

THE LIFE-BOAT

The Journal of the Royal National Life-boat Institution

VOL. XXXIII

WINTER, 1950

No. 356

THE LIFE-BOAT FLEET

153 Motor Life-boats

1 Harbour Pulling Life-boat

LIVES RESCUED

from the foundation of the Life-boat Service in

1824 to March 31st, 1951 - - - - 77,296

Two Irish Rescues by Night

Wicklow and Dunmore East

At half-past ten on the 10th of September, 1950—this being a Sunday—the news reached the Wicklow life-boat station that a ship was aground on Arklow Sandbank. This was about fourteen miles from Wicklow. A quarter of an hour later the Wicklow life-boat, *Lady Kysant*, launched. It was a fine day, the sea was calm, and a light breeze was blowing from the south.

The life-boat reached the grounded ship by 12.30. She was the *Cameo*, a motor vessel of Glasgow, bound for Dublin laden with coal, with a crew of eleven on board. When the life-boat found her she was seven miles north of the South Arklow Lightvessel. Her master refused help from the life-boat. It was fine weather (he said) and he expected to refloat his ship on the next high tide. So the life-boat put back to Wicklow, reaching her station at ten minutes past three that afternoon.

Attempts to Refloat

Next morning, however (the 11th of September), the situation had changed. The breeze of the day before had developed into a southerly gale, causing heavy broken water on the bank. It was also raining. About eight o'clock, the Dublin Port and Docks Board asked

the Wicklow life-boat to go out and stand by the *Cameo*, while salvage operations by a tug were in progress. At 8.10, therefore, the *Lady Kysant* launched once more. About a mile from the *Cameo*, she found a tug anchored. With great difficulty in the heavy seas and rain she passed tow lines between the two ships, in an effort to help the tug pull the *Cameo* clear of the sandbank. But the ropes parted; and the attempt failed. The master of the *Cameo* would still not abandon ship, so there was nothing for the life-boat to do but return to Wicklow to await any further call. She got back at 7.20 that evening.

Next evening, the 12th, at 8.57, the *Cameo* sent a message through the Seaforth Radio, asking at last for the life-boat. She launched for the third time at 9.17. The honorary secretary of the station, Mr. Joseph T. O'Byrne, was aboard. The night was very dark, and the tide was half flood; a strong south-west wind was whipping up a rough sea.

The Rescue in a Gale

By the time the life-boat got to the *Cameo*, the wind had increased to a gale. The motor vessel was lying

with her head to the north-east in heavy broken water, with the tide setting on to the bank. The coxswain anchored to windward, and veering down on his cable until he was abreast the *Cameo's* port side, threw lines aboard and hauled the life-boat alongside her. This was just after midnight. For sixteen minutes he held her there, rising and falling heavily, while the whole crew of eleven jumped singly on to her deck. Then at last he cast off, and brought her, undamaged, back to land by four o'clock next morning.

The Institution made the following awards:

To COXSWAIN EDWARD KAVANAGH, for his splendid judgment and seamanship, the bronze medal for gallantry, with a copy of the vote inscribed on vellum;

To the motor-mechanic, J. BONUS, who handled his engines with great skill and promptness, the thanks of the Institution inscribed on vellum;

To MR. J. T. O'BYRNE, B.E., M.I.C.E.I., the honorary secretary, a letter of appreciation;

To the coxswain, and each member of the crew, £5 17s. 0d. for the three services. Total rewards, £50 7s.

DUNMORE EAST

On the night of the 14th of December, 1950, fishermen returning to Dunmore East, on the coast of County Waterford, reported that they had seen flares about two miles away; and one of the local fishing boats, the *St. Declan*, with five men on board, had not returned. The news reached the life-boat station just before eight o'clock, and at 8.20 the life-boat *Annie Blanche Smith* slipped her moorings. Since noon the barometer had been falling rapidly. The wind had steadily increased. It was now blowing a gale from the south-east, with squalls of snow. The tide was flowing against the wind, and the sea was rough.

Searchings Along the Shore

The life-boat went to the position given, nearly a mile and a half from the shore, but she saw no lights. The gale was blowing dead on shore, so the coxswain turned again towards the shore,

reaching it just west of Red Head. He put the second-coxswain at the wheel and himself went forward on the lookout, searching the shore with his searchlight. He searched for nearly a mile, until he recognised Portally Head. Then he ceased to follow the shore and made towards the dreaded Falskirt Rocks off Swines Head. There he found the *St. Declan*. She was not more than two cables from the rocks. The second coxswain brought the life-boat close alongside, and the coxswain then saw that the fishing boat had thrown out her fishing nets to act as an anchor, but that she was still drifting rapidly stern first towards the rocks. She would strike them in two or three minutes; the nets would close round her; a rescue would be impossible.

A Dangerous Manœuvre

As the life-boat lay, the tide was carrying the fishing boat and the nets towards her. The coxswain told the second-coxswain to go round the fishing boat—so that the life-boat would have the tide behind her—and to bring her bow-on to the fishing boat amidships. He himself stood ready in the bows with a line. He knew that were there any delay in throwing the line on board, or were the tow-rope to part, it would mean the certain loss of the fishing boat and her five men.

To get the life-boat near enough for the line to be thrown was a difficult and dangerous manœuvre. It had to be done in the teeth of the gale, in extreme darkness, in heavy seas which were surging and boiling round the rocks. The second-coxswain brought the life-boat's bow close to the fishing boat; the coxswain threw the line; the line was seized; the life-boat went slowly astern. To the heaving line the coxswain bent a rope, to the rope the anchor chain, to the chain the cable. The fishermen made the chain fast to their stern and cut away the nets; the coxswain veered out nearly eighty fathoms of cable; and the life-boat drew the fishing boat clear of the rocks. In this way, stern-first, life-boat and fishing boat moved slowly out to sea for nearly a mile. Then the tow was changed to the life-boat's stern and the fishing boat's bow, and they made

for Dunmore East, where they arrived at midnight.

The Institution has made the following awards:

To COXSAIN PATRICK POWER, for the perfect judgment with which he conducted the search and directed the rescue, knowing that he had not a moment to spare, a bar to the bronze medal which he won in 1941, with a copy of the vote inscribed on vellum;

To SECOND COXSAIN RICHARD POWER, for the superb seamanship with which he handled the life-boat, the bronze medal for gallantry, with a copy of the vote inscribed on vellum;

To the coxswain, second-coxswain and each of the four members of the crew, a reward of £2 in addition to the reward on the ordinary scale of £1 10s. Scale rewards, £7 10s.; additional rewards, £12; total rewards, £19 10s.

The Life-boat Service in 1950

THERE were 603 launches of life-boats to the rescue in 1950, only 36 below the record number in 1949—and life-boats rescued 381 lives. Ninety-one lives were rescued by shore-boats, for which the rescuers were rewarded by the Institution, making a grand total for the year of 472 lives.

Life-boats also saved, or helped to save, 81 boats and vessels, and helped 240 more in various ways.

The total of lives rescued from the Institution's foundation in 1824 up to the end of 1950, was 77,196, an average of over 50 lives a month for 127 years.

Four bronze medals were won for gallantry, by Coxswain Edward

Kavanagh, of Wicklow, Second-Coxswain William Jones, of New Brighton, and Coxswain Patrick Power and Second-coxswain Richard Power, of Dunmore East.*

No lives of life-boatmen were lost as a result of accidents at sea, but the bowman of the Walmer crew collapsed and died in the life-boat while she was on service, and a launcher at Cullercoats was injured while helping to replace the life-boat on her carriage, and died later. The Institution pensioned their dependent relatives as if the men had been sailors, soldiers or airmen killed in action.

* Full accounts of these services will be found on pages 117 and 120.

Bravest Life-boat Deeds of 1950

THE Institution has awarded the "Miss Maud Smith's reward for courage, in memory of John, Seventh Earl of Hardwicke," for the bravest act of life-saving by a life-boatman in 1950, to W. Arnell, of the Selsey life-boat's crew, who jumped overboard from the life-boat on the 17th of April, 1950, and rescued a man who was trying to swim ashore from an overturned boat in a choppy sea. Arnell has already received the Institution's thanks inscribed on vellum.

It has awarded the first annual gift of £10 from Mrs. G. M. Porter, of Felixstowe, given for the bravest deed of the year by a life-boatman, to Coxswain Duncan McNeill of its station at Islay on the Inner Hebrides, for fastening a rope to a drifting mine so that the life-boat could tow it ashore on the 12th of April, 1950. Coxswain McNeill has already received the King's Commendation for his bravery.

Life-boat Days in 1950

IN 1950 the Institution held over 900 flag days. The number of people who gave was 6,100,000 and the sum given

was £84,877. The number who gave was 400,000 fewer than in 1949, but the sum given was £1,271 more.

Across the Revetment of the Mersey

THERE was a full southerly gale blowing off New Brighton last September 15th, with frequent squalls of rain, and the sea was very rough. Soon after half-past one in the afternoon the coastguard noticed a three-masted schooner at anchor in the Crosby Channel, near the Beta Boat Beacon. She seemed to be in no difficulty and several other ships passed in and out close to her; nevertheless, the coastguard kept her under observation.

It was as well he did, for towards half-past eight that evening he saw her burning distress flares. The New Brighton life-boat was called out a quarter of an hour later. She was the No. 2 boat, *Edmund & Mary Robinson*, and Second-Coxswain W. S. Jones was in command. The coxswain was away bringing the new life-boat to the station.

Search in Blinding Rain

The tide was now five hours' ebb, and the weather was getting worse. Blinding rain and spray drove over the life-boat, reducing visibility almost to nothing. Although she used her searchlight it was 9.30 before she sighted the schooner lying alongside the revetment, which was on her lee. She had two anchors down, but they had dragged home. She was the *Happy Harry* of Arklow, and was some six and a half miles from New Brighton.

Heavy seas were breaking over the schooner and it seemed impossible to get alongside her from windward. The coxswain reconnoitred. The revetment is a training wall of limestone rubble, about twelve feet wide, built on both sides of the channel through the sands at the mouth of the Mersey to hold them back from silting it up. When the life-boat found the *Happy Harry* the general level of the sea was above the top of the wall, on which

it was breaking violently. But the top of the wall is very uneven and in several places there are distinct gaps in it. It was for one of these that the coxswain was looking, for he could see that the schooner was almost overhanging the wall, and that if he could sail over it, then he could get under her lee.

Life-boat Over the Wall

Just ahead of her he found a sizeable gap. He drove the life-boat straight for it and right over the revetment. She bumped several times on the sandbank on the other side, and her last bump brought her bows against the schooner. One of the life-boatmen threw a line on board, but it was not needed. With her engines working ahead she was able to hold her position comfortably close to the schooner. The four members of the *Happy Harry's* crew lost no time. They jumped from the schooner to the fore deck of the life-boat. Then the coxswain drove his boat once more across the revetment into the main channel, and made for New Brighton where they arrived at 11.15 that night. The life-boat was undamaged.

It was a rescue carried out with speed and resource. Only the intimate knowledge of the coxswain and crew made it possible to cross the revetment at all, and even then it was done only at considerable risk. The Institution has made the following awards:

To Second-coxswain WILLIAM STEPHEN JONES a clasp to the bronze medal for gallantry which he won in 1947, with a copy of the vote inscribed on vellum;

To the second-coxswain and each of the six members of the crew, a special reward of £2 in addition to the reward on the ordinary scale of 19s.; Scale rewards, £4 15s., additional rewards, £14; total rewards, £18 15s.

From Golf Clubs

IN 1950 fifty-five golf clubs held competitions in aid of the Life-boat Service, as compared with sixty in

1949, and the Institution received from them £275, which was £2 more than in 1949.

Rescue by a Converted Life-boat

ON the 15th of December, 1950, Mr. W. A. Haines, of Burnham Overy, near Wells, on the Norfolk coast, was out musselling in the Wash, with another man, in a converted life-boat. The wind was blowing hard, with squalls of snow, and the sea was very rough. On the way back Mr. Haines saw a yacht, the *Wanderlyn*, of Leigh-on-Sea, burning flares. He brought his boat alongside her, but a sea swept his boat away

and knocked him over. By the time he had her under control again the yacht had sunk and the four people on board were struggling in the rough sea. With great difficulty Mr. Haines seized three of them and dragged them into his boat. Before he could seize the fourth, the yacht's captain, a sea had broken over him, and he was not seen again. The Institution awarded its thanks inscribed on vellum to Mr. Haines.

A Gallant Salcombe Boy

THE Institution has awarded an inscribed wrist-watch and a framed letter of thanks to twelve-year-old Michael Dornom, of Salcombe, Devon, who saved the life of a seaman in a south-westerly gale on the 17th of September, 1950. The seaman was coming ashore in an outboard motor boat, when a

sudden squall capsized it and threw him into the harbour, in his seaboots and oilskins. Michael Dornom was in a motor boat, with a visitor. He heard the man's cries, went at once to his help, and was just in time to haul him into his boat before he sank.

Feeding the Gulls

WHEN the motor mechanic of the Yarmouth, Isle of Wight, life-boat started up the engines one morning in December, to test them, several dozen small grey mullet were blown out of

the tunnels in which the propellers are housed. The stunned fish rose to the surface. At once sea-gulls swooped down on them and in a few minutes they were all eaten.

New Year's Honours

IN the New Year's Honours list, Mr. Charles H. Barrett, who has been the honorary secretary of the Civil Service Life-boat Fund since 1938, and Mr. William Francis Thomas Powell, who has

been honorary secretary of the Swanage station since 1923, were appointed Members of the Order of the British Empire. He holds the Institution's inscribed binoculars and its gold badge.

Portrait on the Cover

THE portrait on the cover is of Coxswain Thomas James Jeune, of Beaumaris, Anglesey.

He was appointed coxswain at the

beginning of 1939; was away on war service from September, 1939, until June, 1945; and then took up again his duties as coxswain.

Services of the Life-boats in September, October and November, 1950

104 Lives Rescued

DURING September, life-boats went out on service 80 times and rescued 47 lives.

A CRUMPLED ROSE

Seaham, Durham.—On the morning of the 2nd of September, 1950, the new life-boat *George Elmy* was launched for exercise. The sea was choppy, with a north-north-westerly breeze blowing. At ten o'clock they noticed a fishing cable three miles off Easington, with a flag attached to an oar, and went out to her. They found she was the *Rose of England*, of Hartlepool, with a crew of four. As she had been disabled by an engine breakdown and the off-shore wind was carrying her seawards, the life-boat took her crew aboard and towed the cable to Seaham. They arrived at eleven o'clock.—Rewards, £5 14s.

THREE MEN AND A BOY

Walton and Frinton, Essex.—About 12.30 in the afternoon, on the 2nd of September, 1950, the Walton-on-the-Naze Coastguard telephoned that the crew of a rowing dinghy seemed to be in difficulties and drifting out to sea. Before long this crew made a distress signal; and at 1.5 the life-boat *E.M.E.D.* left her moorings in a very choppy sea with a fresh west-south-west breeze blowing. She found the dinghy, with three men and a boy, one and three-quarter miles south-east of the pier; rescued the crew and towed in the dinghy. She reached her station again at 1.45.—Rewards, £9 10s.

YACHT SPOTTING

Swanage, Dorset.—At 7.20 in the evening, on the 2nd of September, 1950, the coastguard telephoned that a small racing yacht with a crew of three was long overdue. It had last been seen four miles east of Peveril Point. At 7.40 the life-boat *R.L.P.* was launched in a slight sea and a moderate north-westerly wind. She searched all night,

without success, and reached her station at half past six the next morning. About eight o'clock news was received from Plymouth, through the coast-guard, that an aeroplane had spotted the yacht; and at 8.25 the life-boat was launched again. The aeroplane showed the position of the yacht ten miles south-east-by-east of Peveril Point, and the life-boat brought her and her crew to Swanage, reaching there at 11.15. They then learned that the yacht had been drifting with a broken rudder, and that once during the night she was within half a mile of the life-boat, but unable to make a signal. The owner made a gift of money to the life-boatmen.—Rewards, First service, £21 3s.; Second service, £8 7s.

RESCUE IN A LOCH

Campbeltown, Argyllshire.—During the afternoon of the 6th of September, 1950, two men from a Shipbreaking Company were inspecting a wreck in Campbeltown Loch. While they were aboard, a sudden gale sprang up from the south, with torrential rain. They tried to row back to the harbour, but were carried across the loch, and were in danger of being dashed ashore. The life-boat coxswain and motor mechanic saw their plight, and about four o'clock the life-boat *Manchester and Salford*, on temporary duty at the station, left her moorings in a very choppy sea. With a great deal of difficulty she rescued the men, and brought in their boat, reaching her station again at 5.10 that evening.—Rewards, £2 5s.

MARINE BIOLOGY

Port Erin, and Port St. Mary, Isle of Man.—About 4.30 in the afternoon, on the 6th of September, 1950, the Ramsey coastguard telephoned the Port Erin life-boat station that the fishing research motor vessel *William Herdman*, of Liverpool, was in difficulties between Chicken Rock and Langness Lighthouse. At 4.47 the life-boat *Matthew Simpson*

was launched in a very heavy sea with a strong southerly gale blowing; and at 4.50 the Port St. Mary life-boat *The Newbons*, which the coastguard had informed at four o'clock, left her moorings, too. It was raining heavily. *The Newbons* found the motor vessel, with a crew of five and two biological scientists on board, between two and three miles south-east of Port St. Mary breakwater. She was almost unmanageable, but *The Newbons* succeeded in escorting her to harbour. She then returned to her station at 6.15. The Port Erin life-boat was recalled and she reached her station again at 6.45. The Marine Biological Station at Port Erin expressed their appreciation.—Rewards: Port Erin, £14 15s.; Port St. Mary, £8 18s. 6d.

OFF GALLOWS POINT

Beaumaris, Anglesey.—At six o'clock on the evening of the 6th of September, 1950, the launch *Intrinsic* broke from her moorings. There was a very rough sea and a strong south-south-westerly gale, but her crew were in no immediate danger. Shortly after 8.15 it was reported that another motor launch off Gallows Point was showing distress signals. At nine o'clock the life-boat *Field Marshal and Mrs. Smuts* was launched and found the motor cruiser *Westwind*, of Rockferry, drifting with her engine broken down. She rescued her crew of two and, as it was impossible to get alongside Beaumaris Pier, landed them at Menai Bridge. After making sure that the *Westwind* was all right, the life-boat reached her station again at eleven o'clock.—Rewards, £10 3s.

DOUBLE ESCORT

Peterhead, Aberdeenshire.—At 4.50 in the morning, on the 7th of September, 1950, a fishing boat skipper reported that the motor fishing boat *Bezaleel*, of Banff, had wirelessly that she had sprung a leak, and needed help. A later message gave her position as south-south-east of Cruden Skarls. So, at 5.20, the life-boat *Julia Park Barry*, of Glasgow, was launched. The sea was rough, with a westerly gale blowing. She found the *Bezaleel*, with a crew of eight, between two and three miles south-by-east of Cruden Bay with

another fishing boat standing by. The fishing boat and the life-boat escorted the *Bezaleel*, which had made temporary repairs, to Peterhead harbour, and the life-boat arrived back at her station at 8.30. The Fraserburgh lifeboat crew assembled, but were not needed.—Rewards, £10 9s.

SHORT OF PETROL

Selsey, Sussex.—At 3.55 in the afternoon, on the 8th of September, 1950, the coastguard telephoned that a yacht was burning red flares one and a half miles south-south-east of Selsey Bill. The sea was choppy, with a light breeze blowing from the south-west, when at 4.8 the life-boat *Canadian Pacific* was launched. She found the sailing yacht *Lady Jane* with her foresail lost and one man on board. He was short of petrol for his outboard engine. The *Lady Jane* had been in tow of a motor boat, but the rope had parted; the life-boat therefore towed her in and arrived back at her station at 5.30 that evening.—Rewards, £11 12s.

A BADLY LEAKING YACHT

Ramsgate, Kent.—At 5.22 on the afternoon of the 9th of September, 1950, the coastguard telephoned that East Goodwin Lightvessel had reported a yacht near it in urgent need of help. Eleven minutes later the life-boat *Prudential* left her moorings in a rough sea with a fresh wind blowing from the south-west. She found the Dutch yacht *Amy II* had reached the light-vessel just beforehand with a man, his wife and three small sons on board. Only the man and some of the light-ship's crew were then aboard the yacht. She was leaking badly, her engine was submerged, and her pump out of order. The wife and children were taken from the lightvessel into the life-boat, and two life-boatmen were put aboard the yacht. She was then towed into Ramsgate. The life-boat arrived back at her station at 9.28.—Rewards, £11 10s. 6d.

SIGNALLED FOR A DOCTOR

Shoreham Harbour, Sussex.—At 10.50 on the night of the 9th of September, 1950, the Kingston-on-Sea coastguard telephoned that a message had been

received from the Worthing police. A vessel was making distress signals two miles south of Worthing. At 11.15 accordingly, the life-boat *Rosa Woodd and Phyllis Lunn* was launched. The sea was moderate, with a fresh south-westerly breeze blowing. She found the motor yacht *Plain Jane*, of Shoreham, two hundred yards south-south-west of Worthing Pier with her engine broken down. Her crew of four were exhausted and asked for a doctor. The life-boat put two men on board, signalled for a doctor to meet her at Shoreham, and towed in the *Plain Jane*, reaching her station again at 3.25 the next morning.—Property Salvage Case.

IRISH BRONZE MEDAL SERVICE

Wicklow, County Wicklow.—On the 10th of September, 1950, the Wicklow life-boat rescued the crew of eleven of the M.V. *Cameo* of Glasgow.—Rewards, to Coxswain Edward Kavanagh, the bronze medal for gallantry; to motor mechanic J. Bonus, the thanks of the Institution inscribed on vellum; to Mr. J. T. O'Byrne, the honorary secretary, a letter of appreciation; to the coxswain and crew, £50 7s. 0d.

For a full account of this service, see page 117.

ADrift FOR THREE DAYS

Shoreham Harbour, Sussex.—At 6.10 on the morning of the 11th of September, 1950, the Kingston-on-Sea coast-guard reported that a yacht, ashore between the Brighton piers, had asked for the life-boat. Five minutes later the life-boat *Rosa Woodd and Phyllis Lunn* was launched in a moderate sea and fresh south-westerly breeze. She found the yacht *Caprice II* three hundred yards east of West Brighton pier with a crew of two. She was bound for Chichester. Using her line-throwing gun the life-boat got a rope aboard and towed the yacht to Shoreham Harbour, arriving back at her station at 9.25. The rescued men had been adrift for three days.—Property Salvage Case.

OUT OF CONTROL

Sheringham, Norfolk.—At 8.50 in the morning, on the 11th of September, 1950, the Cromer coastguard telephoned

that the Dudgeon lightvessel had reported a sailing yacht circling the lightvessel in need of help. Accordingly, at 9.5 the life-boat *Foresters Centenary* was launched. The sea was rough, with a strong south-westerly breeze blowing. She spoke the lightvessel, and came up with the sailing yacht *Gaia* twenty-six miles north-east of Sheringham. The *Gaia* was bound for Harwich with a crew of four. She was out of control, however; so the life-boat towed her to Sheringham, refuelled, and then towed her to Gorleston, arriving back at her station at 4.40 next morning. The owner and crew expressed their thanks.—Rewards, £66.

WOUNDED HERON

Lowestoft, Suffolk.—On the evening of the 11th of September, 1950, a resident informed the coastguard that a man in Southwold had reported a yacht in need of help, quarter of a mile north of Southwold pier. At 5.34 the coastguard telephoned the life-boat authorities; and at 5.50 the life-boat *Michael Stephens* left her moorings with the second coxswain in command. There was a choppy sea with a moderate south-south-west breeze blowing. She found the motor yacht *Heron*, of Rochester, with a crew of three bound for Oulton Broad. Her engine had broken down. The skipper said he would try to reach Lowestoft under sail, and at his request the life-boat escorted the *Heron* to the harbour entrance; but here she had to tow her in. She arrived back at her station at 9.15 that night.—Rewards, £10 2s.

ANOTHER BROKEN-DOWN ENGINE

Dunbar, East Lothian.—At 3.10 on the afternoon of the 12th of September, 1950, the coastguard telephoned that a vessel was flying distress signals south-east of Bass Rock. Five minutes later the life-boat *George and Sarah Strachan* left her moorings in a choppy sea with a moderate westerly breeze. She came up with the local motor fishing vessel *Young Robert*, with a crew of four, two miles south-east of the Rock. Her engine had broken down, so the life-boat towed her to harbour, arriving at 4.15.—Rewards, £5 5s.

SHORT OF FUEL

Ramsgate, Kent.—At 7.45 on the evening of the 12th of September, 1950, flares were seen off Broadstairs Knoll. At 7.50 the life-boat *Prudential* was launched in a moderate sea with a moderate west-south-west breeze blowing. She found the local motor boat *Lady Haig*, with a crew of two, short of fuel and dragging her anchor, and towed her into harbour, arriving at 9.10.—Rewards, £6 13s.

DRAGGING HER ANCHOR, INSHORE

Pwllheli, Caernarvonshire.—About 8.45 on the morning of the 13th of September, 1950, the life-boat coxswain saw a motor launch apparently in difficulties about a third of a mile west-south-west of the Gimblet Rock. She was dragging her anchor close inshore. At 9.14 the life-boat *Manchester and Salford XXIX* was launched in a rough sea and rapidly freshening south-westerly wind. She found the motor launch *Brownie*, of Abersoch, with one man on board, broken down and her mainsail halyards jammed. The life-boat towed her into harbour, arriving back at her station at ten o'clock.—Rewards, £5 5s.

ROWING BOAT IN DIFFICULTIES

Coverack, Cornwall.—At 2.5 in the afternoon, on the 13th of September, 1950, the life-boat coxswain saw a small rowing boat with two men in difficulties near the rocks off Pedn Myin; and at 2.15 the life-boat *The Three Sisters* was launched. The sea was slight with a moderate south-westerly breeze. She found the local rowing boat *Nan* on the rocks, rescued the two men and towed the boat in. She reached her station again at three.—Rewards, £7 6s. 6d.

A SINKING RAFT

Dun Laoghaire, Co. Dublin.—At six o'clock on the evening of the 15th of September, 1950, a resident telephoned the harbour master that a yacht was in difficulties. At 6.20 the life-boat *Dunleary II* was launched in a smooth sea and light north-westerly breeze. Off the West Pier, she found a home-made raft with two men aboard. The

raft was sinking. The life-boat therefore took off the two men and returned to her station, arriving at 6.40.—Rewards, £9 2s. 6d.

RESCUE FROM A CAVE

Port Erin, Isle of Man.—At 2.40 in the afternoon, on the 16th of September, 1950, the coxswain reported that two hours earlier two men had set out in an outboard motor boat to rescue a dog trapped on the cliffs north of Fleshwick beach. They had not returned, and people were anxious for their safety. The honorary secretary, Mr. A. Q. Russell, went immediately to Fleshwick where he found the men trying unsuccessfully to pull to the shore in a rough sea and rising south-south-east gale. Their motor had failed. Mr. Russell telephoned for the life-boat, and at 3.25 the *Matthew Simpson* was launched. A message was flashed to the men by a motor car's headlights that she was on her way, and the men rowed into a cave to wait for her. The life-boat rescued them, took their boat in tow, and reached her station again at 4.45.—Rewards, £9 8s.

TOWED TO AN ANCHORAGE

Falmouth, Cornwall.—At six o'clock in the evening, on the 16th of September, 1950, a report was received that a yacht was dragging her moorings on to rocks at Restronguet. At 6.30 the life-boat *Crawford and Constance Conybeare* left her moorings, in a heavy sea with a fresh southerly gale blowing. She found the yacht *Zephyr* in danger of going ashore; for there was no one in her. A life-boatman therefore went on board and the life-boat towed her to an anchorage at Restronguet, reaching her station again at 8.30.—Rewards, £5 13s.

EMPTY YACHT ADRIFT

Fowey, Cornwall.—On the evening of the 16th of September, 1950, the yacht *Black Maria*, with no one on board, broke her moorings at Fowey. In a rough sea and a fresh south-westerly gale, she was swept up the harbour, striking the life-boat and several other small craft. At 7.30 the life-boat *C.D.E.C.* was launched and, extricating the yacht from among some small

boats, towed her to Wiseman's Stone. Here she re-moored her. The life-boat reached her station again at nine o'clock.—Property Salvage Case.

BRONZE MEDAL SERVICE IN THE MERSEY

New Brighton, Cheshire.—On the 16th of September, 1950, the New Brighton No. 2 life-boat rescued the crew of four of the *Happy Harry* of Arklow.—Rewards, to Acting-coxswain William Stephen Jones, a clasp to the bronze medal for gallantry which he won in 1947; to the acting coxswain and crew, £18 15s. 0d.

For a full account of this service, see page 120.

A PATIENT VIGIL

Campbeltown, Argyllshire.—At 1.10 in the morning on the 17th of September, 1950, the coastguard reported a radio message from the tug *Turmoil* that the steamer *Bisco 9*, which she was towing, had parted her tow and was drifting. She was seven miles north-west of Ailsa Craig—roughly twelve miles from Campbeltown.

It was high water, and blowing a full southerly gale. A very heavy sea was running. Weather and sea conditions, indeed, were described as appalling, the worst within memory, when at 1.40 the life-boat, *Manchester and Salford*, on temporary duty at the station, put to sea. In spite of the exceptionally dark night, the height of the sea, passing rain squalls and a maximum visibility of three miles—dropping to less than a mile at times—the coxswain intercepted the *Bisco 9*, without fuss or searching, at 2.45.

She was drifting towards the Kintyre shore. At three o'clock the life-boat closed with her in an attempt to take off her crew; but the coxswain eventually decided that the risk was too great. The ship was labouring heavily and sheering dangerously in the very heavy sea running; and the eight men aboard her 9,000 tons were in no great danger.

Shortly afterwards the *Bisco 9* grounded on the north side of Black Bay, five miles north of Campbeltown. The life-boat closed, anchored close to her port quarter and threw across the breeches buoy. However, the steamer's

crew refused to use it, preferring to remain on board until daylight. Meanwhile, unknown to the life-boat, the Campbeltown Rocket Life-saving Apparatus arrived on the starboard side of the steamer (which was close to the shore) and took off her crew. The life-boat then returned to Campbeltown and secured to her moorings at 10.15 in the morning.

Although the life-boat did not take off the crew it was an outstanding service in very severe weather and the Institution sent a letter of appreciation to the branch, and granted a special reward of £2 to each member of the crew, in addition to the reward of £2 3s. on the ordinary scale; ordinary rewards, £18 12s. 6d., additional rewards, £18; total rewards, £36 12s. 6d.

BOTH ANCHORS PARTED

Fishguard, Pembrokeshire.—At 1.50 in the morning, on the 17th of September, 1950, the British Railways' berthing master telephoned that a small yacht was drifting towards the North breakwater and making S.O.S. signals with a torch. At 2.32 the life-boat *White Star* was launched. The sea was very rough, with a south-westerly gale blowing. She found the auxiliary yacht *Simba* about a quarter of a mile from the north breakwater lighthouse, with one man on board. She had parted both her anchors and was drifting. The life-boat took her in tow, but the rope broke; however, she got another line aboard, towed her in, and arrived back at her station at 4.15. The rescued man expressed his thanks.—Rewards, £7 5s.

MUCH ESCORTING

Aberdeen, and Peterhead, Aberdeenshire.—At 2.25 on the morning of the 17th of September, 1950, the Gregness coastguard telephoned the Aberdeen life-boat authorities. The motor fishing vessel *Saga*, of Aberdeen, with a crew of three, had wirelessly that she had anchored fifteen miles south-east of Girdle Ness with an engine breakdown. She had asked for help. At three o'clock, the No. 1 life-boat *Emma Constance* was launched, with the second coxswain in command, in a very

rough sea with a strong south-south-east gale blowing and heavy rain squalls. But meanwhile the S.S. *Gowrie* had taken the *Saga* in tow; so the life-boat was recalled to her station. She reached it at 9.20. About 10.50 the *Gowrie*, now two and a half miles off Collieston, wirelessly for the Aberdeen life-boat to stand by her because of the weather. The *Emma Constance* therefore put out again at 11.30. At 11.45 the Peterhead life-boat was informed by the Peterhead coastguard, and her crew assembled. At 1.35 they heard that the *Gowrie's* tow rope had parted; so the *Julia Park Barry*, of *Glasgow* was launched. This was at 1.50. She came up with the vessels between four and five miles east-south-east of Peterhead. The *Saga* was adrift, but neither the *Gowrie* nor the S.S. *St. Clair*, which was also standing by, could take her in tow. About ten minutes later, the Aberdeen life-boat reached them. The Peterhead life-boat then took the *Saga* in tow and asked the Aberdeen life-boat to stand by. The *Gowrie* and *St. Clair* left the scene. Escorted by the *Emma Constance*, the Peterhead life-boat towed the *Saga* to Peterhead, reaching it at 5.30 that evening. The Aberdeen life-boat left them at the entrance to Peterhead harbour and returned to her station, arriving at 7.30.—Rewards: Aberdeen, First service, £10 10s.; Second service, £14 4s.; Peterhead, Property Salvage Case.

PONTOON

Falmouth, Cornwall.—At 7.45 in the morning, on the 17th of September, 1950, it was reported that a boat was drifting out to sea from the Helford River. At 8.15 the life-boat *Crawford and Constance Conybeare* was launched, in a heavy sea with a westerly wind blowing. She found a pontoon with a canvas awning a mile off the river. No one was on board. The life-boat therefore towed the pontoon to Falmouth harbour and reached her station again at 10.31.—Property Salvage Case: Rewards, £2 1s. 6d.

EMPTY MOTOR BOAT

Donaghadee, Co. Down.—At 12.10, on the afternoon of the 17th of September,

1950, the Bangor coastguard reported that a motor boat was adrift in Donaghadee Sound. Twenty minutes later the life-boat *Sir Samuel Kelly* was launched, in a very rough sea and westerly gale. She found the boat four miles east of Donaghadee with no one aboard, so took her in tow and returned to her station, arriving at three o'clock.—Rewards, £6 13s.

A FLOODED YACHT

Newhaven, Sussex.—At 6.55 in the evening, on the 17th of September, 1950, the coastguard telephoned that a yacht about two miles to westward and a mile off shore, was drifting eastwards. She seemed to be out of control. At 7.5 the life-boat *Cecil and Lilian Philpott* was launched in a very rough sea with a south-westerly gale blowing. She found the motor yacht *Deli*, of Beaumaris, one and a half miles west of Newhaven harbour; but no crew. Two life-boatmen boarded her and found her flooded; but they could not be sure that no one was on board. They therefore made fast a tow rope and re-boarded the life-boat, which towed the *Deli* to harbour, reaching her station again at 8.50. It was learned later that the *Deli's* crew had been taken off by a steamer off the Nab Light the day before. This same day, the Bembridge life-boat had also launched, but found nothing.—Property Salvage Case.

EMBARKATION FOR HOSPITAL

Arranmore, Co. Donegal.—On the morning of the 18th of September, 1950, a girl was suddenly taken very ill, needing immediate hospital treatment. It was very stormy, and no small boat could go to the mainland in the rough seas and the north-westerly gale which was then blowing. At ten o'clock, then, the life-boat *W. M. Tilson* left her moorings. She embarked the patient, and took her to the mainland, reaching her station again at half past two in the afternoon. — Rewards, £10 8s.

A TEMPEST FOR MIRANDA

Sheringham, Norfolk.—At 2.5 in the afternoon, on the 22nd of September, 1950, a fisherman reported that a yacht

was in difficulties. She had lost her mainsail, and was close inshore, going towards Weybourne. Then she altered course and anchored off the life-boat-house, in a dangerous position. A motor boat put out, but, at the request of the yacht, she signalled for the life-boat and returned to the shore. The weather was very bad. At 2.37 the life-boat *Foresters Centenary* was launched in a rough sea with a strong north-westerly breeze blowing. She towed the sailing yacht *Miranda* and her crew of two to Blakeney harbour and then returned to her station, arriving at seven in the evening. The crew expressed their appreciation.—Rewards, £28 7s.

LEADING IN THE WINNER

Mallaig, Inverness-shire.—About 12.30 in the afternoon, on the 24th of September, 1950, the police reported that the local fishing boat *Winner*, with a crew of three, was fifteen hours overdue. All coastguards were notified; and at 1.5 the life-boat *Sir Arthur Rose* left her station in a light southerly wind with a moderate sea. She searched the Mallaig Dunvegan area until half past three, when she received a wireless report that the missing boat was in Rhum Loch. There the life-boat found her at anchor. She had broken down the night before and drifted for seven hours, until with the help of a sail she had managed to reach Rhum Island. With the *Winner* in tow, the life-boat arrived back at 6.40 in the evening.—Rewards, £10 17s.

FROM CHURCH TO LIFE-BOAT

Runswick, Yorkshire.—At 6.45 on the evening of Sunday, the 24th of September, 1950, one of two small yachts off Kettleness Point, was seen to be in difficulties. The other was standing by. During the next thirty minutes, however, the wind freshened to a strong south-westerly breeze, and then it was seen that both yachts were in trouble. At half past seven the life-boat *Robert Patton*—*The Always Ready*, was launched, some of her crew leaving church to take their places in the boat. The sea was moderate, and she escorted the yachts into Runswick Bay, arriving back at her station at 8.15. The

Runswick Bay Sailing Club expressed its thanks.—Rewards, £12 2s. 6d.

NORTH OF IRVINE BAR

Troon, Ayrshire.—At 7.50 in the evening, on the 25th of September, 1950, a message was received from Irvine that a yacht had broken down off Irvine harbour and could not get in. So, at 8.15, the life-boat *Sir David Richmond, of Glasgow*, was launched in a choppy sea, with a fresh northerly breeze blowing. She found the auxiliary yacht *Bervor*, of Irvine, with a crew of two, half a mile north of Irvine Bar, and towed her to harbour. Then she returned to her station, arriving at ten o'clock.—Rewards, £5 1s.

ANOTHER HOSPITAL CASE

Teesmouth, Yorkshire.—At 8.45, on the evening of the 25th of September, 1950, the lighthouse keeper reported a message that a member of the crew of the new tanker *London Pride*, which was carrying out trials, was in need of hospital treatment. At 9.25 the life-boat *John and Lucy Cordingley* was launched in a slight sea with a light north-easterly breeze, and soon came up with the tanker half a mile north of Fairway Buoy. The injured man had been badly burned about the face and hands and was suffering from shock, although conscious. He was lowered into the life-boat and attended by two ambulance men who had accompanied the crew. The life-boat returned to her station, arriving at 10.25, when a waiting ambulance took the man to hospital. The owners expressed their thanks and made a gift to the funds of the Institution.—Rewards, £9 3s.

ONE MAN ON A YACHT

Holyhead, Anglesey.—At 10.7 on the night of the 25th of September, 1950, the coastguard telephoned that a yacht had fired a red Verex light off Trinity Depot. At 10.30 the life-boat *St. Cybi, Civil Service No. 9* was launched on service for the first time. The sea was very rough, with a whole gale blowing from the north. She found the yacht *Marda*, of Beaumaris, off Newry Beach, rolling heavily, with one man on board. The life-boat rescued this man and returned to her station, arriving at

11.15. The *Marda* eventually fetched up broadside on to the beach.—Rewards £8 1s.

TRAWLER AGROUND

Aberdeen.—The local steam trawler *Lynburn*, which had previously broken adrift, had gone ashore in the Navigation Channel at Aberdeen. In the early hours of the morning of the 26th of September, 1950, tugs were trying to refloat her; and at 2.40 the No. 1 life-boat *Emma Constance* put out to stand by her. Efforts to get her off failed and, after taking off the watchman, the life-boat returned, arriving at 3.40.—Rewards, £4 17s. 6d.

A LONE MUSKETEER

Barrow, Lancashire.—At three o'clock in the morning, on the 26th of September, 1950, a message was received from the Walney coastguard, that H.M.S. *Musketeer*, which was being towed to Liverpool by the tug *Saucy*, for a re-fit, had broken adrift. At 3.50 the life-boat *N.T.* was launched. At 8.15 she came up with the tug twenty-six miles south-west of Morecambe Bay Lightvessel. The *Musketeer* had just anchored, but a rough sea with a fresh northerly gale caused the master of the tug some concern in case the destroyer's anchor should drag or her cable part. At his request, then, the life-boat stood by. About 10.30 the weather moderated; and as the master was satisfied that the *Musketeer* was safely anchored, the life-boat returned to her station, arriving at 4.45 in the afternoon.—Rewards, £23 11s.

MARY ANN: SHEPHERDESS

Whitby, Yorkshire.—About half past three on the morning of the 26th of September, 1950, several Scottish fishing boats working from Whitby were at sea. A strong north-easterly wind was causing a very heavy sea, making the approach to Whitby Harbour dangerous during the hours of darkness. On account of this, the life-boat crew were assembled; and at 4.20, when the fishing boats were seen making for port, the No. 1 life-boat *Mary Ann Hepworth* was launched. She told each boat the safest way to approach harbour, and stood by until all were safely

inside. Then she returned to her station, arriving at 8.20.—Rewards, £10 8s.

MOTOR BOAT IN TROUBLE

Torbay, Devon.—Early in the afternoon, on the 26th of September, 1950, the Berry Head coastguard reported a small motor boat apparently broken down. The occupants were waving to attract attention. At 2.5 the life-boat *George Shee* put out in a choppy sea with a northerly breeze, and found the motor boat *Dragonfly*, of Torquay, half a mile off Berry Head. Her crew of two had managed to get her engine to function, but were heading for the broken water of a tide race. The life-boat headed them off and escorted the motor boat to Torquay Harbour, in case her engine failed again. She reached her station again at 4.5. The owner expressed thanks and made a gift.—Rewards, £5 13s.

PULLED CLEAR OF THE GOODWINS

Ramsgate, Kent.—At 5.28 in the morning, on the 30th of September, 1950, the coastguard telephoned that the North Goodwin Lightvessel had warned off two ships approaching the Goodwin Sands. At 5.52 the coastguard reported that one of them seemed to have gone aground two and a half miles south-south-west of the lightvessel. So, at 5.59, the life-boat *Prudential* left her moorings. The sea was rough with a strong south-westerly breeze blowing. She found the motor trawler *Berdin Gabea*, of San Sebastian, with sixteen people on board, and laying out an anchor for her, put a towrope on board. Then she anchored to await the flood tide. With the rising tide, she held the trawler upright and with the help of a motor boat, pulled her clear. She returned to her station again at 1.35 that afternoon. Property Salvage Case.—Rewards, 16s.

DRIFTING IN A MOTOR BOAT

Ilfracombe, Devon.—About half past four on the afternoon of the 30th of September, 1950, a small boat was seen by a member of the life-boat crew making distress signals north-east of Ilfracombe. This was confirmed by the coastguard. At 5.15 the life-boat

Richard Silver Oliver was launched in a calm sea and slight southerly breeze. Threequarters of an hour later she found the motor boat *Virginia*, of Penarth, with one person aboard, drifting up channel with the tide. Her engine had broken down. The life-boat therefore towed her to Ilfracombe Harbour, arriving at half past seven.—Rewards, £14 11s. 6d.

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

North Sunderland, Northumberland.—August 28th.—Rewards, £22 11s.

Lytham-St. Annes, Lancashire.—September 2nd.—Rewards, £5 12s.

Berwick-on-Tweed, Northumberland.—September 2nd.—Rewards, £37 7s.

Dover, Kent.—September 3rd.—Rewards, £6 18s.

Bembridge, Isle of Wight.—September 4th.—Rewards, £11 14s.

Dover, Kent.—September 4th.—Rewards, £6 13s.

Porthdinllaen, Caernarvonshire.—September 5th.—Rewards, £16 7s.

Walmer, Kent.—September 6th.—Rewards, £15 16s.

Islay, Inner Hebrides.—September 6th.—Rewards, £17 9s. 8d.

Hartlepool, Durham.—September 7th.—Rewards, £6 19s. 6d.

Dungeness, Kent.—September 7th.—Rewards, £31 6s.

Troon, Ayrshire.—September 7th.—Rewards, £3 16s. 6d.

Torbay, Devon.—September 9th.—Rewards, £4 2s. 6d.

Dover, Kent.—September 12th.—Rewards, £6 13s.

Padstow, Cornwall.—September 13th.—Rewards, £6 7s.

St. Helier, Jersey.—September 13th.—Rewards, £11 7s.

Tenby, Pembrokeshire.—September 13th.—Rewards, £32 16s.

Walmer, Kent.—September 14th.—Rewards, £19.

Anstruther, Fifeshire.—September 14th.—Rewards, £13 8s. 6d.

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

Valentia, Co. Kerry.—September 16th.—Rewards, £7 1s. 6d.

Bembridge, Isle of Wight.—September 16th.—Rewards, £14 18s.

Sunderland, Durham.—September 17th.—Rewards, £4 19s.

Bembridge, Isle of Wight.—September 18th.—Rewards, £7 1s. 6d.

Swanage, Dorset.—September 20th.—Rewards, £11 7s.—

Cromer, Norfolk.—September 21st.—Rewards, £24 13s.

Port Erin, Isle of Man.—September 22nd.—Rewards, £15 15s. 6d.

Southend-on-Sea, Essex.—September 22nd.—Rewards, £9 17s.

Walmer, Kent.—September 24th.—Rewards, £16 18s. 6d.

St. Peter Port, Guernsey.—September 24th.—Rewards, £5 15s.

Anstruther, Fifeshire.—September 25th.—Rewards, £11 7s.

St. David's, Pembrokeshire.—September 27th.—Rewards, £10 3s.

Dover, Kent.—September 28th.—Rewards, £9 14s.

OCTOBER

During October, life-boats went out on service 43 times, and rescued 10 lives.

NO SERVICEABLE GEAR

Broughty Ferry, Angus.—Shortly after ten o'clock on the morning of Sunday, the 1st of October, 1950, the Carnoustie coastguard reported that the Abertay Lightvessel had said a small boat was in difficulties off the lightvessel. A moderate easterly breeze was causing a considerable swell, when at half past ten the life-boat *Mona* was launched. She found the boat two miles east-by-north of the lightvessel without any serviceable gear. A large stone used as an anchor was being driven seaward. Two naval ratings were on board. The life-boat took her in tow and returned to Broughty Ferry, arriving at 12.20.—Rewards, £9 10s.

DAMAGED IN A SQUALL

The Mumbles, Glamorganshire.—At 11.56 on the morning of Sunday, the 1st of October, 1950, the life-boat

William Gammon, Manchester and District XXX was at sea for adjustments to her wireless equipment when the coastguard announced that a yacht in Port Eynon Bay was heading towards Oxwich Point and flying distress signals. The sea was moderate and a south-westerly breeze was blowing. The life-boat found the auxiliary yacht *Daffrobani* two and a half miles south-west of Oxwich Point. She had been damaged in a squall and her engine had broken down. A life-boatman was put on board to help her crew of two and, with the life-boat in attendance, the yacht proceeded under sail to an anchorage in Swansea Bay, arriving at two o'clock.—Rewards, £12 6s.

A DINGHY OFF THE TYNE

Tynemouth, Northumberland.—At 3.45 on the afternoon of the 1st of October, 1950, the coastguard telephoned that a sailing dinghy seemed to be in difficulties about a mile off the Tyne entrance. The sea was rough and a moderate westerly gale was carrying it out to sea. At 4.15 the life-boat *Tynesider* was launched with the honorary secretary, Mr. Selby Davidson, on board. She found the dinghy *Penny Ann* about four miles east of Tyne harbour in tow of a hopper which had passed her a rope just before the life-boat arrived. This was transferred to the life-boat, together with the owner, who was alone on board. The life-boat then returned to her station, arriving at 5.47. The owner's wife expressed thanks and made a gift to the funds of the Institution.—Rewards, £10 6s.

VOYAGE OF THE GOLDEN HIND

Barmouth, Merionethshire.—At three in the afternoon on the 3rd of October, 1950, the coxswain and others saw the launch *Golden Hind*, of Plymouth, approaching Barmouth Bar. There was a heavy sea, with a strong south-westerly breeze blowing. The local pilot boat had been standing by for the ship to arrive, but had had to return because of the rough seas. As the *Golden Hind* neared the bar heavy seas broke over her. At 3.18 the life-boat *The Chieftain* was launched, as she was the only suitable craft available. Escorted by the life-boat, the launch

entered harbour at four o'clock.—Rewards, £7 10s.

A TANKER HARD AGROUND

Barrow, Lancashire.—At half past six on the morning of the 4th of October, 1950, the Walney Island coastguard reported a ship aground in Hilpsford Point, Walney. No distress signals had been made, but it was thought advisable to launch the life-boat. At 7.15, therefore, the *N.T.* put out in a slight sea with a moderate southerly breeze. Two miles west-south-west of the Walney lighthouse she found the 10,000-ton turbo-electric tanker *Ampac-California*, of Los Angeles, with a crew of fifty. She was hard aground amidships and in danger of breaking her back if the weather got worse. The life-boat therefore stood by. Fortunately the weather held fair and at half past three in the afternoon the tanker refloated with the help of tugs from Heysham and went to a safe anchorage. The life-boat returned to her station, arriving at 4.40.—Rewards, £22.

WIFE DANGEROUSLY ILL

Kilmore, Co. Wexford.—About nine o'clock on the morning of the 6th of October, 1950, the Irish Lights Commissioners asked that the life-boat should go to the Coningbeg Lightvessel to land a man whose wife was dangerously ill. At 9.50 the life-boat *Ann Isabella Pymont* was launched in a rough sea and strong south-south-westerly breeze. She reached the lightvessel in an hour and a half and within ten minutes was on her way home. She arrived at her station at 12.55 in the afternoon.—Rewards, £17 17s., repaid by the Commissioners of the Irish Lights.

THE BODY OF A FISHERMAN

Skegness, Lincolnshire.—At 8.36 on the night of the 7th of October, 1950, the coastguard telephoned that the Lynn Well lightvessel had reported that flares had been seen five to six miles north-by-east of her. The sea was smooth, the wind slight and southerly, and the tide low. It was concluded that a ship might be ashore on the Woolpack Sands, but in no immediate danger. About ten o'clock a coastguard reported

that further flares had been seen; and at half past ten the life-boat *Anne Allen* was launched. After searching for some time she found the auxiliary yacht *Catrina*, of Littlehampton, two miles south-south-west of the lightvessel. Although her engine had broken down and the tide and wind were against her, she was trying to sail to Boston. The life-boat therefore towed her there. On her way back to Skegness, the *Anne Allen* sighted the body of a fisherman, which she recovered and landed at her station, reaching there at 10.25 next morning.—Rewards, £38 7s.

MORE HELP FOR A DUTCH YACHT

Ramsgate, Kent.—At 6.40 on the morning of the 12th of October, 1950, the East Pier Watchman telephoned that the Dutch yacht *Amy II*, which had left Ramsgate an hour earlier, had burned flares and was apparently aground in Pegwell Bay. At 6.52 the life-boat *Prudential* left her moorings in a smooth sea and light westerly wind. Near No. 2 Brake Buoy the life-boat found the yacht. The motor fishing boat *Lady Beatty* had already put a rope aboard; and as soon as there was enough water she and the life-boat towed the yacht free. The *Lady Beatty* continued to tow until the *Amy II* could go under her own power. The life-boat returned to her station, arriving at 8.36. This yacht received help from the Great Yarmouth and Gorleston life-boat on the 25th August and from the Ramsgate life-boat on the 9th September.—Rewards, £8 13s.

A MINE IN HER TRAWL

Ramsgate, Kent.—At 12.15 on the afternoon of the 12th of October, 1950, the coastguard reported a message from the Tongue lightvessel that the local trawler *Volante* had sunk three-quarters of a mile south of South Knock Buoy, after catching in her trawl a mine which had exploded. Her crew of three had rowed to the lightvessel. The coastguard asked that the fishermen should be advised, and that the life-boat be sent to land them. Accordingly five minutes later the life-boat *Prudential* slipped her moorings in a slight sea and light westerly breeze,

picked up the men and returned to her station, arriving at four o'clock.—Rewards, £12 14s.

REFLOATING A STEAM TRAWLER

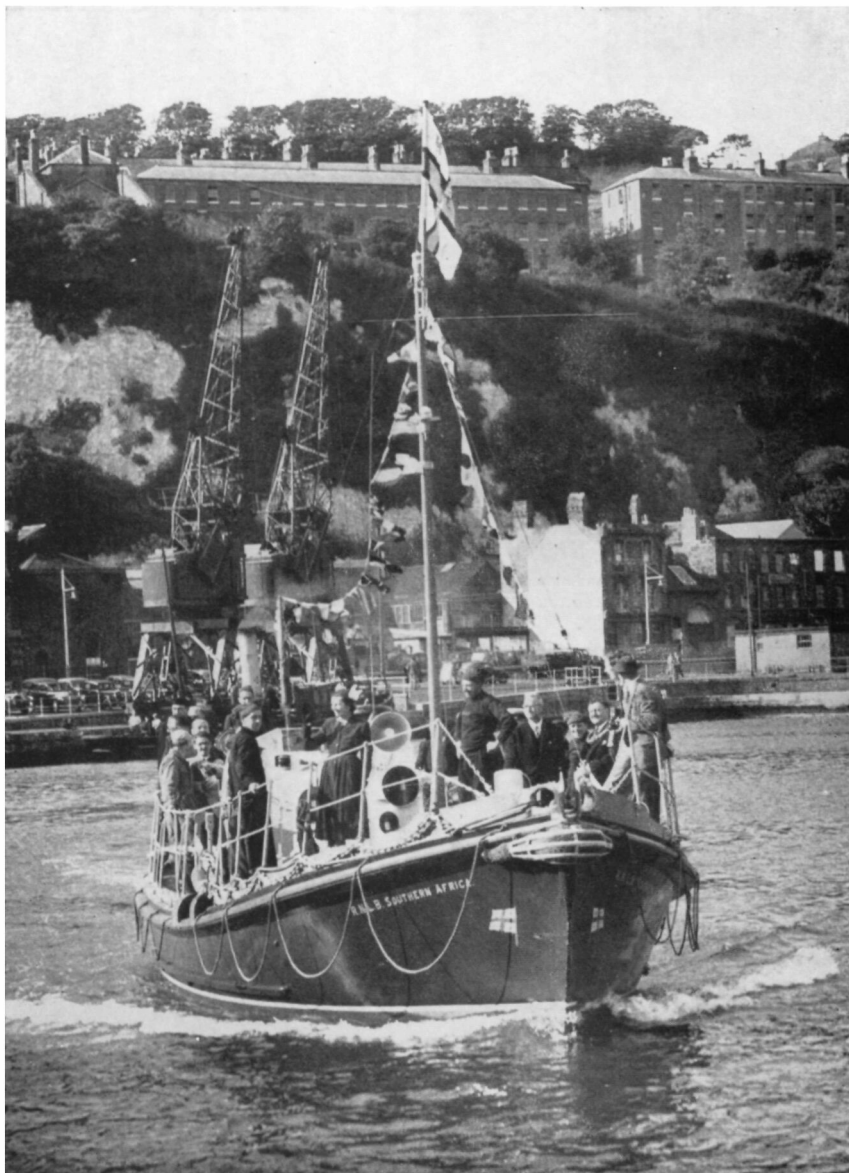
Islay, Inner Hebrides.—At 1.25 on the morning of the 13th of October, 1950, the Kilchoman coastguard telephoned that the steam trawler *Wyre Captain*, of Fleetwood, had reported that she was ashore in Islay Sound off Port Askaig and needed help. At 1.45 the life-boat *Charlotte Elizabeth* left her moorings. The sea was moderate with a strong south-south-west breeze blowing. She found the trawler on the Jura side of the Sound three miles north of Port Askaig and stood by, eventually helping to refloat her. She reached her station again at five o'clock.—Rewards, £13 10s.

A GRATEFUL YACHTSMAN

Cloughy, Co. Down.—At 4.15 on the afternoon of the 16th of October, 1950, the Tara coastguard reported that a motor yacht trying to cross the Strangford Lough was making heavy weather. At 5.3, as the weather was worsening, it was thought advisable to launch the life-boat; and at half past five the life-boat *Herbert John* put out in a heavy sea with a strong south-south-westerly gale. She found the yacht *Embla*, of Dublin, with the owner and his wife on board, two miles south of Strangford Bar. The owner asked to be escorted to safety; but progress was slow in the bad weather and after nearly three hours they had only covered two miles. The yacht was now unmanageable and burned red flares; but it was impossible to put men aboard to help her crew. She was therefore taken in tow to Ardglass Harbour and secured at 11.30. The life-boat waited for the tide and then returned to her station, which she reached at 6.15 the following morning. The owner paid a tribute to the efficiency of the Life-boat Service, made a gift and became a subscriber to the Institution's funds.—Rewards, £41 14s.

ANOTHER MOTOR YACHT TOWED

Tenby, Pembrokeshire.—At 2.35 in the afternoon, on the 17th of October, 1950, the coastguard reported that a



By courtesy of]

[Sport and General

THE SOUTHERN AFRICA AT DOVER

(See page 147)



By courtesy of]

[Sport and General

THE NAMING CEREMONY AT DOVER

Dr. A. L. Geyer, High Commissioner for South Africa, presenting the life-boat. Beside him is the Countess Mountbatten of Burma, on the left Sir Godfrey Baring, Bt., Chairman of the Institution



By courtesy of]

[Northern Echo

THE NAMING CEREMONY AT SEAHAM

(See page 148)



THE NAMING CEREMONY AT ST. ABBS
(See page 149)



By courtesy of]

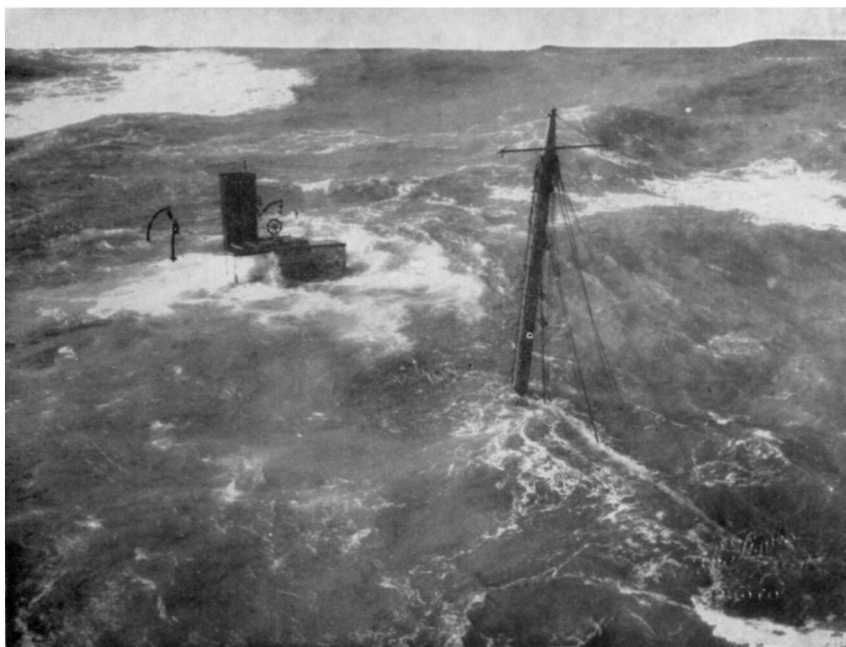
[Jim Parry, Rhyl

THE NAMING CEREMONY AT RHYL
(See page 151)

A RESCUE ON THE IRISH COAST

By courtesy of]

[Irish Times

THE CAMEO AGROUND

By courtesy of]

[Irish Times

THE CAMEO SUNK

(See page 117)



Photograph by]

[Mr. A. McArthur, of Aberdeen

**PETERHEAD LIFE-BOAT TOWING IN THE FISHING BOAT
SAGA, SEPTEMBER, 1950**

(See page 126)



By courtesy of]

[G. W. Stone, Gorleston-on-Sea

THE GREAT YARMOUTH AND GORLESTON LIFE-BOAT

Going out on Service



By courtesy of]

[Belfast Newsletter

LADY KELLY NAMES THE SIR SAMUEL KELLY

The Ceremony at Donaghadee

(See page 150)



By courtesy of]

[Irish Press Photos

DEDICATING THE LIFE-BOAT

The Ceremony at Clogher Head

(See page 150)



By courtesy of

[The Times

SHEFFIELD PARK

The gardens shown the public in aid of the Life-boat Service
(See page 152)



Photograph by

[Mr. Ernest Tilley

THE SMITHY AT GRETN GREEN

In front of the group is one of the life-boat boxes which collected £227 in three months
(See page 154)



By courtesy of]

[Nottingham Journal

A LIFE-BOAT WORKER FOR SIXTY YEARS

The late Mrs. Lotinga Smith, of Gedling

(See page 155)

motor yacht, apparently deserted, was drifting, about a mile from Manorbier Point. At 2.45 the life-boat *John R. Webb* was launched in a moderately rough sea with a south-westerly breeze. She went to the motor yacht, which was then reported three and a half miles west of Caldy Light, and at 3.35 found her. She was the *Sunwood*, of Falmouth. There was no one aboard; so after putting two life-boatmen on the yacht, the life-boat took her in tow, and brought her safely to Tenby Bay, although the tow rope parted twice before she arrived at five o'clock. The yacht was a vessel of about twenty-five tons. Her crew of three had previously been taken off by the motor vessel *Jade*, of Glasgow.—Property Salvage Case.

HIGH AND DRY

Fleetwood, Lancashire.—At 9.40 on the night of the 18th of October, 1950, the Formby coastguard reported that the fishing vessel *Lady Brooke*, of Kilkeel, was ashore threequarters of a mile east of Wyre Lightvessel, and in need of help. At 10.15 the life-boat *Ann Letitia Russell* was launched, in a moderate sea and westerly breeze, and found the vessel high and dry on Pilling Sands. The coxswain spoke to her through the loud-hailer and learned that she was safe but would like the life-boat to stand by on the flood tide. The life-boat therefore returned to Fleetwood. At two in the morning she put out again and when the vessel refloated put a life-boatman aboard to act as pilot. She then escorted the *Lady Brooke* into harbour, arriving at 3.55 in the morning.—Rewards, £16 17s.

SPEEDBOAT BREAKS DOWN

Eastbourne, Sussex.—At 1.20 in the afternoon, on the 21st of October, 1950, the life-boat coxswain reported that a motor launch had hoisted a distress signal, a mile east of the station and about one and a half miles off shore. Five minutes later the life-boat *Beryl Tollemache* was launched in a moderate sea and fresh easterly breeze. She found the speed launch *Windrush* with a crew of two. She had been disabled by an engine breakdown, and her windscreen had been broken by the waves.

The life-boat towed the launch and her occupants to Newhaven harbour, and returned to her station by half past six.—Rewards, £37 10s.

CLEANING DELAYED

Dunmore East, Co. Waterford.—At 6.30 on the morning of the 28th of October, 1950, the life-boat *Annie Blanche Smith* had just left her moorings with five of the life-boat crew aboard (she was going on to a slipway for cleaning), when a small boat entered harbour and told them that red distress flares had been seen two and a half miles south-west of the harbour. So the life-boat put out. There was a smooth sea, with a fresh north-west breeze. She found the local fishing boat *Catherine* with a crew of four, disabled by an engine breakdown, and towed her into harbour, arriving at 7.25.—Rewards, £4.

A DOUBLE SERVICE

Dungeness, Kent.—At 9.15 on the morning of the 29th of October, 1950, the Ramsgate coastguard reported that the motor cruiser *Cambrian* had asked for the help of the life-boat; and at 9.23 the *Charles Cooper Henderson* was launched in a heavy ground sea with a fresh to strong breeze. She found the motor cruiser five miles north-west of Varne lightvessel. The master asked the life-boat to escort him to Dover as his ship was leaking. On her way, however, the life-boat intercepted a wireless message from the Varne lightvessel that she had on board three boys. They had been rescued by the crew of the lightvessel from a small boat and were in need of a doctor. Putting two of his crew aboard the motor cruiser the coxswain made for the lightvessel, picked up the three boys and took them to Folkestone, where a doctor and ambulance were waiting. Meanwhile, the *Cambrian* had been safely brought into Dover. The two life-boatmen rejoined their boat at Folkestone and the life-boat then returned to her station, arriving at 4.20 in the afternoon.—Rewards, £46 9s.

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

Lytham-St. Annes, Lancashire.—October 1st.—Rewards, £8 2s.

Ramsgate, Kent.—October 1st.—Rewards, £23 16s. 6d.

Margate, Kent.—October 1st.—Rewards, £39 11s. 6d.

Mallaig, Inverness-shire.—October 2nd.—Rewards, £8 15s.

Montrose, Angus.—October 2nd.—Rewards, £40 17s.

Humber, Yorkshire.—October 2nd.—Paid Permanent Crew.

The Lizard, Cornwall.—October 3rd.—Rewards, £14.

Penlee, Cornwall.—October 3rd.—Rewards, £14 2s.

Walmer, Kent.—October 4th.—Rewards, £22 12s.

North Sunderland, Northumberland.—October 6th.—Rewards, £26 17s.

Boulmer, Northumberland.—October 6th.—Rewards, £13 9s. 6d.

Clacton-on-Sea, Essex.—October 7th.—Rewards, £12 12s. 6d.

Thurso, Caithness-shire.—October 7th.—Rewards, £12 17s.

Penlee, Cornwall.—October 9th.—Rewards, £27 4s. 6d.

St. Mary's, Scilly Islands.—October 9th.—Rewards, £21 11s.

Clovelly, Devon.—October 12th.—Rewards, £28 16s.

Margate, Kent.—October 14th.—Rewards, £46 8s. 6d.

Ramsgate, Kent.—October 15th.—Rewards, £26 2s.

Newhaven, Sussex.—October 15th.—Rewards, £9 11s.

Valentia, Co. Kerry.—October 16th.—Rewards, £14 15s.

St. David's, Pembrokeshire.—October 17th.—Rewards, £11 12s.

Angle, Pembrokeshire.—October 17th.—Rewards, £29 1s.

Southend-on-Sea, Essex.—October 23rd.—Rewards, £15 18s.

Gourdon, Kincardineshire.—October 25th.—Rewards, £20 10s.

Skegness, Lincolnshire.—October 26th.—Rewards, £28 10s.

Hartlepool, Durham.—October 28th.—Rewards, £7 4s.

Donaghadee, Co. Down.—October 30th.—Rewards, £15.

NOVEMBER

During November, life-boats went out on service 40 times and rescued 47 lives.

A TRIPLE SERVICE

Hastings, Sussex.—About half past six on the night of the 2nd of November, 1950, a message was received that flares had been seen about two and a half miles east of Hastings Harbour. At 6.45 the life-boat *M.T.C.* was launched in a very heavy sea with a west-south-westerly breeze. She found the boat which had made the flares and spoke the skipper. He directed their attention to the fishing boat *Mary*, with a crew of two, which needed help more because she had fouled her propeller with her net. The life-boat therefore took the *Mary* in tow. On her way back to her station she received a message that yet another fishing boat, the *Surprise*, showing no light, was at sea disabled by an engine breakdown. She searched all along the coast with her searchlight, but could find no trace of this boat; and with the *Mary* still in tow she reached her station at half past eight.—Rewards, £26 3s. 6d.

3,000-TON STEAMER SINKS

Barra Island, Outer Hebrides.—At 10.30 on the night of the 7th of November, 1950, the coastguard reported lights close inshore. Later he said a vessel had apparently gone aground, although she had made no distress signals. However, at 11.40, the life-boat *Lloyds* left her moorings to investigate. There was a south-westerly gale with a very rough sea and heavy rain. The *Lloyds* found the S.S. *Seniority*, of London, aground a quarter of a mile off Leanish Point, with a crew of thirty. She was a ship of nearly 3,000 tons, bound light from Liverpool for Norway, and at present in a very dangerous position. The life-boat went alongside about midnight, but the crew decided to stay in the steamer until high water at 4.0 in the morning. Then she refloated; but, badly damaged by rocks, was leaking and sinking fast. The life-boat thereupon rescued the crew and landed them at Castlebay at 4.0 in the afternoon. The steamer sank.—Rewards, £39 12s.

BADLY BURNED ON A TANKER

Bembridge, Isle of Wight.—About 4.15 in the morning on the 8th of November, 1950, the S.S. *Allurity*, of London, a tanker of 813 tons, wirelessed that she had a fire in her engine-room. Shortly after 7.0 the Foreland coastguard reported that she had the fire under control; but at 8.10 that night the coastguard telephoned that the *Allurity* had asked for the life-boat. Accordingly at 8.25, the life-boat *Jesse Lumb* was launched in a swell and a moderate south-westerly breeze. She came up with the tanker four miles east of Nab Tower. A member of the crew had been badly burned, so the life-boat wirelessed for an ambulance to meet her at Ryde, landed the patient and arrived back at her station at 2.0 the next morning.—Rewards, £17 5s.

A BODY BROUGHT ASHORE

Walmer, Kent.—At 10.58 on the morning of the 10th of November, 1950, the Deal coastguard telephoned that the police had reported a wireless message from the S.S. *Keynes*, of London. She had a man on board who was in need of immediate medical attention. At one o'clock she approached Deal, and anchored near the South Brake Buoy. The life-boat *Charles Dibdin, Civil Service No. 2* was then launched, with a doctor on board, in a moderate sea with a moderate southerly breeze. But, on reaching the ship, they discovered that the man had died; so the life-boat returned, took out the Coroner and Police and then brought the body ashore. She reached her station again at half past three.—Rewards, £21 12s.

MASTERMAN UNREADY

Penlee, Cornwall.—About one o'clock on the afternoon of the 11th of November, 1950, the coastguard reported an S.O.S. message from the tug *Tradesman*. The tug *Masterman*, of Falmouth, at anchor in Mounts Bay with a crew of fourteen aboard, was slowly sinking after striking some rocks near Marazion. The tugs were engaged with the wreck of H.M.S. *Warspite*, which went ashore in 1947. At 1.15 the life-boat *M.O.Y.E.*, on temporary duty at the station, was launched in heavy seas with a full

south-westerly gale. She stood by the *Masterman* until the salvage ship *Barnet* arrived and took her in tow. Then she accompanied both ships to Newlyn Harbour, arriving at 6.30.—Rewards, £23 10s.

WILD FOWLERS CUT OFF

Lytham - St. - Annes, Lancashire.—At 5.32 in the evening, on the 17th of November, 1950, the police telephoned that the S.S. *Empire Gaelic* had wirelessed them. She had heard cries for help from the marshes near the third mile light on the south bank of the river Ribble. At 5.38 the Formby coastguard also telephoned. At 5.50 the life-boat *Dunleary* left her moorings with a dinghy in tow, in a calm sea with a light northerly breeze. She found two men, who had been wild-fowling, cut off by the tide. They were exhausted. Two life-boatmen went ashore in the dinghy and rescued them, and they were then given rum and soup. The life-boat took them to Lytham, and reached her station again at 8.10 that night.—Rewards, £11 4s.

THE DUTCH YACHT AGAIN

Torbay, Devon.—At 12.30 on the afternoon of the 18th of November, 1950, the Brixham coastguard reported a small yacht in a dangerous position two miles off Beesands, apparently in need of help. At 12.55 the life-boat *George Shee* left her moorings in a moderate south-south-westerly gale with a rough sea, and set off at full speed. In the meantime the yacht had become unmanageable and was drifting east. Getting a new position for her, the life-boat found the yacht *Amy II*, of the Hague, eight miles off Berry Head, with a man, his wife, and their three young sons on board. They could not be taken off in the rough seas without great risk so the life-boat took the yacht in tow and returned to her station. She arrived at 4.5. This yacht, now making for Ireland, had been helped by life-boats on three previous occasions this year.—Rewards, £12 18s.

CLINGING TO THE WHEELHOUSE

Southend-on-Sea, Essex.—At 10.45 on the night of the 20th of November, 1950, a resident of Leigh-on-Sea reported that red rockets had been

seen off Leigh. At 11.8 the life-boat *Greater London, Civil Service No. 3* was launched. The sea was very rough with a moderate south-easterly gale blowing. She found the motor barge *Ada Mary*, of Rochester, one mile north-west of Loway buoy. Heavy seas were sweeping her and her crew of two were clinging to the wheelhouse, which was breaking up. The life-boat rescued the men just before the barge sank, and got back to her station with them at midnight. At 12.30 next morning she put out again, pumped out the barge and then handed her over, with part of the life-boat's crew on board, to another barge. This towed her to Leigh. The life-boat returned to her station again, arriving at 7.40.—Rewards: First Service, £11 17s.; Second Service, Property Salvage Case.

EXHAUSTED CREW

Cromer, Norfolk.—At 6.26 in the morning, on the 21st of November, 1950, the coastguard telephoned that a ship was firing rockets about two miles to the north. At 6.42 the No. 1 life-boat *Henry Blogg* was launched. The sea was rough with a strong south-south-east wind blowing. She found the auxiliary barge *Thyra*, of Rochester, bound for London with a cargo of wheat and a crew of two. She was making heavy weather, leaking, and running before the wind; her skipper and his companion were exhausted. They said they had been southward bound, but were unable to hold their course. Three life-boatmen boarded the barge and the life-boat took her in tow. But she sheered badly and the tow rope parted; the coxswain therefore decided to let the *Thyra* make her own way, and escort her, particularly as the weather was much worse. At the skipper's request the life-boat remained in attendance until the *Thyra* reached Kings Lynn Roads. The three life-boatmen then re-boarded the life-boat and returned with her to Wells by 3.0 in the afternoon. She was taken back to her station next day.—Property Salvage Case.

AGROUND ON SCROBY ELBOW

Caister, Norfolk.—At 5.20 in the morning, on the 22nd of November,

1950, the Great Yarmouth coastguard reported that a vessel seemed to be in distress and aground on Scroby Elbow to the south-east. At 5.30 the life-boat *Jose Neville* was launched. The sea was rough with a westerly breeze blowing. She found the motor vessel *Traquair*, of Leith, bound for Dunkirk, with a crew of eleven. The skipper asked the life-boat to wireless for a tug; and this, with the help of the life-boat, took the *Traquair* in tow. The tug then refloated her, and the life-boat escorted her to Great Yarmouth Roads, reaching her station again at 9.40.—Property Salvage Case.

DISABLED OFF FLAMBOROUGH HEAD

Filey, Yorkshire.—On the late afternoon of the 24th of November, 1950, the fishing boat *Mary*, of Filey, was reported overdue. Although the sea was slight and the wind light from the north-east, the state of the tide with approaching darkness and fog made her position very dangerous. At 3.36, therefore, the life-boat *The Cuttle* was launched. She found the boat with her crew of three, four to five miles east-south-east of Flamborough Head, disabled by an engine breakdown and drifting south. Taking the *Mary* in tow, she returned to her station, arriving at eight o'clock.—Rewards, £20 6s.

STANDING BY ALL NIGHT

Southend-on-Sea, Essex.—At 5.40 in the evening, on the 26th of November, 1950, the pier head signal station reported a message from the Walton-on-Naze coastguard. The S.S. *City of Bristol*, of Glasgow, had been in collision with the S.S. *Selnes*, of Oslo, south of the West Barrow Buoy. At 6.15 the life-boat *Greater London, Civil Service No. 3*, was launched in a calm sea, with fog. She found the *Selnes*, loaded with paper and with a crew of twenty-one, partly flooded and her decks awash. The coxswain went aboard and spoke to the master; and at his request the life-boat stood by all night. Meanwhile, a tug arrived and beached the *Selnes* on West Barrow Sands; but the life-boat stayed with her. In the morning the fog cleared; and about four o'clock in the afternoon the master said that a

salvage tug was expected. The services of the life-boat would no longer be required. The master therefore thanked the life-boat's crew, and she returned to her station, arriving at 6.45 that night—after more than twenty-four hours at sea.—Rewards, £64 15s.

REFUSAL AND ACCEPTANCE

Dungeness, Kent.—At 12.32 on the early morning of the 27th of November, 1950, the Lade coastguard telephoned that a vessel was aground half a mile west of Jury's Gap. At 12.42 the life-boat *Charles Cooper Henderson* was launched in a moderate sea with a fresh easterly breeze blowing. She found the motor ship *Tilda*, of Rouen, with a cargo of oil fuel and a crew of fifteen. The master said he did not need help, for he would try to refloat his ship on the next high tide; so the life-boat returned to her station, arriving at 3.15. The weather got worse and, as it was thought that the *Tilda* would need help the life-boat was launched again—at 9.25 in the morning. She found the tanker being driven further ashore. A tug was standing by; so the life-boat passed a hawser from her to the *Tilda*. After an hour's pulling she refloats. The life-boat then returned to her station, arriving at 4.0 that afternoon.—Rewards: First Service, £24 2s.; Second Service, Property Salvage Case.

LONG STRUGGLE TO REFOAT

Margate, Kent.—The S.S. *Generton*, of Newcastle, a vessel of nearly 5,000 tons bound from South Africa to London was ashore on the Girdler Sands, twelve miles to the north-west of Margate. Tugs had tried several times to refloat her, but by the 28th of November, 1950, the weather had got worse and it was decided that the life-boat should put out. At 10.50 that morning, then, *The Lord Southborough*, Civil Service No. 1 was launched in a very rough sea with a south-westerly gale blowing. The *Generton* had forty people on board. The master and a salvage officer asked the life-boat to stand by, while a tug tried once more to refloat her at 3.30 that afternoon. It failed, and the life-boat was asked to help at the next tide. By midnight a strong gale was blowing and a very

heavy sea was breaking on the sands. There were heavy rain squalls. The life-boat, still standing by, passed messages between tugs and the *Generton*. At last the seas made the steamer move, and by 3.0 next morning the tugs pulled her clear. She had foul anchors, but at dawn she had cleared them and made for Gravesend. The life-boat returned to her station, arriving at 10.20, nearly twenty-four hours after putting out.—Property Salvage Case.

GALE CATCHES THE FISHING FLEETS

Whitby, Yorkshire.—Shortly after nine o'clock on the morning of the 29th of November, 1950, while the Whitby fishing fleet was at sea, it was reported that a strong northerly gale had developed, causing a heavy swell. At 9.40 the No. 1 life-boat *Mary Ann Hepworth* was launched. Three miles off Whitby High Light she found the motor fishing vessel *For glove* with engine trouble, and stood by until she had repaired her engine. Then she escorted her over the harbour bar. This done, she escorted the other fishing vessels separately to harbour and took a new drogue out to the *Faith Star* to help her get in. When all the boats had reached harbour, the life-boat returned to her station, arriving at four o'clock in the afternoon.—Rewards, £18 16s. 6d.

Filey, Yorkshire.—On the morning of the 29th of November, 1950, the local fishing fleet was caught in a sudden gale. Among those men at sea were several of the life-boat's crew. At 10.53 the motor mechanic, with a scratch crew, put out in the life-boat *The Cuttle*, to meet the boats as they came into harbour. A moderate north-north-westerly gale was then blowing, with a rough sea and rain. One coble, the *Catherine and Ann*, had had its rudder smashed; so the life-boat went to her at once, got a rope aboard, took off the crew and towed the boat ashore. The cobsles *Jean and Barbara*, and *Joan and Mary*, were also escorted to safety before the life-boat returned ashore at 1.35 in the afternoon.—Rewards, £16.

Scarborough, Yorkshire.—While the local fishing fleet was at sea in the early

morning of the 29th of November, 1950, the wind increased from the north-north-west until by nine o'clock it was blowing a gale, causing a lot of broken water off The Castle. At 11.30 the life-boat *Herbert Joy II* was launched. One coble, the *Good Cheer*, off Cayton Bay, was the first to be escorted in. Most of the boats were off Burniston, however, and travelling north the life-boat came up with seven cobbles and escorted them all to safety. She returned to harbour at half past one.—Rewards, £16 5s.

POUNDING AGAINST THE PIER

Southend-on-Sea, Essex.—At 4.0 in the afternoon, on the 29th of November, 1950, the pier-master reported that a vessel was pounding against the pier, damaging it. At 4.25 the life-boat *Greater London, Civil Service No. 3* was launched in a rough sea with a strong north-westerly breeze blowing. She found the motor vessel *Cub-H*, of Hull, with a crew of two, on the west side of the pier; she was in a dangerous position, with her steering gear broken. Two life-boatmen therefore boarded her and, making fast a tow rope, towed the *Cub-H* to the loading pier and berthed her there. She reached her station again at 6.0.—Property Salvage Case.

TWO DANISH SHIPS ASTRAY

Peterhead, Aberdeenshire.—At 5.40 in the evening, on the 30th of November, 1950, the coastguard reported that a vessel was making a flare off North Head. At 5.55 the life-boat *Julia Park Barry, of Glasgow*, was launched in a moderate sea with a strong south-westerly breeze blowing. She found the Danish fishing vessel *Dora Veno* towing the fishing vessel *Peter Veno* (also of Denmark), which had broken down while bound from Esbjerg to the Shetlands. Neither ship knew the coast, so the Peterhead harbourmaster, who was a member

of the life-boat crew, went aboard the *Dora Veno* and piloted her to Peterhead Bay. The life-boat escorted her, and then returned to her station, arriving at 9.30 that night.—Rewards, £12 11s.

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

Tenby, Pembrokeshire.—November 1st.—Rewards, £24 5s.

Shoreham Harbour, Sussex.—November 1st.—Rewards, £12 19s.

Hastings, Sussex.—November 2nd.—Rewards, £33 17s. 6d.

Dungeness, Kent.—November 2nd.—Rewards, £34 18s.

Stornoway, Outer Hebrides.—November 7th.—Rewards, £14 5s.

Hastings, Sussex.—November 7th.—Rewards, £32 3s. 6d.

Tenby, Pembrokeshire.—November 9th.—Rewards, £11 8s.

Troon, Ayrshire.—November 12th.—Rewards, £7.

Ramsgate, Kent.—November 13th.—Rewards, £8 13s.

Shoreham Harbour, Sussex.—November 14th.—Rewards, £14 17s.

The Lizard, Cornwall.—November 17th.—Rewards, £14 10s.

Walmer, Kent.—November 20th.—Rewards, £32.

Dover, Kent.—November 20th.—Rewards, £16 10s.

Lerwick, Shetlands.—November 20th.—Rewards, £10 10s.

Walton and Frinton, Essex.—November 20th.—Rewards, £27 19s.

Arklow, Co. Wicklow.—November 23rd.—Rewards, £13 3s.

Lytham - St. - Annes, Lancashire.—November 24th.—Rewards, £9 2s.

Peel, Isle of Man.—November 25th.—Rewards, £20 12s.

Yarmouth, Isle of Wight.—November 26th.—Rewards, £12 5s.

£10 For a Penny

AN envelope with a penny stamp was in the Institution's post the other day. Inside were ten £1 notes.

There was no letter or name with them. The postmark on the envelope was Bristol.

The Southern Africa

THE second of three life-boats which are a gift to the British Life-boat Service from the people of Southern Africa, was stationed at Dover in 1949. The first, named the *Field-Marshal and Mrs. Smuts*, went to Beaumaris, Anglesey, in 1945. The third boat has not yet been built. The money to provide these three boats was collected during the war in the Union of South Africa, Northern and Southern Rhodesia, Nyasaland, and the High Commission Territories of Basutoland, Bechuanaland Protectorate and Zwaziland. The first appeal was made in 1940 by Miss Pattie Price, who enlisted the help of the South African Press and the Navy League of South Africa, and at the beginning of 1942 a Southern African branch of the Institution was formed at Capetown with the Governor General of the Union as its patron, the Prime Minister of the Union, Field Marshal Jan Smuts, as its president, and Sir Herbert Stanley, late Governor and Commander-in-Chief of Southern Rhodesia, as its chairman.

The second of these Southern African life-boats was named at Dover on the 16th of September, 1950. She is a 51-foot Barnett Stromness life-boat, and is the eleventh life-boat to go to Dover, where the station was established in 1837 and was taken over by the Institution in 1855.

The naming ceremony was held in the Granville Dock. The Mayor of Dover (Councillor W. H. Fish, J.P.),

presided. After the life-boat had been described by Commander S. W. F. Bennetts, D.S.O., D.S.C., R.N., the district inspector of life-boats, His Excellency Dr. A. L. Geyer, High Commissioner for the Union of South Africa, presented her to the Institution on behalf of the people of Southern Africa. Sir Godfrey Baring, Bt., chairman of the Committee of Management of the Institution, received the life-boat and handed her to Dover, on whose behalf she was accepted by Mr. K. H. T. Wheeler, honorary treasurer of the branch. The Right Rev. A. C. W. Rose, M.A., Bishop Suffragan of Dover, dedicated the life-boat, assisted by the Rev. A. S. Cooper, B.Sc., Vicar of Dover, and the Rev. I. E. Evans, B.A., B.D. A vote of thanks to those taking part in the ceremony was proposed by Mr. H. T. Hawksfield, J.P., chairman of the Dover Harbour Board, and seconded by Captain L. T. Sly, superintendent of the Cinque Ports Pilots.

The Countess Mountbatten of Burma, C.I., G.B.E., D.C.V.O., President of the Ladies' Life-boat Guild, then named the life-boat *Southern Africa*.

The singing was led by the choir of the Church of St. Mary the Virgin, and was accompanied by the Seamen's Band of the Royal Naval Barracks at Chatham.

After the ceremony, the life-boat, with Lady Mountbatten, Dr. Geyer, the Bishop of Dover, and other guests on board, left the dock and went to sea.

Service by Clovelly

IN the autumn number of *The Life-boat* Clovelly appeared in the list of launches in July, 1950, in which no services were done.

There was, in fact, a service. At 9.15 on the night of the 8th, the Hartland Point coastguard reported the motor vessel *Drake Dean*, of London, hove-to with her engines broken down ten miles north-west from Hartland Point, and asked for the life-boat to

be launched to stand by until the pilot cutter *Roger Beck* arrived. The *William Cantrell Ashley* was launched at 9.38 in a moderate sea with a moderate south-westerly wind blowing. She found the *Drake Dean* at midnight in tow of the pilot cutter and stood by until they were clear of Lundy Island, arriving back at her station at four in the morning.—Rewards, £24 3s. 0d.

Naming Ceremonies in England

FOUR other naming ceremonies were held in England, in June and July, 1950, at Seaham, Clovelly, Hastings, and Teesmouth.

Seaham

The new Seaham life-boat has been built out of a legacy from the late Miss Elizabeth Elmy, of Stoke Newington, London. She is a 36-feet 6-inches Liverpool life-boat, and is the fifth life-boat to go to Seaham, where the station was established in 1870. The naming ceremony was held on the 26th of June. The chairman of the Seaham Urban District Council (Councillor Mrs. M. I. Robinson) presided. After Commander H. L. Wheeler, R.N., eastern district inspector of life-boats, had described the boat, Mr. A. G. Everett, a member of the Committee of Management of the Institution, handed the life-boat to Seaham, on behalf of the donor and the Institution, and she was received by Captain F. Ogden, O.B.E., honorary secretary of the branch. The Right Rev. David Colin Dunlop, Bishop Suffragan of Jarrow, dedicated the life-boat, assisted by the Rev. Norman Maddison, B.A., vicar of Seaham Harbour. The Marquess of Londonderry then introduced the Marchioness of Londonderry, and she named the life-boat *George Elmy*. A vote of thanks to those taking part in the ceremony was proposed by Mr. R. Grimes, honorary treasurer of the branch, and seconded by Miss N. Dillon, chairman of the Seaham Ladies' Life-boat Guild. The singing was accompanied by the Fifth Seaham Old Scouts Band.

Clovelly

The new Clovelly life-boat has been built out of a legacy from the late Mr. Charles Carr Ashley, who died at Mentone in 1906 and bequeathed his estate to the Institution. He had already given a life-boat in his lifetime, and the Clovelly boat is the ninth to be built out of his gifts. She is a 35-feet 6-inches Liverpool life-boat, and is the sixth to go to Clovelly, where the station was established in 1870.

The naming ceremony was held on the 27th of June. Mr. T. Whitefield, chairman of the branch, welcomed the guests to the ceremony, and the Earl Fortescue, C.B., O.B.E., M.C., presided. After Captain G. R. Cousins, D.S.C., R.N., had described the life-boat, Sir Arthur Reed, J.P., a member of the Committee of Management of the Institution, handed her to Clovelly on behalf of the donor and the Institution, and she was received by Mr. J. C. Hilton, president of the branch. The Right Rev. Robert Cecil Mortimer, Bishop of Exeter, dedicated the life-boat, assisted by the Rev. Isaac Bond, B.Sc., Methodist superintendent minister of Beverley, Bideford. The Countess Fortescue then named the life-boat *William Cantrell Ashley*. A vote of thanks to those taking part in the ceremony was proposed by Captain W. Bate, honorary secretary of the branch, and seconded by Mr. James Cruse, a member of the branch committee. The life-boat was launched.

Hastings

The new Hastings life-boat has been built out of a gift from the Trained Women Drivers Association. She is a 35-feet 6-inches self-righting life-boat, and is the sixth life-boat to go to Hastings, where the station was established in 1858. The naming ceremony was held on the 19th of July, 1950. The Mayor of Hastings (Alderman J. D. Cooper, J.P.) presided. After Commander S. W. F. Bennetts, D.S.O., D.S.C., R.N., district inspector of life-boats, had described the boat, the Right Hon. Sir George Clerk, G.C.M.G., C.B., P.C., chairman of the M.T.C. Council, presented her to the Institution, and she was received by Captain Guy D. Fanshawe, R.N., a vice-president of the Institution. Captain Fanshawe handed her to Hastings on whose behalf she was received by Commander John Bray, V.R.D., R.N.V.R. The Rev. Canon J. C. Poole, Rural Dean of Hastings, dedicated the life-boat, assisted by the Rev. J. L. Napier, Rector of Hastings and Mayor's Chaplain, and the Rev. A. E. Gould,

President of the Free Church Council. Mrs. R. Peake, O.B.E., ex-Commandant of the M.T.C., then named the life-boat *M.T.C.* A vote of thanks to those taking part in the ceremony was proposed by Councillor G. Steel and seconded by Lieut.-Commander (S) S. L. Clarke, R.N.V.R. The life-boat was launched.

Teesmouth

The new Teesmouth life-boat has been built out of a legacy from the late Mrs. L. J. Cordingley, of Bournemouth. She is a 46-feet 9-inches Watson cabin life-boat and is the fourth life-boat to go to Teesmouth, where the station was established in 1911. The naming ceremony was held on the 27th of July. The Mayor of Redcar presided. After Commander H. L. Wheeler, R.N., eastern district inspector of life-boats, had described the life-boat,

Commodore R. G. Clayton, D.S.C., R.D., R.N.R., a member of the Committee of Management of the Institution, handed her to Teesmouth on behalf of the donor and the Institution, and she was received by Mr. W. M. Friskney, late honorary secretary of the branch. The Right Rev. W. H. Badderley, D.S.O., M.C., Bishop Suffragan of Whitby, dedicated the life-boat, assisted by the Rev. F. Cosgrove, Hon. C.F., Vicar of Coatham, and the Rev. H. Hammersley, Vicar of Redcar. Mrs. B. O. Davies then named the life-boat *John and Lucy Cordingley*. A vote of thanks to those taking part in the ceremony was proposed by Mr. E. R. Copeman, honorary secretary of the Teesmouth branch, and seconded by Dr. G. Young. Mr. B. O. Davies replied. The singing was accompanied by the Silver Prize Band of the Redcar Works of Dorman, Long & Company.

Naming Ceremonies in Scotland

Two life-boats were named in Scotland in July, 1950, at St. Abbs and Buckie. They are both gifts from Glasgow.

St. Abbs

The new St. Abbs boat has been built out of a legacy from the late Mr. James Brown Couper, D.L., J.P., of Glasgow. She is a 35-feet 6-inches Liverpool life-boat, and is the third life-boat to go to St. Abbs, where the station was established in 1911. She succeeds a boat which was also a gift from Glasgow. The naming ceremony was held on the 19th of July. Lieut.-Colonel the Earl of Home, K.T., Lord-Lieutenant of the County of Berwickshire, and a vice-president of the Institution, presided. Mr. W. F. Turner, of Glasgow, on behalf of the trustees of the donor, presented the life-boat to the Institution and Captain the Hon. Sir Archibald Cochrane, G.C.M.G., D.S.O., R.N., a member of the Committee of Management of the Institution, a vice-chairman of the Scottish Life-boat Council and chairman of the executive committee of the Council, received her and handed her to St. Abbs, on whose behalf she was received by Mr. R. B. Bell, chairman

of the St. Abbs branch. Lieut.-Commander S. C. Dickinson, R.N.V.R., northern district inspector of life-boats, described the boat, and Lord Home presented certificates of service awarded to retired members of the crew. Commander D. M. Marshall, R.N., a member of the committee of the branch, proposed a vote of thanks to Mrs. W. F. Turner, of Glasgow, who was to name the boat, and Mr. R. B. Bell proposed a vote of thanks to the chairman and others taking part in the ceremony. The Rev. David A. Hodges, B.D., of the Church of Scotland at Ayton, then dedicated the boat, and Mrs. Turner named her *J. B. Couper, of Glasgow*. The life-boat was launched.

Buckie

The new Buckie life-boat has been built out of a legacy from the late Mrs. Lawrence Glen, of Glasgow. She is a 41-feet Watson cabin life-boat and is the sixth life-boat to go to Buckie, where the station was established in 1860. The naming ceremony was held on the 29th of July. Mr. William Smith, J.P., chairman of the branch, presided. Brigadier J. W. H. Gow,

O.B.E., chairman of the Glasgow branch, handed the life-boat to the Institution on behalf of the donor, and Lord Saltoun, M.C., a member of the Committee of Management of the Institution, and a vice-president of the Scottish Life-boat Council, received her and handed her to Buckie, on whose behalf she was received by ex-Provost W. J. Merson, J.P., a Knight of the Order of St. Olaf of Norway, and a vice-president of the branch. After Lieut.-Commander S. C. Dickinson, R.N.V.R., northern district inspector of life-boats, had described the life-boat, the Rev. John Greenlaw, T.D., H.C.F. 2nd Class, of the North Church,

Buckie, dedicated her. Colonel Sir George W. Abercromby, of Birkenbog and Forglen, Bt., D.S.O., Lord Lieutenant of Banffshire and convener of the county, then invited Miss M. Glen Pettigrew to name the life-boat, and Miss Glen Pettigrew named her *Glencoe, Glasgow*. Mr. George Hendry, M.B., Ch.B., J.P., Provost of Buckie, proposed a vote of thanks to Miss Pettigrew, and Mr. James Falconer, Provost of Portnockie, and vice-convener of Banffshire, proposed a vote of thanks to the chairman and others taking part in the ceremony. The singing was led by a fisherman's choir and accompanied by the Keith Silver Band.

Naming Ceremonies in Ireland

FOUR life-boats were named in Ireland in August and September, 1950, at Donaghadee, Clogher Head, Baltimore and Arranmore.

Donaghadee

The new Donaghadee life-boat has been built out of a gift from Lady Kelly, of Crawfordsburn, Co. Down, in memory of her husband. She is a 46-feet 9-inches Watson cabin life-boat and is the third life-boat to go to Donaghadee, where the station was established in 1910. The naming ceremony was held on the 17th of August. Mr. James F. Ward, president of the branch, presided. Admiral Sir Wilfrid Patterson, K.C.B., C.V.O., C.B.E., a member of the Committee of Management of the Institution, handed the life-boat to Donaghadee, on behalf of the Institution, and she was received by Mr. A. M. Hamilton, J.P., chairman and vice-president of the branch. After Lieut.-Commander W. L. G. Dutton, R.D., R.N.R., Irish district inspector of life-boats, had described the boat, the Rev. Thomas Martin dedicated her. Lady Kelly then named the life-boat *Sir Samuel Kelly*. A vote of thanks to Lady Kelly, and all taking part in the ceremony, was proposed by Mr. Hugh Graham and seconded by Mr. James Hewitt.

Clogher Head

The new life-boat at Clogher Head has been built out of a legacy from the late Mr. G. H. Ermen, of Hale, Chester. She is a 35-feet 6-inches Liverpool life-boat and is the fourth life-boat to go to Clogher Head, where the station was established in 1899. The naming ceremony was held on the 31st of August. The Rev. J. G. McCooey, C.C., B.A., honorary secretary of the branch presided. Captain the Hon. V. M. Wyndham-Quin, R.N., a member of the Committee of Management of the Institution, handed the life-boat to Clogher Head, on behalf of the donor and the Institution, and she was received by the Rev. J. G. McCooey. After Lieut.-Commander W. L. G. Dutton, R.D., R.N.R., Irish district inspector of life-boats had described the life-boat, the Very Rev. Canon P. Johnston, P.P., dedicated her. The Hon. Mrs. Wyndham-Quin then named her *George and Caroline Ermen*. A vote of thanks to Captain and Mrs. Wyndham-Quin was proposed by the Mayor of Drogheda (Alderman A. Walsh) and seconded by Mr. J. Coburn, T.D.

Baltimore

The new Baltimore life-boat is one of two boats built out of a legacy from the late Mr. W. Muskerrey Tilson, of Richmond, Surrey. She is a 46-feet

9 inches Watson cabin life-boat and is the third life-boat to go to Baltimore, where the station was established in 1919. The naming ceremony was held on the 6th of September. The Rev. T. J. Hill, P.P., chairman of the branch, presided. The Lord Winster, K.C.M.G., P.C., a member of the Committee of Management of the Institution, handed the life-boat to Baltimore, on behalf of the donor and the Institution, and she was received by the Rev. J. McCarthy, honorary secretary of the branch. After Lieut. - Commander W. L. G. Dutton, R.D., R.N.R., Irish district inspector of life-boats, had described the life-boat, the Most Rev. Dr. Moynihan, D.D., Bishop of Ross, blessed her. Mrs. H. S. Roch then named the life-boat *Sarah Tilson*. Lord Winster presented the certificate of service awarded to Coxswain Michael O'Donoghue, on his retirement, and a vote of thanks to Mrs. Roch, and all who had taken part in the ceremony, was proposed by Admiral Hugh Somerville and seconded by Mr. H. Poole, honorary treasurer of the branch.

Arranmore

The new Arranmore life-boat is the second of the two boats built out of the legacy from Mr. W. Muskerri Tilson, of Richmond, Surrey. She is a 46-feet 9-inches Watson cabin life-boat and is the sixth life-boat to go to Arranmore, where the station was established in 1883. The naming ceremony was held on the 23rd of September, at Burtonport. Lord Rossmore, a member of the Committee of Management of the Institution, handed the life-boat to Arranmore, on behalf of the donor and the Institution, and she was received by Mr. Bernard McGill, honorary secretary of the branch. After Lieut.-Commander W. L. G. Dutton, R.D., R.N.R., Irish district inspector of life-boats, had described the life-boat, the Most Rev. William MacNeely, Bishop of Raphoe blessed her. Lady Rossmore then named the life-boat *W. M. Tilson*. Major C. Stewart Watson, R.M., deputy-secretary of the Institution, proposed a vote of thanks to those taking part in the ceremony.

Naming Ceremony at Rhyl

THE new life-boat at Rhyl is a gift from Liverpool. She has been built out of a legacy from the late Mr. A. R. Marshall, who was for many years the honorary secretary of the Port of Liverpool branch of the Institution. She is a 35-feet 6-inches Liverpool life-boat, and is the eighth life-boat to go to Rhyl, where the station was established in 1852. The naming ceremony was held on the 14th of August, 1950. Mr. Fred P. Henson, president of the branch, presided. After Commander E. W. Middleton, V.R.D., R.N.V.R., western district inspector of life-boats, had described the life-boat, Commodore the Earl Howe, C.B.E., V.R.D., P.C., R.N.V.R., deputy-chairman of the Committee of Management of the Institution, handed her to Rhyl, on behalf of the donor and the Institution. She was received by Mr. Leslie H. Pickersgill, chairman of the branch,

and Rear-Admiral R. Rowley-Conwy, C.M.G., J.P., Lord Lieutenant of Flintshire, thanked the donor and the Institution on behalf of the county of Flintshire. The Venerable R. H. Roberts, M.A., Archdeacon of St. Asaph, dedicated the life-boat, assisted by the Rev. Dan Jones. The Countess Howe then named her *Anthony Robert Marshall*. A vote of thanks to the Lord Lieutenant, Lord and Lady Howe, the Archdeacon of St. Asaph, and Mr. Dan Jones was proposed by Mr. W. Brookes Parry, honorary secretary of the branch, and seconded by Mrs. Sayle, chairman of the Rhyl Ladies' Life-boat Guild. The singing was led by the Rhyl Ladies' Choir and Children's Mixed Choir, accompanied by a detachment of the Rhyl Silver Band. The Rhyl unit of the Sea Cadet Corps provided a guard of honour.

"A Fisherman's Yarn"

IN 1948 Mr. Paul Rotha made for the Institution a twenty-minute film, with music and a running commentary, which was to show the Life-boat Service from the point of view of the fishermen from whom its crews are drawn. It was taken at Hastings and is based on fact.

It tells the story of an old fisherman with such confidence in himself and his boat that he has no use for the Life-boat Service. He has so little use for it that, when his own son joins the life-boat crew, he refuses to have anything more to do with him. They go their own ways and never speak. But a day comes when the old man's own fishing boat strikes a sunken wreck. She is badly holed and begins to sink. Even then his pride refuses to give way. He makes no signal for help. But his plight is seen from the shore, and the life-boat goes out to his rescue. For long he refuses her help, but at last is persuaded to come on board. The life-boat then takes his boat in

tow, with two life-boatmen on board her, baling hard; but they cannot keep the water down. She steadily fills. At last the coxswain is compelled to cut her adrift, and as the life-boat moves on towards the shore the old man sits alone watching her until she has sunk. He has lost his boat, but he has learnt his lesson, and the last shot shows him happily reconciled with the life-boat coxswain and his own son.

At the end of 1948 the film was leased to British Lion Film Corporation who were given sole rights for three years to show it in cinemas. It has now been shown in over 1,200. The agreement left the Institution free to show the film to audiences which did not pay to see it, so that its branches were free to use it at their meetings, and in October, 1950, the film was accepted for showing to such audiences by the Central Film Library (part of the Central Office of Information) whose films are seen by twenty-two million people a year.

The Gardens of Sheffield Park

IN 1950, for the second year, the famous gardens of Sheffield Park, Sussex, were opened to the public on behalf of the Life-boat Service, by the kindness of their owners, Captain and Mrs. A. Granville Soames. They were open for seven afternoons in April, May and June, for the flowering shrubs, and for five afternoons in October, for the autumn colours. The members of the Eastbourne Ladies' Life-boat Guild

were again in charge of the gates. The twelve afternoons brought the Institution over £227.

The gardens are again to be open for the Life-boat Service in 1951, and the spring openings (from two in the afternoon until seven) will be on Whit-Monday (May 14th), May 23rd and 26th, and June 2nd, 6th, 9th, 13th and 16th. The charge for admission is 2s., children, accompanied by adults, 6d.

The Danger of Rubber Dinghies: A Correction

AN article was published in the last number of *The Life-boat* (Autumn, 1950) on the great danger of rubber dinghies, and a list was given of life-boats launched to their help in the summer of 1950. There were ten launches and eighteen lives were rescued. The totals were correctly given, but in the list of ten launches there were two where

no lives were rescued, at New Brighton on the 6th of June, and at Dungeness on the 18th of July, and by error the list gave in each case "rescued 8." At New Brighton after a search had been made it was found to be a false alarm, and at Dungeness the life-boat was recalled, as the man in the dinghy had been picked up by a small boat.

The Progress of Seventeen Years

A New Edition of "Modern Motor Life-boats"

IN 1933, when he had been the Institution's consulting naval architect for twenty-nine years, Mr. J. R. Barnett, O.B.E., M.Inst.N.A., published his *Modern Motor Life-boats* (Blackie, 7s. 6d.). When he retired in 1947, after forty-three years as consulting naval architect, and altogether sixty years of work on the design of life-boats, one of the first-fruits of his greater leisure (greater but very far from complete, for at the age of eighty-seven he still does a full day's work) was to bring his book up to date.

In his introduction to the first edition he said: "There is no finality . . . with further knowledge and experience improvements are introduced when new boats are built." That is still his belief, and how true it is the seventeen years between the two editions have shown. When the first appeared the majority of motor life-boats had single screws and one engine, and so, in case of a breakdown, had to carry full sets of sails. To-day all new boats have twin screws and two engines. The sails have gone. Seventeen years ago, all life-boats were steered aft. Early in the last war Mr. Barrett produced a design for a life-boat with the

wheel amidships. Now the larger types all have midship-steering. Seventeen years ago the two largest types, the Barnett type named after Mr. Barnett himself, and the Watson type named after his predecessor, had small cabins below deck. Now both those types have as well spacious deck cabins, and wireless rooms, and two other types, the smaller Watson boat and the beach type, which then had only cockpits, now have cabins as well.

The second edition has been as beautifully produced as the first. It is printed throughout on art paper, and is illustrated with twenty-five photographs and the lines and general plans of all the present-day types of life-boat.

We would quote again what we quoted seventeen years ago, for it shows the spirit in which Mr. Barnett has done his work for the Life-boat Service.

"It is a noble service which a life-boat is intended for, so the design ought to convey a sense of dignity and power, also it should be pleasing to look at, with beauty of proportions and form and even colour."

Copies, price 7s. 6d., can be obtained from the Institution.

A New Book on the Life-boat Service

To interest the youth of our nation in the sea that encompasses their island—its traffic, its secrets, its hazards—is always timely. To do so in the manner of Malcolm Saville's book, *The Adventure of the Life-boat Service* (Macdonald, 6s.) is also laudable. For it recounts, in a form addressed to youths and older children, the history and exploits of the men of the life-boats: those who made the first "unimmovable" craft, those who, with Sir William Hillary at their head, founded the R.N.L.I., whose who during the past century and a quarter have manned its boats and do so still to-day. Without them and the splendid modern

life-boats they go out in, the seas around Great Britain would be much more dangerous, the shipping upon whose cargoes our prosperity depends would travel much less securely.

In this book, the whole compelling story of life-boats is told; and it is illustrated with nearly sixty excellent photographs of pulling, sailing and motor life-boats, scenes of wrecks and rescues, launches and exercises, pictures of coxswains, life-boatmen, and equipment. It is an adventure which all young people can share in and enjoy.*

* Copies of the book, price 6s., can be obtained from the Institution.

Captain C. J. P. Cave

By the death of Captain Charles John Philip Cave, M.A., F.S.A., F.R.A.S., F.R.P.S., J.P., of Petersfield, on December 8th, 1950, in his eightieth year, the Committee of Management have lost their oldest member. Captain Cave was elected to the Committee in 1905, and was appointed a vice-president in 1948. For many years he took a very active part in the work of the Institution.

Captain Cave was a distinguished meteorologist and a most accomplished photographer of clouds and medieval stone carving. He was a fellow, and twice president, of the Royal Meteorological Society, and a fellow of the Royal Astronomical and Royal Photographic Societies and the Society of Antiquaries. It was as a meteorologist that he served in the Royal Engineers with the rank of Captain, in the war of 1914 to 1918, acting as interpreter between the soldiers and the professional meteorologists, and instructing observers of the Royal Flying Corps. He wrote two books, one called *The Structure of the Atmosphere in Clear Weather*, and the other *Clouds and Weather Phenomena for Artists and Other Lovers of Nature*. In his study of stone carving he took over 8,000 photographs.

Captain Cave's family has been closely associated with the Institution

for nearly ninety years. In 1869 The Right Hon. Sir Stephen Cave, G.C.B., F.S.A., was elected a member of the Committee, was appointed a vice-president, and remained on the committee until his death in 1880. In that year his cousin, Mr. Laurence Trent Cave, F.R.G.S., Captain Charles Cave's father, became a member and served on it for twenty years, until his death in 1899. He also was appointed a vice-president. In 1888 he presented a life-boat, named after his two sons, the *Charlie and Adrian*, which was stationed at Hayling Island. In 1894, while he was still a member, another cousin of his, Admiral John Halliday Cave, C.B., was elected, and these two cousins served together on the Committee for five years. The Admiral, who was later appointed a vice-president, continued to serve until 1913, so that he and his second-cousin, Captain Cave, appointed in 1905, served together for eight years. In 1947, Captain Cave's son, Mr. Laurence C. H. Cave, was elected, so that father and son have served together for four years. In these eighty-seven years since Sir Stephen was elected, five members of the family, and three generations, have served on the Committee of Management.

£120 from Exmoor Shepherds

THE honorary secretary of the Minehead branch writes:

"You may be interested to know that a friend of mine—the licensee of a small hotel in a remote spot on Exmoor—assisted by local shepherds, last September organised some sheep-dog trials—the first to be held on Exmoor—the net proceeds of which were handed to me for branch

funds. I received a cheque for £120.

"Living inland, none of these shepherds has ever seen a life-boat, but their enthusiasm was grand, and I should very much like to give them a trip in our boat one day on the occasion of an exercise launch."

The shepherds are to go afloat when the Minehead life-boat does her exercise at the end of June.

Gretna Green Blacksmith's Shop

MR. R. RENNISON, the manager and guide of the old blacksmith's shop at Gretna Green, famous for runaway marriages, which is visited by thousands of people every year, very kindly

offered, at the end of June, 1950, to have collecting boxes for the Life-boat Service. The offer was very gratefully accepted. By the end of September the boxes had collected £226.

Mrs. Lotinga Smith, of Gedling

By the death of Mrs. Lotinga Smith, of Gedling, Nottingham, on the 26th of December, 1950, at the age of 93, the Institution has lost its oldest honorary worker. In spite of her age, and in spite of ill-health, she refused to give up and continued her work to the end. She was born in Northumberland, and was the daughter of a ship-owner of North Shields. She came from the coast where the first life-boats were stationed, and in her youth saw many wrecks at the mouth of the Tyne. In 1883 she settled in Nottingham, as a headmistress of a girl's school, and in 1886 she started to collect for the Life-boat Service among the school-children, first in farthings and then in halfpennies.

For nearly fifty years she collected in the Carlton district of the Nottingham branch, and for many years was in charge of the district. During the six years of war, 1939 to 1945, the district contributed £3,154, and of that total Mrs. Lotinga Smith herself collected £2,393. In her sixty-four years of life-boat work, it was of that record in the war that she herself was most proud. In 1937 the Institution awarded her its gold badge, given only for long and distinguished services, and in 1948 it appointed her an honorary life-governor, the highest honour it can give to an honorary worker. Very few, if any, of its honorary workers have equalled Mrs. Lotinga Smith's long record of service.

Awards to Coxswains and Life-boatmen

To MICHAEL F. HARDY, on his retirement, after serving for 27 years as coxswain and 4½ years as second coxswain of the Eastbourne life-boat, a coxswain's certificate of service, a gratuity and a retirement allowance.

To CHARLES R. ELLIS, on his retirement, after serving for 26½ years as coxswain and 4½ years as second coxswain of the Clacton-on-Sea life-boat, a coxswain's certificate of service, a gratuity and retirement allowance.

To ROBERT INGRAM, on his retirement, after serving for 12½ years as coxswain and 10½ years as bowman of the Girvan life-boat, a coxswain's certificate of service and an annuity.

To FREDERICK C. SANDERS, on his retirement, after serving for 9 years as coxswain, 1½ years as second coxswain and 10 years as bowman of the Torbay life-boat, a coxswain's certificate of service, a gratuity and an annuity.

The late REGINALD M. SEARLE, who for 7½ years was coxswain, 4½ years second coxswain and 10½ years bowman of the Exmouth life-boat, his coxswain's certificate of service and his gratuity to his widow.

To EDWARD HARFORD, on his retirement, after serving for 4½ years as coxswain and 7½ years as bowman of the Howth life-boat, a coxswain's certificate of service.

To JOHN H. HARDINGHAM, on his retirement, after serving for 4 years as coxswain and 22½ years as second coxswain of the Sheringham life-boat, a coxswain's certificate of service and an annuity.

To ANGUS FAIRWEATHER, on his retirement, after serving for over 21 years as motor mechanic and at different times as coxswain, life-boatman and winchman of the Kirkcudbright life-boat, a life-boatman's certificate of service and an inscribed aneroid barometer.

To JOHN JONES, on his retirement, after serving for 10½ years as second coxswain, 9 years as bowman and 25 years as a member of the crew of the Porthdinllaen life-boat, a life-boatman's certificate of service and an annuity.

To THOMAS CLUCAS, on his retirement, after serving for 3½ years as second coxswain, 3 months as bowman and 11 years as a member of the crew of the Peel life-boat, a life-boatman's certificate of service.

To PATRICK RATH, on his retirement, after serving for 2½ years as bowman and 9 years as a member of the crew of the Clogher Head life-boat, a life-boatman's certificate of service.

To JAMES PHILPOT, on his retirement, after serving for 12½ years as motor mechanic and 18 years as assistant motor mechanic of the Whitby life-boat, a life-boatman's certificate of service, a gratuity and retirement allowance.

To ROBERT STRACHAN, on his retirement, after serving for 26½ years as assistant motor mechanic and 4 years as a member of the crew of the Fraserburgh life-boat, a life-boatman's certificate of service and an annuity.

To DAVID W. B. WEIR, on his retirement, after serving for 6 years as assistant motor mechanic and 9 years as a member of the crew of the Sunderland life-boat, a life-boatman's certificate of service and a gratuity.

To THOMAS S. LEWIS, on his retirement, after serving for 45 years as a member of the crew of the Tenby life-boat, a life-boatman's certificate of service.

To FRANCIS N. OILLER, on his retirement, after serving for 38 years as a member of the crew of the Dungeness life-boat, a life-boatman's certificate of service.

To HENRY V. LITTLE, on his retirement, after serving for 36 years as a member of the crew of the Sheringham life-boat, a life-boatman's certificate of service.

To S. W. WILLS, on his retirement, after serving for 23 years, between 1916 and 1939, as a member of the crew of the Poole life-boat, a life-boatman's certificate of service.

To FRED W. ARNOLD, M.M., on his retirement, after serving for 22 years as signalman and a member of the crew of the Rhyl life-boat, a life-boatman's certificate of service.

Death of Two Station Honorary Secretaries

By the death of Mr. John S. Potter, of Clacton-on-Sea on the 10th of December, 1950, and Mr. A. M. Gill, of Weymouth, on the 19th of January, 1951, the Institution has lost two honorary secretaries of stations who

have served it for many years. Mr. Potter was appointed in May, 1929, and Mr. Gill in December, 1938. Both were awarded inscribed binoculars in 1949, as a small mark of the Institution's gratitude.

A Penny a Week from 130 Firms

Two years ago the Lerwick Branch wrote to over 130 firms in the Shetlands asking if their staffs and work-people would give a penny a week to the Life-boat Service. All but

one firm agreed. The contributions for the first year amounted to £300 and for the second, £270. Since the scheme started other firms have joined it.

Notice

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

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

The next number of THE LIFE-BOAT will be the spring number, 1951.