sussex, and seconded by Major J. S. Courtauld, M.C., M.P., president of the branch.

The platform party then went to the boat-house, which is built over the sea, at the end of a long gangway. Here the ceremony was concluded, being relayed by loud-speakers to the audience on the shore. The Bishop of Chichester blessed the life-boat and the Duchess of Norfolk named her *Canadian Pacific*. The life-boat was then launched.

#### Poole, Dorset.

The pulling and sailing life-boat at Poole was replaced in 1939 by a motor life-boat of the new surf type. She is 32 feet by 9 feet 3 inches, and on service, with crew and gear on board, she weighs  $4\frac{1}{2}$  tons. She is divided into three water-tight compartments and has 83 air-cases. If a sea breaks on board she can free herself in six seconds. She has two 12 h.p. engines in a water-tight engine-room driving Hotchkiss internal cone propellers, and they give her a speed of  $6\frac{1}{2}$  knots.

She can travel 44 miles at full speed without refuelling. She carries a crew of seven and can take 15 people on board in rough weather.

She has cost about £3,000 and has been built out of a legacy from the late Mr. T. H. Kirk Wright, of Bournemouth. Mr. Wright left nearly £50,000 to the general funds of the Institution, but as it was discovered after his death that he had wished to present a motor life-boat for Poole, part of his legacy has been used for this purpose and the boat has been named after him.

The naming ceremony took place on 7th June, 1939, with the Mayor of Poole presiding. Several members of Mr. Kirk Wright's family were present. Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, presented the life-boat to Poole on behalf of the donor and the Institution, and she was received by Alderman F. Bacon, J.P., chairman of the branch.

The Bishop of Salisbury (the Right Rev. Dr. E. Neville Lovett, C.B.E., D.D.) dedicated the life-boat, the singing at this service being accompanied by the band of Dr. Barnardo's Boys.

Miss K. J. Johnston, a niece of the donor, then named the life-boat *Thomas Kirk Wright*.

A vote of thanks to Miss Johnston was proposed by Lieut.-Col. V. D. Stenhouse, honorary secretary of Bournemouth, and seconded by Miss E. M. Lees, honorary organising secretary of Poole.

#### Newbiggin, Northumberland.

The pulling and sailing life-boat at Newbiggin was replaced in 1938 by a motor life-boat of the 32-foot surf type, driven by Hotchkiss internal cone propellers, as described in the account of the naming ceremony at Poole.

The new boat has cost about £3,000 and has been built out of a legacy from the late Miss E. A. Northey, of London.

The naming ceremony took place on 24th June, 1939, with Mr. Adam Storey, chairman of the Newbiggin branch, presiding. Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, presented the life-boat to the branch on behalf of the donor and the Institution. She was received by

Captain F. Hollingsworth, honorary secretary of the branch, and the Rev. C. F. Medd, M.A., president of the branch, thanked the donor and the Institution.

Lady Frances Osborne, president of the Berwick-on-Tweed branch and Ladies' Life-boat Guild, then presented the wrist-watch awarded by the Institution in place of binoculars, to Captain F. Hollingsworth, honorary secretary of the Newbiggin branch, the record of thanks awarded to Mr. T. Hindmarsh, late honorary financial secretary, and the certificates of service awarded to Mr. William Armstrong, Mr. W. R. Armstrong and Mr. George Brown, members of the crew.

A vote of thanks to Lady Francis Osborne was proposed by Colonel J. H. Nicholson, J.P., a member of the committee, and seconded by Councillor Mrs. A. Hepple, chairman of the Newbiggin Urban District Council.

The Bishop of Newcastle (the Right Rev. Dr. H. E. Bilbrough, D.D.) dedicated the life-boat, the singing at this service being led by St. Bartholomew's Church of England choir and accompanied by the Newbiggin Colliery Band.

Lady Francis Osborne then named the life-boat *Augustus and Laura*, and the boat was launched.

#### **Bembridge, Isle of Wight.**

The Institution stationed at Bembridge in 1939 a motor life-boat of the 46-feet Watson cabin type, as described in the account of the naming ceremony at Selsey. This boat replaced a smaller and less powerful motor life-boat of the self-righting type.

She has cost about £9,000 and has been built out of a legacy from the late Miss A. Lumb of Huddersfield. Her line-throwing gun is the gift of the Southampton Ladies' Life-boat Guild.

The naming ceremony was held on 21st July, 1939, Major R. S. Savile, J.P., chairman of the branch, presiding. Several members of Miss Lumb's family were present.

Mr. J. Lumb, a nephew of the donor, presented the life-boat to the Institution and she was received by Sir Godfrey, Baring, Bt., chairman of the Institution, who then handed her to the branch on

behalf of which she was received by Major Savile.

Miss A. I. Lumb, a niece of the donor, then named the life-boat *Jesse Lumb*.

The Bishop of Salisbury (the Right Rev. Dr. Ernest Neville Lovett, C.B.E., D.D.) dedicated the life-boat.

A vote of thanks to Miss A. I. Lumb and her family was proposed by Mr. W. Couldrey, J.P., honorary secretary of the branch.

#### **Minehead, Somerset.**

The Institution stationed at Minehead in 1939 a motor life-boat of the 32-feet surf type as described in the account of the naming ceremony at Poole. This boat, however, is driven by Gill jet propulsion, and is the first of the Institution's life-boats to be equipped with it. She has the same speed as the Poole boat,  $6\frac{1}{2}$  knots, but twice as great a range. She can travel 88 miles at full speed without refuelling. She has replaced a pulling and sailing life-boat.

She has cost about £3,000 and has been built out of a legacy from the late Miss K. Greatorex, of Mytton Hall, near Shrewsbury.

The naming ceremony was held on 26th July, 1939, with Mr. A. E. H. Berry, J.P., chairman of the Minehead Urban District Council, presiding. About 3,000 people were present.

The ceremony began with the presentation by Lieutenant H. M. Brandram, R.N.R., chairman of the branch, of the thanks of the Institution inscribed on vellum awarded to Mr. T. K. Ridler, late honorary secretary, and the certificate of service awarded with a pension to ex-Coxswain R. Martin.

Mr. A. C. Reed, M.P., for Exeter, and a member of the committee of management of the Institution, then presented the life-boat to the branch on behalf of the donor and the Institution, and she was received by Mr. A. F. Luttrell, J.P., D.L., president of the branch.

The life-boat was dedicated by the Rev. C. W. C. Ingles, D.D., R.N. (ret.), late Chaplain of the Fleet. The Rev. G. E. Knapp Fisher, M.A., vicar of Minehead, and the Rev. A. F. Blandford, B.A., took part in the service. The singing was led by the choir of St.



Michael's Church, Minehead, and was accompanied by the Minehead Town Band.

Mrs. G. F. Luttrell then named the life-boat *Kate Greatorex*.

A vote of thanks was proposed by Mr. Vernon Bartlett, M.P. for the Bridgwater Division of Somerset.

#### **Fleetwood, Lancashire.**

The Institution stationed at Fleetwood in 1939 a motor life-boat of the 41-foot Watson type, as described in the account of the naming ceremony at New Brighton. This boat has replaced a smaller motor life-boat of the self-righting type.

She cost about £7,000 and has been built out of a legacy from the late Miss A. L. Russell, of Manchester.

The naming ceremony was held on

26th July, 1939, with the Mayor of Fleetwood presiding. Lieut.-Col. C. R. Satterthwaite, O.B.E., secretary of the Institution, presented the life-boat to the branch on behalf of the donor and the Institution, and she was received by Mr. J. Wood, chairman of the branch.

The Bishop of Lancaster (the Right Rev. Benjamin Pollard, M.Sc., B.D.) dedicated the life-boat assisted by the Rev. S. G. Stanton, M.A., vicar of Fleetwood.

Lady Stanley then named the life-boat *Ann Letitia Russell*.

A vote of thanks to Lady Stanley was proposed by Mr. J. Wignall Hodson, L.L.B., a patron of the branch, and seconded by Mr. R. Forrester Addie, a member of the committee.

### **SCOTLAND.**

#### **Tobermory, Argyllshire.**

At the beginning of 1937 the Institution decided to establish an additional station on the west coast of Scotland. Tobermory, in the Isle of Mull, was found to be the only place where a life-boat could be placed and a crew found, and a 46-foot Watson cabin life-boat as described in the account of the Selsey naming ceremony was laid down. This boat, which has cost about £8,000, was built out of a gift from Miss Margaret Lithgow, of Tobermory, and at her wish it has been named after her friend Sir Arthur Rose, Bt., D.S.O., who commanded the 15th Battalion of the Royal Scots in the war of 1914 to 1918, and was Commissioner for Scotland under the Special Areas Act.

The life-boat was completed in the spring of 1938 and was the chief exhibit in the Institution's pavilion at the Empire Exhibition held at Bellahouston Park, Glasgow, from May to the end of October, 1938. The station was opened on 12th October, 1938, when a reserve life-boat was placed there, and the new life-boat arrived at Tobermory on 25th November.

Neither Miss Lithgow nor Sir Arthur Rose lived to see the station opened. Sir Arthur Rose died in 1937 and Miss Lithgow in June 1938.

The naming ceremony was held on 11th August, 1939. Colonel Bryce Allan, O.B.E., T.D., D.L., Provost of Tobermory and chairman of the branch, presided, and Sir Alfred H. Read, J.P. welcomed the guests. There was an audience of about 1,200 people and several members of Sir Arthur Rose's family were present. Music was played by the Anti-Tank Battery Pipe Band from Oban.

The Duke of Montrose, C.B., C.V.O., V.D., L.L.D., chairman of the Scottish Life-boat Council and a vice-president of the Institution, presented the life-boat to the branch on behalf of the donor and the Institution. She was received by Colonel Bryce Allan.

The Rev. J. M. Menzies, M.A., and the Rev. K. S. MacLean, J.P., conducted a service of dedication at which the singing was led by a joint choir of the United Churches.

Mrs. F. C. Laing, the daughter of Sir Arthur Rose then named the life-boat *Sir Arthur Rose*.

A vote of thanks to Mrs. Laing was proposed by Mr. James Bryce Allan, a member of the committee of management of the Institution, and Sir Hugh Rose, Bt., the son of Sir Arthur Rose, replied. A vote of thanks to the Duke of Montrose, Colonel Bryce Allan and others taking part in the ceremony

was proposed by Lord Strathcona, and the Mull Anthem and the National Anthem were sung.

#### Wick, Caithness-shire.

The Institution stationed a motor life-boat of the 46-feet Watson cabin type, as described in the account of the Selsey naming ceremony, at Wick in 1938. She replaced another Watson motor life-boat of a less powerful type.

The new boat, which has cost about £9,000, has been built out of the general funds of the Institution and has been named by it *City of Edinburgh* in gratitude for the generous support given to the Institution by the people of Scotland, who have nearly trebled their contributions in the last thirteen years.

The naming ceremony was held on 19th August, 1939. Commander Gore-Brown-Henderson, R.N., chairman of the branch, presided, and among those supporting him were Lieut.-Col. J. Benskin, D.S.O., O.B.E., a member of the committee of management of the Institution and Mrs. Benskin, C.B.E. About 2,000 people were present, and music was played by the Wick Pipe Band.

Lord Saltoun, M.C., vice-chairman of the Scottish Life-boat Council, presented the life-boat to the branch on behalf of the Institution, and she was received by the Duke of Portland, K.G., P.C., G.C.V.O., a vice-president of the Institution and president of the branch.

The Rev. M. Moore dedicated the life-boat, the singing at the service being led by a choir under the direction of Mr. Alexander M. Small and accompanied by the Wick Salvation Army Band.

The Lady Provost of Edinburgh, Mrs. Henry Steele, then named the life-boat *City of Edinburgh*.

A vote of thanks to the Lady Provost was proposed by Major the Right Hon. Sir Archibald Sinclair, of Ulster, P.C., C.M.G., M.P., and the Lord Provost of Edinburgh replied. A vote of thanks

to the chairman and others taking part in the ceremony was proposed by Mr. James Sutherland, a member of the committee.

#### Peterhead, Aberdeenshire.

The Institution stationed at Peterhead in 1939 a 46-feet Watson cabin motor life-boat as described in the account of the Selsey naming ceremony. The new boat has replaced a Watson motor life-boat of a less powerful type.

She has cost about £9,000 and has been built out of a gift from Mrs. Park Barry, of Glasgow, who died in March, 1939, five months after making the gift.

The naming ceremony was held on 30th August, 1939. Provost Max J. L. Schultze, J.P., chairman of the branch presided, several hundreds of people were present, and the motor life-boat from Fraserburgh lay alongside the new boat.

The Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish Life-boat Council and a vice-president of the Institution, presented the life-boat to the branch on behalf of the donor and the Institution, and she was received by Provost Schultze. The Rev. H. Douglas Swan, B.D., dedicated the life-boat, the singing at this service being led by a joint choir of the United Churches and accompanied by the band of the 221st Battery, Royal Artillery.

Miss Julia Douglas-Reid, a granddaughter of Mrs. Park Barry, then named the life-boat *Julia Park Barry, of Glasgow*.

A vote of thanks to Miss Julia Douglas-Reid was proposed by the Marquis of Aberdeen and Temair, O.B.E., J.P., a vote of thanks to the Duke of Montrose by Mr. Alexander Davidson, J.P., and a vote of thanks to the Provost and others taking part in the ceremony by the Earl of Caithness, C.B.E., LL.D., D.L.

An account of the naming ceremony at Barmouth, will be published in the next issue.

### Threepenny Bits for Fifty Years.

THE Institution has received a gift of 60 threepenny bits from a lady in Jarrow. She writes that she has been

collecting threepenny-bits for 50 years, all of which she has sent to the Institution or put in life-boat collecting boxes.

## Summary of the Meetings of the Committee of Management.

### Thursday, 31st August, 1939.

Paid £31,992 16s. 6d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways and the maintenance of life-boat stations.

Among the payments made were:—

£204 15s. 8d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Cullercoats and Rye Harbour, and the increases in accordance with the terms of the Admiralty Order as reported to the July meeting of the Committee of Management.

£9 10s. medical expenses of a man injured in the Cullercoats life-boat disaster on the 22nd April, 1939.

### Thursday, 14th September, 1939.

Sir GODFREY BARING, Bt., in the chair.

Reported the removal of the Headquarters of the Institution from Grosvenor Gardens to the new life-boat depôt.

Appointed Captain E. S. Carver, R.D., R.N.R., superintendent of depôt, to be chief inspector of life-boats during the absence on war service of Lieut.-Commander P. E. Vaux, D.S.C., R.N., chief inspector, and of Capt. R. L. Hamer, R.N., deputy chief inspector.

Appointed Commander E. D. Drury, O.B.E., R.D., R.N.R., late chief inspector, and Captain H. G. Innes, R.N., late deputy chief inspector, to be temporary district inspectors of life-boats during the absence on war service of two of the permanent district inspectors.

Paid £24,452 0s. 1d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Among payments which have been made were:—

£270 17s. 6d. to pay the rewards for life-boat services;

£499 11s. 6d. to pay the rewards for life-boat launches.

(Accounts of these services and launches appear on pages 193 to 203);

£18 7s. 6d. for assemblies of crews, etc.;

£3 4s. 0d. additional rewards for services already reported;

£588 9s. 11d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Aldeburgh, Caister, Fethard, Filey,

Fraserburgh, Holyhead, Johnshaven, The Mumbles, New Brighton, Newhaven, Padstow, Port St. Mary, Ramsgate, Rhoscolyn, Runswick, Rye Harbour, St. Andrews, St. Ives, Troon and Whitby.

£89 7s. 6d. to men for injury in the life-boat service at Blackpool, Buckie, Caister, Fethard, Moelfre, Newhaven, and Port St. Mary.

Voted £5 on account of additional rewards to the crew of the Aldeburgh life-boat.

Granted £100 to Miss Abel, sister of the motor mechanic of the Cullercoats life-boat who lost his life in the disaster to the life-boat while on exercise on the 22nd April, 1939.

Voted £22 0s. 6d. to pay the rewards for the Barrow, Eyemouth, Harwich, Hastings, Herne Bay, Ilfracombe, Llandudno, Runswick, Shoreham Harbour, Swanage, Torbay, Walmer, Weymouth and Whitby shoreboat services, accounts of which appear on pages 210 to 212.

### Thursday, 12th October, 1939.

Sir GODFREY BARING, Bt., in the chair.

Produced a letter from the Ministry of Industry and Commerce, Dublin, promising the co-operation of the government of Eire in the maintenance of the life-boat service on the Irish coast during the war.

Paid £39,362 12s. 9d. for the total charges of the Institution during the month, including rewards for services, payments for the construction of life-boats, life-boathouses and slipways, and the maintenance of life-boat stations.

Among payments which have been made were:—

£145 17s. 0d. to pay the rewards for life-boat services.

£418 8s. 11d. to pay the rewards for life-boat launches.

(Accounts of these services and launches appear on pages 203 to 209);

£22 1s. 0d. for the assemblies of crews, etc.;

£23 12s. 8d. on account of pensions already granted to the dependent relatives of men who had lost their lives in the life-boat service at Rye Harbour;

£46 11s. 6d. to men for injury in the life-boat service at Cullercoats, Hastings and Lynmouth.

£12 on account of additional rewards to the crew of the Ballycotton life-boat.

Voted £18 5s. 6d. to pay the rewards for the Arklow, Blackpool, Broughty Ferry, Hastings, Herne Bay, Ilfracombe, Littlehampton, Porthdinllaen, Redcar and Tenby shoreboat services, accounts of which appear on pages 212 and 213.

## “Literature of the Life-boat.”

THERE are still some copies left of *Literature of the Life-boat* by Sir John Cumming, K.C.I.E., C.S.I., a vice-president of the Institution, published

in 1936 and 1937 as supplements to this journal. A copy of the two supplements bound together will be sent on application, to any reader of *The Life-boat*.

## News from the Branches.

1st August to 31st October, 1939.

### Greater London.

CLAPHAM.—Whist drives.

COVENT GARDEN.—The branch has suffered a serious loss by the death of Mr. Bert Monro, who had been its honorary secretary for over twenty years.

HOUNSLOW, HESTON AND ISLE-WORTH.—Whist drive.

POTTERS BAR. — Mrs. Cunningham appointed honorary secretary of South Mimms and Ridge.

ROMFORD.—Life-boat day.

ST. ALBANS.—Special collections in the cathedral and churches in lieu of life-boat day.

SOUTHEND AND DISTRICT.—Life-boat day in Canvey Island and South Benfleet.

UPMINSTER.—Life-boat day.

### North-West of England.

BOLTON.—Ladies' bowling handicap.

BREDBURY.—Annual meeting on 18th October, Mrs. P. Kenyon, president and honorary treasurer, in the chair. Amount collected in 1939, £44.

CARNFORTH.—Life-boat day.

CASTLETOWN.—Annual life-boat day and fête.

DOUGLAS, EARBY, FLEETWOOD, AND GRANGE-OVER-SANDS.—Life-boat days.

HEYWOOD.—Annual meeting on 26th October. The Mayoress, president, in the chair. Amount collected in 1939, £50.

INCE - IN - MAKERFIELD. — Special meeting of the Ladies' Life-boat Guild.

LANCASTER. — Annual house-to-house collection.

### LIVERPOOL & DISTRICT:

HOYLAKE.—Annual life-boat service at St. Hildeburgh's Church, conducted by the vicar. Procession of members of the crew, officials of the branch and the coastguard from the life-boat house to the church.

WALLASEY.—Life-boat service at St. James's Church. The Mayor of Wallasey, officials and friends of the Wallasey & New Brighton committee, and the New Brighton life-boat crew attended.

LYTHAM.—Life-boat day.

MANCHESTER, SALFORD AND DISTRICT.—The branch has suffered a severe loss by the death of Alderman Sir William Davy, J.P., a former Lord Mayor, who had been its honorary treasurer for five years.

CHORLTON - CUM - HARDY.—Special meeting.

DENTON.—Annual meeting.

PRESTWICH.—Bring-and-buy sale at the house of Miss F. Robinson.

MORECAMBE AND HEYSHAM.—Life-boat day. Dance, organized by the Ladies' Life-boat Guild.

OLDHAM.—Special meeting of Ladies' Life-boat Guild, the Mayoress, president, in the chair.

PEEL.—Life-boat day.

PORT ERIN.—Annual meeting on 30th October, Mr. F. C. Lowcock, vice-president, in the chair. Amount collected in 1939, £239. Life-boat day.

PORT ST. MARY, RAMSEY, AND ST. ANNES-ON-THE-SEA.—Life-boat days.

ST. HELENS.—Whist drive at the house of Dr. T. R. O'Keeffe.

SEASCALE, SILLOTH, AND SILVERDALE.—Life-boat days.

TYLDESLEY.—Whist drive.

ULVERSTON.—Life-boat day.

### North-East of England.

ASHINGTON.—Whist drive.

BRIGHOUSE.—Whist drive.

DARLINGTON.—Bridge drives, garden fête.

FILEY, GOOLE, HORNSEA, HUNDERSFIELD, AND HULL.—Life-boat days.

RIPON.—Bridge drive.

SCARBOROUGH, AND SALTBURN.—Life-boat days.

WASHINGTON.—Whist drive.

WEST HARTLEPOOL.—Annual guild meeting on 19th October. Mrs. Horsfall presiding. Efforts of the past year. Bridge drives. Amount collected 1939, £70.

WHITBY.—Life-boat day.

WITHERNSEA.—Life-boat day, dance.

### Midlands.

ALFORD, AND BARTON-ON-HUMBER.—Life-boat days.

BIRMINGHAM.—Address to the Birmingham Co-operative Society. Collection at Handsworth Horticultural Show.

CLEETHORPES.—Demonstration by the Humber motor life-boat.

GRANTHAM.—Opening of Belton House gardens by Lord Brownlow, D.L., J.P., patron of the branch.

HEANOR, KIDDERMINSTER (STOURPORT), MALVERN, AND MARKET RASEN.—Life-boat days.

LEAMINGTON. — Annual meeting, Colonel Harry N. Byass, C.M.G., chairman, presiding. Presentation by the Mayoress of the records of thanks awarded by the

Institution to Mrs. Ekins and Miss Pratt. Amount collected in 1939, £216.

**MATLOCK.**—Presentation by Mr. F. Drabble, J.P., of a certificate won in the life-boat essay competition for elementary schools.

**NEWARK.**—Presentation by the Provost of Southwell (the Very Rev. W. J. Conybeare), of the challenge shield for the Midlands in the life-boat essay competition for elementary schools, won by Reginald Charles Wing, of Mount Senior Mixed School, Newark, and of two other prizes won in this competition.

**NEWCASTLE-UNDER-LYME, NUNEATON, OLDBURY AND LANGLEY, SKEGNESS, SOUTH NORMANTON, SPILSBY, AND STAMFORD.**—Life-boat days.

**SUTTON-ON-SEA.**—Ex-Coxswain John Wilyman, who has died at the age of 88, was an officer of the Sutton life-boat for 35 years. He served as second-coxswain for five years, and then as coxswain for 30 years, retiring in 1913, at the age of 62, when the station was closed. On his retirement he was awarded a pension and a certificate of service.

**WORCESTER.**—Life-boat day. Presentation by Alderman R. R. Fairbairn, J.P., chairman, of a certificate won in the life-boat essay competition for elementary schools.

### South-East of England.

**ALDEBURGH AND DISTRICT.** — Annual meeting. Efforts of the past year: Life-boat days. Amount collected in 1939, £154.

Life-boat days.

**AMPTHILL AND DISTRICT.** — Life-boat day.

**ARUNDEL AND DISTRICT.** — Life-boat day, with visit of the Selsey motor life-boat.

**BEXHILL - ON - SEA.** — Annual meeting. Rear-Admiral C. A. M. Sarel, O.B.E., chairman, presiding. Efforts of the past year: Life-boat day. Amount collected in 1939, £275, an increase of £136 on 1938.

Life-boat day.

**BIRCHINGTON.**—Life-boat day.

**BLAKENEY.**—Life-boat day.

Mr. George Long, who for 16 years was second-coxswain and for 24 years coxswain, has died at the age of 83. When he retired in 1921 after 40 years' service as an officer of the life-boat he was awarded a certificate of service and a pension.

**BOGNOR REGIS.**—Life-boat day, with visit of the Selsey motor life-boat. Address to the Rotary Club by Captain Basil Hall, R.N.

**BRAINTREE.**—Life-boat day.

**BRANCASTER.** — Life-boat days at Brancaster and Brancaster Staithe.

**BRIGHTLINGSEA, BURNHAM - ON - CROUCH, CAISTER - ON - SEA AND DISTRICT, AND CHELMSFORD.**—Life-boat days.

**CLACTON-ON-SEA.**—Life-boat day, and church collections, arranged by the Ladies' Life-boat Guild. Life-saving demonstration by the motor life-boat.

**COLCHESTER.**—Life-boat day in country districts.

**CROMER.**—Life-boat day.

**DOVER AND DISTRICT.**—Life-boat day. Church collections at Eythorne.

**DUNMOW.**—Life-boat day.

**EASTBOURNE AND DISTRICT.**—Life-boat day at Hailsham. Collection at schools.

**EPPING.**—Life-boat day.

**FAVERSHAM.** — Life - boat day. Life - boat films 'Boats that Save Life' and 'The Story of the Life-boat' shown.

**GRAYS AND DISTRICT.**—Life-boat day. Life-boat film 'The Story of the Life-boat' shown at Tilbury.

**GREAT BENTLEY AND DISTRICT.**—Life-boat day.

**GREAT YARMOUTH AND GORLESTON.**—Tennis tournament, arranged by the Ladies' Life-boat Guild.

**HARLOW.**—Life-boat day.

**HASBOROUGH AND DISTRICT.**—Life-boat days at Bacton, Edingthorpe, Hasborough, Smallburgh and Stalham.

**HASTINGS AND ST. LEONARDS.**—Life-boat day. Life-boat Sunday. The certificate of service awarded by the Institution to Coxswain William Curtis on his retirement, presented by Commander John Bray, V.D., R.N.V.R., chairman of the branch.

**HERNE BAY.**—Life-boat day, with visit of the Margate motor life-boat.

**HUNSTANTON, AND HYTHE AND DYMCHURCH.**—Life-boat days.

**ISLE OF SHEPPEY.**—Life-boat tableau in Sheerness carnival, arranged by the Ladies' Life-boat Guild.

**LOWESTOFT, AND MARGATE.**—Life-boat days.

**MISTLEY, MANNINGTREE AND DISTRICT.**—House-to-house collection.

**NEWHAVEN.**—Life-boat days at Newhaven and Peacehaven.

**NORWICH.**—'Silent Appeal.'

**RYE AND WINCHELSEA.**—Life-boat film 'The Story of the Life-boat' shown with collections.

**SELSEY.** — Life - boat day. Golf competition.

**SHERINGHAM.**—Life-boat day.

**SOUTHBOROUGH AND DISTRICT.**—House-to-house collections.

**SOUTHWOLD AND DUNWICH.**—Life-boat day.

**WALTON AND FRINTON.**—Life-boat day. Life-boat film 'Boats that Save Life' shown. Life-boat Sunday. Angling competition.

**WELLS - ON - SEA.**—Annual meeting. Mr. F. Raven, J.P., chairman, presiding. Efforts of the past year: Life-boat day, life-boat cup competition, whist drive and dance. Amount collected in 1939, £103. The resignation of the honorary secretary, Mr. H. E. Loynes, was received after 44 years service. Mr. E. W. Rose appointed honorary secretary. The resignation of the chairman, Mr. F. Raven, was also received after 15 years service. Dr. E. W. Hicks appointed chairman.

Life-boat day. Dance.

**WESTGATE - ON - SEA.**—Life - boat day. Life-boat film 'The Story of the Life-boat' shown.

**WISBECH.**—Life-boat day.

Lectures were also given to the Women's Institutes at Betchworth, Great Totham and Wickham Bishops, High Cross, Rydes Hill and Watton-at-Stone.

Life-boat days which were to have been held during September and October at CHATTERIS, COLCHESTER, ELY, FELIXSTOWE, FOLKESTONE, LITTLE-HAMPTON, PEVENSEY AND DISTRICT (by Eastbourne branch), RAMSEY (by Huntingdon branch), ST. IVES, SANDWICH, SUDBURY, SUTTON BRIDGE (by Wisbech branch), and WELWYN GARDEN CITY had to be cancelled owing to the outbreak of war.

Other events and special efforts which had to be cancelled included a works collection at DUNSTABLE, a garden meeting at HARPENDEN, a whist drive at HITCHIN, a house-to-house collection at SITTINGBOURNE, the naming ceremony at GREAT YARMOUTH AND GORLESTON and a number of lectures to Women's Institutes.

#### South-West of England.

**AXMINSTER.**—Life-boat day at Colyton.

**BATH.**—Life-boat day at Midsomer Norton and Radstock.

**BASINGSTOKE.**—House - to - house collection at Hook.

**BIDEFORD.**—Life - boat day at Apple-dore, and in Bideford and district.

**BLANDFORD, AND BOURNEMOUTH.**—Life-boat days.

**BRIDPORT.**—Annual meeting, Rear-Admiral C. H. Fox, C.B., president, in the chair. Speaker: The district organizing secretary. Amount collected in 1939, £91.

Life-boat day in Bridport and district.

**BUDE.**—Life-boat day.

**BURNHAM.**—House - to - house collection at Highbridge.

**CADGWITH.**—Life-boat day and dance.

**CLOVELLY.**—Life-boat day.

**COVERACK.**—Life-boat day and launch of the motor life-boat, with the Falmouth and Penlee motor life-boats in attendance. Carnival and dance.

Presentations by Mr. M. P. Williams, president of the branch, to Commander E. D. Drury, O.B.E., R.D., R.N.R., late chief inspector of life-boats, on his retirement, and to Mr. Corin, ex-superintendent coxswain of the Coverack life-boat.

**DARTMOUTH.**—Life-boat day, and visit of the Torbay motor life-boat.

**EXMOUTH.**—Annual meeting, Commander L. C. Holmes, chairman of the branch, presiding. Amount collected in 1939, £515.

Life-boat day and launch of the motor life-boat. Golf competition.

**FOWEY.**—Life - boat day. House - to - house collection at Lostwithiel.

**GUERNSEY.**—Life-boat day.

**HELSTON.**—Life-boat day.

**ILFRACOMBE.**—Annual meeting. Amount collected in 1939, £225.

**ISLE OF WIGHT.**—Life-boat day at Bembridge, Brading, Brooke, Cowes, East Cowes, Freshwater, Newport, Ryde, Sandown and Lake, Shanklin, Sea View, St. Helens, Ventnor, Yarmouth, and all villages.

**YARMOUTH.**—Annual meeting. Amount collected in 1939, £38. Mr. Rupert Simpson elected chairman in succession to Major H. Mansford, O.B.E.

**LIZARD.**—Life-boat day at The Lizard and Mullion.

**LOOE.**—Life-boat day at Looe and Polperro.

**LYME REGIS.**—Life-boat day.

**LYMINGTON.**—Life - boat day at Lymington, New Milton, Barton-on-Sea and Milford-on-Sea. Life-boat film shown.

**LYNMOUTH.**—Life-boat day.

**MEVAGISSEY.**—Life - boat day at Mevagissey, St. Austell and district.

**MINEHEAD.**—Life - boat day, and launch of the new motor life-boat.

**NEWQUAY.**—Life-boat day.

**NEWTON ABBOT.**—Life - boat day at Haytor, Moretonhampstead and North Bovey.

**PADSTOW.**—Life - boat day in Padstow, Wadebridge and district. Launch of the two life-boats, with a 'wreck' and life-saving demonstration. Exhibition of Cornish wrestling. Display by the 2nd East Wickham (Kent) Scouts, and treasure hunt. Jumble Sale.

**PENZANCE.**—Life - boat day.

**PLYMOUTH.**—House - to - house collection at South Brent.

**POOLE.**—Gardens of Compton Acres opened to the public.

**PORT ISAAC.**—Life-boat day.

**PORTHLEVEN.** — Life - boat day in Porthleven and villages.

■ **Ex-Coxswain John Russell**, who has died at the age of 58, was coxswain of the life-boat from 1915 until 1929, when he retired on the closing of the station. He was awarded a pension and a certificate of service.

**SALCOMBE.**—Life-boat day in Salcombe, Hope Cove, Kingsbridge and district. Life-boat film shown.

**SALISBURY.** — House - to - house collection in Fordingbridge and villages.

**SCILLY ISLES, SEATON, SENNEN, SHAFTESBURY, AND SIDMOUTH.**—Life-boat days.

**SOUTHAMPTON.**—Whist drive.

**ST. IVES, AND SWANAGE.**—Life-boat days.

**TEIGNMOUTH.**—Life-boat day in Teignmouth and villages. Launch of the life-boat.

**TRURO.**—Life-boat day at Chacewater, Perranporth and St. Agnes.

**WANTAGE.**—Life-boat day at Didcot.

**WATCHET.**—Life-boat day, with launch of the life-boat and aquatic programme. Sacred concert by the Salvation Army.

**WEYMOUTH.**—Life-boat day at Weymouth, Portland and Lulworth.

**WINCHESTER.** — Life - boat day and stall at Butter Cross.

**YEOVIL.**—Life-boat day in South Petherton and villages.

#### Scotland.

**ARBROATH.**—Meeting of the executive committee of the Ladies' Life-boat Guild in place of the annual meeting. Lady Chapel, president, in the chair. Efforts of the past year: Concert and cinema entertainment, and life-boat day.

**CAMPBELTOWN.** — Golf competitions at Carradale and Machrihanish.

**COWDENBEATH, CARDENDEN, AND CROMARTY.**—Life-boat days.

**CULLEN.**—Visit of Whitehills motor life-boat.

**DUNBAR AND SKATERAW.**—The branch has lost a distinguished ex-coxswain by the death of Coxswain Walter Fairbairn. (An account of his work appeared in the last issue of *The Life-boat*.)

**DUNFERMLINE AND ROSYTH.**—Life-boat day at Dunfermline; house-to-house collection at Rosyth.

**DUNOON.**—Life-boat day and visit of Troon motor life-boat.

**EASTER ROSS.**—Life-boat day.

**ELIE.**—Life-boat day and visit of Anstruther motor life-boat.

**FRASERBURGH.**—Life-boat day and country market.

**GOUROCK.**—Steamer collection.

**ISLE OF ARRAN.**—Annual concert at Whiting Bay arranged by Mrs. Charles Graham, a vice-president of the Ladies' Life-boat Guild, the Duke of Montrose, C.B., C.V.O., V.D., LL.D., chairman of the Scottish Life-boat Council and a vice-president of the Institution, presiding.

**KILSYTH, AND KIRKCUDBRIGHT.**—Life-boat days.

**LARGS.**—Life-boat day. Steamer collection at Wemyss Bay.

**LONGHOPE.**—The branch has lost a distinguished ex-coxswain by the death of Coxswain John Swanson. (An account of his work appeared in the last issue of *The Life-boat*.)

**LOCKERBIE.**—Life-boat day.

**METHIL, AND NAIRN.**—Life-boat days.

**NORTH BERWICK.** — Life - boat day and visit of Anstruther motor life-boat. Golf competitions.

**OBAN.**—Life-boat days at Taynult and Connel Ferry.

**PETERHEAD.**—Naming ceremony of the new motor life-boat (see special account on page 218).

**PORT LOGAN.**—Coxswain Adam Gallo-way, who died in August at the age of 74, served as second coxswain and then coxswain for 41 years, retiring in 1931 with a pension and a certificate of service.

**SELKIRK, STIRLING, TARBERT, AND THURSO.**—Life-boat days.

**TOBERMORY.**—Naming ceremony of the new motor life-boat (see special account on page 217).

**WICK.**—Naming ceremony of the new motor life-boat (see special account on page 218).

#### Ireland.

**BAGENALSTOWN, BALLYCOTTON, AND BALTIMORE.**—Life-boat days.

**BIRR.**—Golf competition.

**BRAY.**—Life-boat day.

**CASTLEDERG.**—Presentation of the challenge shield for Ireland in the life-boat essay competition for elementary schools, won by Fred Guy Kerrigan, of the Garvetagh Public Elementary School, Castlederg.

**CASTLETOWNSHEND AND DISTRICT, CLOUGHIEY, CORK, AND COURTMACSHERRY.**—Life-boat days.

**DUNDALK.**—Golf competition.

**DUN LAOGHAIRE, DUNMORE EAST, ENNIS, AND GALWAY.**—Life-boat days.

**GREENCASTLE.**—Golf competition.

**GREYSTONES.**—Life-boat day followed by dance.

**HOWTH.**—Life-boat day and golf competition.

**KILKENNY.**—Golf competition.

KILMORE.—Life-boat day.

KINSALE. — Life - boat collection at regatta.

LAYTOWN AND BETTYSTOWN.—Golf competition.

LIMERICK.—Golf competition and life-boat day.

NEWCASTLE (DUNDRUM). — Dance.

PORTRUSH.—Life-boat day.

ROSSLARE.—Life-boat day. Golf competition.

SKERRIES.—Life-boat day. Golf competition.

STRABANE, TRAMORE, AND TUAM.—Life-boat days.

WICKLOW.—Life-boat day. Golf competitions.

YOUGHAL.—Benefit night at Barker's Amusements.

Presentations of prizes in the life-boat essay competition for elementary schools were also made at Ballymena, Ballynure, Greencastle, Lisburn and Newry.

### Wales.

Including Herefordshire, Monmouthshire and Shropshire.

ABERDARON, ABERDOVEY, ABERYSTWYTH, AND AMLWCH.—Life-boat days.

BARMOUTH.—Naming ceremony of new motor life-boat (a special report will appear in the next issue of *The Life-boat*).

Life-boat day.

BANGOR, BEAUMARIS, BETTWS-Y-COED, BORTH, BRIDGNORTH, CAERNARVON, CARDIFF, CHWILLOG, COLWYN BAY, CRICCIETH, EDEYRN AND PORTHDLINLLAEN, FISHGUARD AND GOODWICK, KINGTON, AND LLANBEDROG.—Life-boat days.

LLANDUDNO. — House - to - house collection. Hotel collection.

LLANFAIRFECHAN, LLANGRANOG, MENAI BRIDGE, MORFA NEVIN, NEWTOWN, NEVIN, PENDINE, PENMAENMAWR, PORTHCAWL, PORTMADOC, PRESTATYN, PWLLHELI, RHYL, SARN AND BOTTWNOG, ST. DAVIDS, TENBY, TOWYN, TREVOR AND CLYNNOG, AND TYDWEILIOG.—Life-boat days.

## 1d. For Each Life Rescued.

THE *Herts Advertiser* of St. Albans, writes that one of the honorary workers for the St. Albans branch, when she read the record of lives rescued by life-boats during the first month of the war, gave to the branch one penny for each life.

The paper continues:

"I hope many will emulate this life-boat worker's example, not only now but in succeeding months. The *Herts Advertiser* will keep them informed as to the total number of rescues month by month."

## Notice.

THE LIFE-BOAT is published quarterly and is sent free to all honorary secretaries of branches and the Ladies' Life-boat Guild, to coxswains, honorary workers, subscribers of ten shillings and over, libraries, the principal hotels, and the Press.

It is the current record of the work of the life-boat service, and the chief means by which it keeps its workers, subscribers, and the general public informed of its activities. Unless you are keeping a complete set of the journal you will help the Institution if, after reading this number, you will pass it on to a friend.

All contributions for the Institution should be sent either to the honorary secretary of the local branch or guild, or to Lieut.-Col. C. R. Satterthwaite, O.B.E., the Secretary, Royal National Life-boat Institution, 42, Grosvenor Gardens, London, S.W.1.

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

The next number of THE LIFE-BOAT will be published in April, 1940.